



**CITY COMMISSION MEETING AGENDA
OCTOBER 10, 2016
7:30 PM**



Municipal Building, 151 Martin, Birmingham, MI 48009

Navigating through the agenda:

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BIRMINGHAM CITY COMMISSION AGENDA
OCTOBER 10, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Rackeline J. Hoff, Mayor

II. ROLL CALL

Laura M. Pierce, City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Announcements:

- Commissioner Birthday – Sherman
- In recognition of Breast Cancer Awareness Month, the Birmingham Shopping District is hosting a Shop Pink IN Birmingham event in collaboration with The Pink Fund on Saturday, October 15th. The day will begin with yoga in Shain Park from 10:30 a.m. - 11:30 a.m., followed by special shopping incentives in participating stores from noon to 4 p.m. Contact the BSD for additional information at 248.530.1200.
- The Birmingham Farmers Market's 2016 season is coming to a close. Join us for the End of Season Celebration on Sunday, October 23rd from 9:00 a.m.- 2:00 p.m. Dress your children in their Halloween costumes and enjoy the activities which will include hayrides, Trick-Or-Treating, corn shelling, live music, children's pumpkin craft, and a pumpkin carving demonstration!
- In addition to regular business hours, the City Clerk's Office is offering extended hours to residents to obtain an absentee ballot. The office will be open until 7:00 PM on Thursday, October 27th.
- The annual Halloween Parade and Pumpkin Patch will be held on Sunday, October 30th. The Pumpkin Patch will be held from 1:00 PM – 4:00 PM at the Community House. The Halloween Parade will begin at 4:00 PM in Shain Park.
- Please note: The next City Commission meeting will be held on Thursday, October 27th at 7:30 PM.

Appointments:

- A. Interviews for appointment to the Board of Zoning Appeals.
 - 1. Jeffery Jones, 1701 Winthrop Lane
 - 2. Charles Lillie, 496 South Glenhurst
- B. To appoint _____ to the Board of Zoning Appeals to serve a three-year term to expire on October 10, 2019.
- C. To appoint _____ to the Board of Zoning Appeals to serve a three-year term to expire on October 10, 2019.
- D. Interviews for appointment to the Multi-Modal Transportation Board.
 - 1. Paddy Mullin, 1794 Bradford
 - 2. Daniel Rontal, 926 Bird
 - 3. A. Harvey Bell IV, 848 Pleasant

- E. To appoint _____ to the Multi-Modal Transportation Board to serve a three-year term to expire March 24, 2017.
- F. To appoint _____ to the Multi-Modal Transportation Board to serve a three-year term to expire March 24, 2019.
- G. Museum Board Appointment
 - 1. To concur in the City Manager's recommendation of James Cristbrook, 260 Martin, to the Museum Board, as the business owner member, to serve the remainder of a three-year term to expire July 5, 2019.
- H. Administration of oath to the appointed board members.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

- A. Approval of City Commission/Planning Board workshop minutes of September 19, 2016.
- B. Approval of City Commission minutes of September 26, 2016.
- C. Approval of warrant list, including Automated Clearing House payments, of September 28, 2016 in the amount of \$1,776,564.59.
- D. Approval of warrant list, including Automated Clearing House payments, of October 5, 2016 in the amount of \$1,539,781.69.
- E. Resolution approving the appointment of election inspectors for the November 8, 2016 General Election pursuant to MCL 168.674(1) and authorizing the City Clerk to make revisions as needed.
- F. Resolution approving \$19,760 in Municipal Credits and \$5,305 in Community Credits to provide support for Next's specialized transportation program; to approve \$20,042 in Community Credit funds for the purchase of a new bus shelter (location to be recommended by the Multi-Modal Committee); and further directing the Mayor to sign the Municipal Credit and Community Credit contract for fiscal year 2017 on behalf of the City.
- G. Resolution setting a public hearing date of October 27, 2016 to consider the approval of the Brownfield Plan and Reimbursement Agreement for 856 N. Old Woodward, The Pearl.
- H. Resolution authorizing Work Bulletin #4 to the Peabody St. & Chester St. Structure Restoration Project, Contract #4-15(PK), accepting a proposal from DRV Contractors LLC to perform exterior fascia repairs and other high priority repairs to the N. Old Woodward Ave. Parking Structure for a total cost of \$17,481, charged to account number 585-538.005-981.0100.
- I. Resolution approving the use of one parking space on Woodward Avenue to fulfill a portion of the off-street parking requirements per Article 4, section 4.43 (G)(1) of the Zoning Ordinance for 33766 & 33772 Woodward Avenue, subject to the recommended repairs being completed as required by the Engineering Department.

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

- A. Resolution directing the following bistro applications, in the priority order below, to the Planning Board for full site plan and design review and Special Land Use Permit review:
1. _____
 2. _____
- B. Resolution approving Special Land Use Permit Amendment for Mad Hatter at 185 N. Old Woodward to approve the transfer in ownership of the existing liquor license and bistro from the current owners, Tea Parlor Inc. to RAM Restaurant Group, Inc.
- C. Resolution authorizing the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and approving the liquor license transfer for RAM that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) and SDM License with Outdoor Service (1 Area) that is located at 185 N. Old Woodward, Birmingham, Oakland County, MI 48009.
- Furthermore, pursuant to Birmingham City Ordinance, authorizing the City Clerk to complete the Local Approval Notice at the request of RAM approving the liquor license transfer request of RAM for the transfer of a Class C License to be issued under MCL 436.1521 (A)(1)(B) & SDM License with Outdoor Service (1 Area) located at 185 N. Old Woodward, Birmingham, Oakland County, MI 48009.
- D. Resolution directing staff to execute a contract with MKSK/Parsons Brinkerhoff in an amount not to exceed \$69,437.00, for professional services to complete the final plans and renderings for Old Woodward from Oakland to Landon and Maple Road from Southfield to Woodward;

AND

Resolution approving the appropriation and budget amendment to the fiscal year 2016-2017 budget as follows:

General Fund

Revenue:

Draw From Fund Balance	#101-000.000-400.0000	<u>\$69,500</u>
Total Revenue Adjustment		\$69,500

Expenditure (Planning Dept):

Other Contractual Service	#101-721.000-811.0000	<u>\$69,500</u>
Total Expenditure Adjustment		\$69,500

AND

Resolution authorizing the expenditure of funds from account #101-721.000-811.0000, Other Contractual Services (Planning) in an amount not to exceed \$69,437.00 for the completion of final plans and renderings for Old Woodward and Maple by MKSK/Parsons Brinkerhoff.

- E. Ordinance amending Part II of the City Code, Chapter 82, Planning, Article V, Design Review Board, Section 82-99, Composition, to allow for alternate members.

- AND -

Ordinance amending Part II of the City Code, Chapter 127, Historic Districts, Section 127-6, Historic District Commission, to allow for alternate members.

- AND -

Ordinance amending Part II of the City Code, Chapter 110, Transportation Systems, Article II, Multi-Modal Transportation Board, Section 110-26, Composition, to allow for alternate members.

- F. Resolution approving the settlement agreement of September 22, 2016 between the City and BCOA/COAM for a renewal of the collective bargaining agreement through June 30, 2019. Further, authorizing the transfer of the appropriate funds by the Finance Department for the contract effective July 1, 2016.

- G. Resolution scheduling a hearing of the Birmingham Firefighters Association Local 911 grievance of July 28, 2016 on a mutually agreeable hearing date. Further, designating City Counsel Tim Currier to chair the hearing for procedural matters.

- OR -

Resolution waiving consideration of the Birmingham Firefighters Association Local 911 grievance of July 28, 2016.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

- A. Commissioner Reports
 - 1. Notice to appoint alternate members to the Design Review Board, Historic District Commission and Multi-Modal Transportation Board on October 27, 2016 and to appoint members to the Birmingham Shopping District Board on November 21, 2016.
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas
- D. Legislation
- E. City Staff
 - 1. Neighborhood Connector Route Project Update, submitted by City Engineer O'Meara
 - 2. Bond Refunding, submitted by City Manager Valentine
 - 3. Update on New RTA Service Detroit to Somerset via Birmingham, submitted by City Planner Ecker

XI. ADJOURN

INFORMATION ONLY

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, 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.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al [\(248\) 530-1880](tel:248-530-1880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).



NOTICE OF INTENTION TO APPOINT TO BOARD OF ZONING APPEALS

At the regular meeting of Monday, October 10, 2016 the Birmingham City Commission intends to appoint two regular members to the Board of Zoning Appeals to serve three-year terms to expire October 10, 2019.

Interested parties may recommend others or themselves for these positions by submitting a form available from the city clerk's office. Applications must be submitted to the city clerk's office on or before noon on Wednesday, October 5, 2016. Applications will appear in the public agenda at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

Duties of Board

The Board of Zoning Appeals acts on questions arising from the administration of the zoning ordinance, including the interpretation of the zoning map. The board hears and decides appeals from and reviews any order, requirement, decision or determination made by the building official.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications
	Applicants shall be property owners of record and registered voters.
Jeffery Jones 1701 Winthrop Lane	Property Owner & Registered Voter
Charles Lillie 496 South Glenhurst	Property Owner & Registered Voter

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

To appoint _____ to the Board of Zoning Appeals to serve a three-year term to expire on October 10, 2019.

To appoint _____ to the Board of Zoning Appeals to serve a three-year term to expire on October 10, 2019.



BOARD OF ZONING APPEALS

Chapter 126 – Section 126-671 – Seven Members – Three Year Terms
Requirements – Property owners of record and registered voter

The Board of Zoning Appeals acts on questions arising from the administration of the zoning ordinance, including the interpretation of the zoning map. The board hears and decides appeals from and reviews any order, requirement, decision or determination made by the building official.

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Canvasser 369 Kimberly	Jason	(248) 231-9972 <i>jcanvasser@clarkhill.com</i>	11/23/2015 alternate	2/17/2017
Grove 584 Rivenoak	Cynthia	(248) 760-6219 <i>cvgrove@comcast.net</i>	2/14/2011 Alternate	2/17/2017
Hart 2051 Villa	Kevin	(248) 4967363 <i>khartassociates@aol.com</i>	2/27/2012 (served as an alternate 2/27/12 - 10/13/14)	10/10/2017
Jones 1701 Winthrop Lane	Jeffery R.	(248) 433-1127 <i>j_rjones@sbcglobal.net</i>	6/12/2006	10/10/2016
Judd 1592 Redding	A. Randolph	(248)396-5788 (248) 396-5788 <i>arjudd@comcast.net</i>	11/13/1995 Attorney	10/10/2017
Lillie 496 S. Glenhurst	Charles	(248) 642-6881 (248) 642-5770 <i>clillie@monaghanpc.com</i>	1/9/1984 Attorney	10/10/2016

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Lyon 1498 Yosemite	Peter	(248) 646-9337 (313) 805-5745	11/15/2002 Engineer	10/10/2017
Miller 544 Brookside	John	(248) 703-9384 <i>feymiller@comcast.net</i>	1/23/2012 (Served as alternate 01/11/10- 01/23/12)	10/10/2018
Morganroth 631 Ann	Erik	(248) 762-9822 <i>emorganroth@comcast.net</i>	10/12/2015	10/10/2018

CITY BOARD/COMMISSION ATTENDANCE RECORD

Board/Commission: Board of Zoning Appeals

Year: 2016

Member Name	1/12	2/9	3/8	4/12	5/10	6/14	7/12	8/9	9/13	10/13	11/8	12/13	Total Mtgs. Att.	Total Absent	Percent Attend
Kevin Hart	P	A	P	P	P	A	P	A	P				6	3	67%
Jeffery Jones	P	P	P	P	P	P	P	P	A				8	1	89%
													0	0	#DIV/0!
Randolph Judd	P	P	A	A	P	P	P	P	P				7	2	78%
Charles Lillie	A	A	P	P	P	P	A	P	P				6	3	67%
Peter Lyon	A	P	P	P	P	P	P	P	P				8	1	89%
John Miller	P	P	P	A	P	A	P	P	A				6	3	67%
Erik Morganroth	P	P	P	P	P	P	P	P	P						
ALTERNATES															
Cynthia Grove	P	P		P					P				4	0	44%
John Canvasser	P	P	P	P		P	P	P	P				5	0	56%

KEY: A = Absent
P = Present
NM = No Meeting

Department Head Signature

CITY BOARD/COMMISSION ATTENDANCE RECORD

Board/Commission: Board of Zoning Appeals

Year: 2015

Member Name	1/13	2/10	3/10	4/14	5/12	6/9	7/14	8/11	9/8	10/13	11/11	12/8	Total Mtgs. Att.	Total Absent	Percent Attend
Kevin Hart	P	P	P	P	P	P	P	NA	P	P	P	P	11	0	100%
Jeffery Jones	P	P	P	P	P	A	P	NA	P	P	P	P	10	1	91%
Thomas Hughes	P	P	A	P	P	P	P	NA	P	NA	NA	NA	7	1	88%
Randolph Judd	P	P	A	A	P	P	P	NA	P	P	P	P	9	2	82%
Charles Lillie	P	A	P	P	P	P	P	NA	P	P	P	P	10	1	91%
Peter Lyon	P	P	P	P	A	P	P	NA	P	P	A	P	9	2	82%
John Miller	A	P	A	P	P	P	P	NA	A	P	P	P	8	3	73%
Erik Morganroth	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	P	P			
ALTERNATES															
Cynthia Grove		P	P						P	P			4	0	36%
Rachel Loughrin	P		P	P		P							3	0	27%

**KEY: A = Absent
P = Present
NM = No Meeting**

Department Head Signature

CITY BOARD/COMMISSION ATTENDANCE RECORD

Board/Commission: Board of Zoning Appeals

Year: 2014

Member Name	1/14	2/11	3/12	4/8	5/13	6/10	7/8	8/12	9/9	10/14	11/11	12/9	Total Mtgs. Att.	Total Absent	Percent Attend
David Conlin	P	A	P	A	NM	P	P	P	P	NA	NA	NA	6	2	75%
Jeffery Jones	P	P	P	P	NM	P	P	P	P	P	P	P	11	0	100%
Thomas Hughes	P	P	P	P	NM	P	P	A	A	P	P	P	9	2	82%
Randolph Judd	P	P	P	P	NM	A	P	A	P	P	P	A	8	3	73%
Charles Lillie	A	P	P	P	NM	P	P	P	P	P	P	P	10	1	91%
Peter Lyon	A	P	A	P	NM	P	P	P	A	P	NA	P	7	3	70%
John Miller	P	P	P	P	NM	P	A	P	A	A	P	P	8	3	73%
Kevin Hart									P	P	P	P			
ALTERNATES															
Cynthia Grove	P	P	P		NM			P	P	P		P	7	0	88%
Kevin Hart	P			P	NM	P							3	0	27%
Rachel Loughrin															

**KEY: A = Absent
P = Present
NM = No Meeting**

Department Head Signature

RECEIVED BY

SEP 22 2016

OFFICE USE ONLY
Meets Requirements? ☒ Yes ☐ No
☒ Will Attend ☐ Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

CITY CLERK'S OFFICE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest

BOARD OF ZONING APPEALS

Name

JEFFERY R. JONES

Phone

248-433-1127

Residential Address

1701 WINTHROP LANE

Email

J.R.JONES@SBCGLOBAL.NET

Residential City, Zip

BIRMINGHAM, MI 48009

Length of Residence

27 YEARS

Business Address

30140 ORCHARD LAKE ROAD

Occupation

REAL ESTATE ATTORNEY

Business City, Zip

FARMINGTON HILLS, MI

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied

I'VE SERVED ON THE BOARD FOR THE LAST TEN (10) YEARS AND WOULD LIKE TO CONTINUE.

List your related employment experience

REAL ESTATE ATTORNEY FOR 40 YEARS

List your related community activities

Past Secretary; TREASURER LUTHERAN CHURCH OF THE REDEEMER; BIRMINGHAM LITTLE LEAGUE; FRIENDS OF BARDON LIBRARY; VILLAGE PLAYERS; PRECINCT DELEGATE - PRECINCT 4

List your related educational experience

BA - MICH. STATE UNIV.; J.D. AMERICAN UNIVERSITY, WASHINGTON DC

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain:

NO SUCH RELATIONSHIPS

Do you currently have a relative serving on the board/committee to which you have applied?

NO

Are you an elector (registered voter) in the City of Birmingham?

YES

Signature of Applicant

JEFFERY R. JONES

Date

9-21-16



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OFFICE USE ONLY
Meets Requirements? Yes No
Will Attend / Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

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(Please print clearly)

Board/Committee of Interest Board of Zoning Appeals

Name Charles C. Lillie Phone (248) 642-6881

Residential Address 496 S. Glenhurst Email lilliecc@sbcglobal.net

Residential City, Zip Birmingham, MI 48009 Length of Residence 45 years

Business Address 33 Bloomfield Hills Pkwy.#260 Occupation Attorney

Business City, Zip Bloomfield Hills, MI 48304

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied Continuing interest in the development of the City. I am an attorney and a portion of my my practice deals with real estate.

List your related employment experience Attorney - Real Estate Matters - 1971-Present

List your related community activities University of Michigan - BBA and JD, Walsh College - MSPA

List your related educational experience Birmingham BZA January 1984 to present (current Chairman)- 2006-2012. Member of Board of Directors BASCC-Midvale PTA Treasurer 1982-1983 - Board of Directors and Officer Woodside Athletic Club 1980-1982 - Board of Directors & Officer Forest Hills Swim Club - Officer of various Booster Clubs at Seaholm H.S. 1989-1994.

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: No

Do you currently have a relative serving on the board/committee to which you have applied? No

Are you an elector (registered voter) in the City of Birmingham? Yes

Charles C Lillie
Signature of Applicant

9/22/2016
Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 04/01/16



NOTICE OF INTENTION TO APPOINT TO THE MULTI-MODAL TRANSPORTATION BOARD

At the regular meeting of Monday, March 14, 2016, the Birmingham City Commission intends to appoint two members to the Multi-Modal Transportation Board to serve three-year terms to expire March 24, 2019.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 9, 2016. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large from different geographical areas of the city. Applicants must be electors or property owners in the City of Birmingham.

Duties of the Multi-modal Transportation Board

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications <u>In so far as possible</u> , members shall represent, <ul style="list-style-type: none"> • one member with traffic-focused education and/or experience • one bicycle advocate member Members must be electors (registered voter) or property owners of the City of Birmingham.
Padraic (Paddy) Mullin	Registered Voter, 1794 Bradford
Daniel Rontal	Registered Voter, 926 Bird
A. Harvey Bell IV	Registered Voter, 848 Pleasant

SUGGESTED ACTION:

To appoint _____ to the Multi-Modal Transportation Board to serve a three-year term to expire March 24, 2017.

To appoint _____ to the Multi-Modal Transportation Board to serve a three-year term to expire March 24, 2019.



MULTI-MODAL TRANSPORTATION BOARD

Resolution No. 02-31-14 & 09-282-16

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large living in different geographical areas of the city. At least five Board members shall be electors or property owners in the city. The remaining Board members may or may not be electors or property owners in the City.

Term: Three years.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Adams	Vionna	(202) 423-7445	12/15/2014	3/24/2018
2109 Dorchester Birmingham	48009	<i>vionnajones@gmail.com</i>	Member at large from different geographical areas of the city.	
Edwards	Lara	(734) 717-8914	4/28/2014	3/24/2017
1636 Bowers Birmingham	48009	<i>lmedwards08@gmail.com</i>	Member at large from different geographical areas of the city.	
Folberg	Amy	(248) 890-9965	12/14/2015	3/24/2017
1580 Latham Birmingham	48009	<i>amy.folberg@gmail.com</i>	Member at large from different geographical areas of the city.	

Last Name	First Name	Home Business	Appointed	Term Expires
Home Address		E-Mail		
Lawson	Andy	(586) 944-6701	4/28/2014	3/24/2018
1351 E. Maple			Pedestrian Advocate Member	
Birmingham	48009	<i>andlawson@deloitte.com</i>		
Surnow	Michael	(248) 865-3000	4/13/2015	3/24/2019
320 Martin St. #100			Bicycle Advocate Member	
Birmingham	48009	<i>michael@surnow.com</i>		
VACANT				3/24/2017
			Urban Planning/Architecture/Design Member	
VACANT				3/24/2019
			Traffic-Focus Education/Experience Member	



OFFICE USE ONLY	
Meets Requirements?	<u>Yes</u> No
Will Attend	<u>Yes</u> Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest MULTI-MODAL TRANSPORTATION
Name PADRAIC (PADDY) MULLIN Phone 313.452.5684
Residential Address 1794 Bradford Rd Email paddyfm@yahoo.com
Residential City, Zip B'HAM 48009 Length of Residence 8 yrs
Business Address _____ Occupation Educator
Business City, Zip _____

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____
I, my family and friends travel in and around the city using a variety of motorized/non-motorized modes. I have background, knowledge and insight to continue safe use of streets and walkways.

List your related employment experience I am a K-14 educator, administrator and union president with over 22 years of public service

List your related community activities Volunteer - Berkshire School Community Garden (5yrs)
Board Member Birmingham Hockey Assoc - (5yrs)

List your related educational experience Certified in Permaculture Design & Instruction
Ed Spec in Leadership & Supervision

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: No

Do you currently have a relative serving on the board/committee to which you have applied? No

Are you an elector (registered voter) in the City of Birmingham? YES

P4M
Signature of Applicant

29 Aug 2016
Date



OFFICE USE ONLY	
Meets Requirements?	<input checked="" type="radio"/> Yes <input type="radio"/> No
<input checked="" type="radio"/> Will Attend	<input type="radio"/> Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest MultiModal Transportation Board

Name Daniel Rontal

Phone 734-904-2544

Residential Address 926 Bird Ave

Email darontal@gmail.com

Residential City, Zip Birmingham, 48009

Length of Residence 11 years

Business Address 28300 Orchard Lk Rd, Suite 100

Occupation MD

Business City, Zip Farmington Hills, MI 48334

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____

I am a long-time Birmingham resident who is an avid cyclist. I am passionate about creating a means for bikes, cars and pedestrians to share our roads and green spaces.

List your related employment experience I am a practicing physician

List your related community activities This is the first city-related activity I've applied for

List your related educational experience I am a graduate of the University of Michigan with a Bachelor of Science Degree and the University of Pennsylvania with a Medical Doctor degree.

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: No

Do you currently have a relative serving on the board/committee to which you have applied? No

Are you an elector (registered voter) in the City of Birmingham? Yes

Signature of Applicant

Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to lpierce@bhamgov.org or by fax to 248.530.1080. Updated 04/01/16



OFFICE USE ONLY
Meets Requirements? Yes No
Will Attend / Unable to Attend

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(Please print clearly)

Board/Committee of Interest Multi-Modal Transportation Board

Name Albert Harvey Bell, IV

Phone 248-645-5918

Residential Address 848 Pleasant

Email ahbell4@comcast.net

Residential City, Zip Birmingham

Length of Residence 69 years

Business Address University of Michigan

Occupation Professor of Engineering Practice,

Business City, Zip Ann Arbor, Michigan, 48109

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____

I am involved with research of connect vehicles and I believe it is important to understand the emerging technology and use it. To enhance the safety and well being of the citizens and visitors

List your related employment experience University of Michigan September 2010 to current
General Motors June, 1969 to November 2008

List your related community activities Utilize city services and walk to community extensively

List your related educational experience BSE, ME University of Michigan, grad studies at U Penn and U of M

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: _____

No

Do you currently have a relative serving on the board/committee to which you have applied? No

Are you an elector (registered voter) in the City of Birmingham? Yes

A. Harvey Bell, IV

Digitally signed by A. Harvey Bell, IV
DN: cn=A. Harvey Bell, IV, o=University of
Michigan, ou=MDP, email=ahbelliv@umich.edu,
c=US
Date: 2016.10.03 10:59:17 -0400

October 3, 2016

Signature of Applicant

Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 04/01/16



NOTICE OF INTENTION TO APPOINT TO THE MUSEUM BOARD

At the regular meeting of Monday, July 11, 2016, the Birmingham City Commission intends to appoint two members to the Museum Board to serve three-year terms to expire July 5, 2019.

Interested parties may submit an application available from the city clerk's office on or before noon on Wednesday, July 6, 2016. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

Board Duties

The Museum Board is charged with collecting, arranging, cataloguing and preserving historical material. The board may locate and erect plaques or markers at historic sites, buildings or properties in the City of Birmingham with the consent of the owner or owners of any such property and subject to the approval of the city commission with respect to properties that, in the opinion of the board, have historic significance. Further, the board shall have the power to develop, operate and maintain the Allen House as a museum and to exercise authority, control and management over the Hunter House and John West Hunter Memorial Park.

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications <ul style="list-style-type: none"> One member shall be the owner of a business located in the City.
James Cristbrook	260 Martin Co-owner of Shain Park Realtors, Property Management and Estate Sales

SUGGESTED RESOLUTION:

To concur in the City Manager's recommendation to appoint James Cristbrook, as the business owner member, to the Museum Board to serve the remainder of a three-year term to expire July 5, 2019.



MUSEUM BOARD

Chapter 62 - Section 62-26

Terms - Three years - expiring first Monday in July

Seven Members: Six are electors and appointed by city commission
One is owner of a business and appointed by the city manager

The Museum Board is charged with collecting, arranging, cataloguing and preserving historical material. The board may locate and erect plaques or markers at historic sites, buildings or properties in the City of Birmingham with the consent of the owner or owners of any such property and subject to the approval of the city commission with respect to properties that, in the opinion of the board, have historic significance. Further, the board shall have the power to develop, operate and maintain the Allen House as a museum and to exercise authority, control and management over the Hunter House and John West Hunter Memorial Park.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Carman	Nayri	(248) 723-3301 <i>nayricarmal@gmail.com</i>	2/8/2016 Student Representative	12/31/2016
Dixon	Russell	(248) 642-2314 <i>russswdixon@aol.com</i>	11/24/2003 Historical Society Member	7/5/2018
Keefer	Judith	(248) 249-0996 <i>jlw2014@gmail.com</i>	7/11/2016	7/5/2019
Krizanic	Tina	(248) 644-2124 <i>tkrizanic8@gmail.com</i>	1/26/2015 Historical Society Member	7/5/2018

BIRMINGHAM HISTORICAL MUSEUM & PARK, 556 West Maple, Birmingham, MI 48009
phone: 248.530.1928 fax: 248.530.1685 www.bhamgov.org/museum
Leslie Pielack, Museum Director: lpielack@ci.birmingham.mi.us

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Logue 2010 Buckingham	Marty	(248) 649-4921 <i>gtfferos@comcast.net</i>	9/26/2011 Historical Society Member	7/5/2017
Maricak 1040 Chapin	Gretchen	(248) 821-8708 <i>gmaricak106189mi@comcast.net</i>	1/23/2012	7/5/2017
Rosso 355 Columbia	Caitlin	2482294227 <i>caitlinrosso@maxbroock.com</i>	9/21/2015 Historical Society Member	7/5/2017
VACANT			Business owner member	7/5/2019

BIRMINGHAM HISTORICAL MUSEUM & PARK, 556 West Maple, Birmingham, MI 48009
 phone: 248.530.1928 fax: 248.530.1685 www.bhamgov.org/museum
 Leslie Pielack, Museum Director: lpielack@ci.birmingham.mi.us

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(Please print clearly)

Board/Committee of Interest The Birmingham Museum Advisory Board
Name James Cristbrook Phone 248.417.7681
Residential Address 615 Yarboro Drive Email james@shainpark.com
Residential City, Zip Bloomfield Hills 48304 Length of Residence 15 years
Business Address 260 Martin Street Occupation REALTOR / Owner
Business City, Zip Birmingham 48009

Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____

Experience on boards and commissions at Cranbrook. Director of Education for Coldwell Banker (Former). Public speaker and motivational mentor/speaker. Co-owner of Shain Park, REALTORS, Property Management and Estate Sales

List your related employment experience

Real Estate Sales & Education - Selling our community & history

List your related community activities

Volunteer and fundraiser on many boards and organizations

List your related educational experience

History major in University.

To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: No

Do you currently have a relative serving on the board/committee to which you have applied? No

Are you an elector (registered voter) in the City of Birmingham? No

James Cristbrook
Signature of Applicant

8.31.16
Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to

**BIRMINGHAM CITY COMMISSION /
PLANNING BOARD JOINT WORKSHOP MINUTES
SEPTEMBER 19, 2016
DPS FACILITY, 851 SOUTH ETON
7:30 P.M.**

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Rackeline J. Hoff called the meeting to order at 7:30 PM.

II. ROLL CALL

Present: Commissioner Bordman
Commissioner Boutros
Commissioner DeWeese
Commissioner Harris
Mayor Hoff
Mayor Pro Tem Nickita
Commissioner Sherman

Ms. Boyce
Mr. Boyle
Mr. Jeffares
Mr. Koseck
Ms. Lazar
Ms. Prasad, alternate member
Mr. Williams

Absent: Mr. Clein
Mr. Share, alternate member

Administration: City Manager Valentine, City Attorney Currier, Deputy Clerk Arft, City Planner Ecker, Building Director Johnson

III. ITEMS FOR DISCUSSION

A. Comprehensive Master Plan Update

Ms. Ecker described what has transpired with the RFP for a Master Plan. In June, 2016 a draft scope of work was presented to the commission and board. At that time, it was agreed that a more holistic, comprehensive approach was desired, including a visioning process that would look at the character and future of the neighborhoods and how that would fit in with the commercial districts. Transitional zoning, parking concerns, and the use of present and future technology, among others, were also concerns. The intention is to get feedback tonight on the draft RFP and then bring the RFP formally to the City Commission for issuance. She said if the RFP is issued soon, respondents could submit in October, with interviews following, and an award in December of this year, with a kick-off meeting in January 2017.

Some of the additions to the draft include a public visioning process, a public engagement plan from firms. The Planning Board would work with the consultant to get a draft plan and then bring it to the City Commission. The Commission would be involved throughout the process in

the various design sessions, input sessions, and workshops. More detail was added to the parking analysis, including residential permit parking, city-wide parking plan.

Ms. Ecker said transitional zoning is not specifically called out for a study, but is referred to within the RFP as it relates to residential areas, the downtown, and commercial areas.

Mr. Williams would like to see representatives from residential communities added to the evaluation committee.

Ms. Ecker noted that the proposals would be reviewed by staff and the Planning Board, be narrowed down to two or three candidates, and be interviewed by the Planning Board. It would be brought to the City Commission to make the final selection. Ms. Ecker explained how the process was handled for the sub-area plans.

Mayor Hoff asked for thoughts on including residents on the selection committee. City Manager Valentine said the options would be to stay with the Planning Board, or create an ad hoc committee to serve as the evaluation panel for the proposals.

Mr. Williams said residents have complaints about a lack of input and he would like to get them involved. He would like the residents to appoint their own representatives from the beginning.

City Manager Valentine asked if the residents are part of the evaluation panel, are they going to have the same voting privileges as other members of the board.

Ms. Boyce thinks important for the Planning Board to make recommendations to the City Commission, and agrees it is important to have residents involved early in the process. She does not think there should be a separate committee and that the residents should not have a vote. The Planning Board already has qualified people on the board who have the knowledge and skills in this area.

Commissioner Boutros said the residents elected the commissioners to represent them and make decisions. He welcomes public involvement, but his fear is finding qualified residents to make the evaluations and decisions on this important plan.

Mayor Pro Tem Nickita said the key to public involvement is during the process to include as much as possible the public's interest and concerns and reaction to the proposals. In terms of selecting, he suggested we stay with the Planning Board or create an ad hoc committee to include members of different boards and some commissioners. He suggested it would be helpful to include the public in that dialog during the evaluation process with specific invitations and keep the final selection to the Planning Board.

Mr. Williams said since this plan will deal with residential areas and not just commercial as the sub-area plans have, the residents should be invited to participate at the beginning of the process. The residents would have opinions on what the study is going to look like as opposed to who the consultant is going to be.

Commissioner Bordman thinks an ad hoc committee could be created for the purpose of selecting the contractor to include MMTB, Parks & Recreation as well as the Planning Board and residents.

Mr. Boyle suggested those who respond to the RFP be asked how they would engage the public. He thinks we can deal with the selection of appropriate consultants by using the people who are experienced in this including the commission, staff and with a public meeting at the Planning Board with the consultants who respond.

Mayor Hoff said there are now two different opinions on how we should proceed. One is to create an ad hoc committee consisting of members of different boards and including members of the general public. The other is to have the Planning Board conduct the interviews with invitations to members of the public to attend that session and invite them to give their opinions on selecting the contractor.

Ms. Ecker said historically we have used an ad hoc committee if we do not have a specific board dedicated to the topic. She stated that the state law and city code specifically task the planning board with the planning of the city and making recommendations for land use, etc. to the City Commission.

Mayor Pro Tem Nickita prefers to base the decision making on some level of precedent that we have had success with. This is a special plan, more broad, more inclusive, more unique in the sense it has not been done in 30 years, so it may be appropriate to have the Planning Board lead, but incorporate some of the other boards as an option.

Commissioner DeWeese suggested a compromise of perhaps three or more Planning Board members that the board selects and maybe one member of other boards that are critical, along with a public representative.

Commissioner Harris agrees with the creation of an ad hoc committee for this review.

Mr. Jeffares suggested using the Planning Board and adding a few people to that. After the decision is made, the Planning Board will be working with the plan, and it is important to have the seven Planning Board members all feel like they were in on the decision.

Commissioner Sherman suggested that what is contemplated is how the city is going to grow and fit together, and he thinks it falls more in the category of a committee as we have set up for things like Shain Park where we had multiple aspects that went into it. All of the boards will be involved in various aspects of this plan, but he would limit the task of this committee solely to selecting the contractor. The plan itself is going to come back to each of the boards for review. At that point, the board's comments and interpretation are going to be incorporated into the plan. Selection is only part of it. Getting the right candidates to submit their proposals is more important.

Commissioner Boutros asked how the individual members feel.

Mr. Williams wants to be inclusive and go beyond the Planning Board.

Mr. Jeffares is in favor of the Planning Board and add a few of the other key players.

Ms. Prasad has experience in working on master plans and she does not believe that she has ever presented to a group that has not been tailor made to select the planner for that particular exercise. She agrees with including members of other committees that could add value with the Planning Board would be the right approach.

Ms. Boyce said the Planning Board is the appropriate board to make the selection for the recommendation and agrees that it would be beneficial to have others invited and hear their comments at a public meeting. She would not put them on the board and specifically give them a vote

Mr. Boyle is in favor of inclusiveness and wants the Planning Board members to be involved. At the end of the day, the board will be working with the consultant and their teams. He suggested that Parking, Multi-Modal Transportation Board, Parks and Recreation, and Design Review Boards be included, and there may be others.

Mr. Koseck said the Planning Board members have been appointed by the commission. Members of other committees would bring expertise to the group which might make it better.

Mayor Hoff said we are now talking about the Planning Board and four other people, or an ad hoc committee comprised of three or four planning board members and people from the other committees and boards. She believes the makeup makes a difference.

Ms. Boyce said this discussion began with including residents and asked if that is important or not.

Commissioner Sherman does not think the entire board should sit on the selection committee plus other committee members. He would rather see a couple board members plus the other committees mentioned, and a couple of residents. It will be looked at from different points of view made up of a mixed bag of people with different skill sets.

Mayor Hoff said if that is the way we go, we need to discuss the composition of the committee.

Mayor Hoff noted the contractor selection recommendation committee will be made up of three Planning Board members, two residents (one property owner), and one member of each of the following committees: Multi-Modal Transportation Board, Advisory Parking Committee, Parks and Recreation, Design Review Board.

Mayor Hoff asked for comments on the Introduction.

Commissioner DeWeese suggested changes in the reference to dense urban communities.

Mayor Pro Tem Nickita agreed and suggested the words "...traditional, walkable..." be used.

Commissioner Bordman suggested adding the words "...encouraging residents to participate in a public involvement process,...".

Mayor Hoff suggested "conducting strategic visioning sessions with residents".

Commissioner Bordman would like to see it in the introduction on the first page. She questioned the use of only "current" demographic data, and suggested that "projected" be added. Ms. Ecker noted it was spelled out in more detail on the next in the Updated Data Collection and Analysis section. Ms. Ecker said the word would be added.

Resident Deangelo Espree commented.

Commissioner DeWeese referred to bullet point 4, and said he would like to have something referring to a vision for neighborhoods. There is disagreement in this city over how the neighborhoods look and he would like to more directly address that with a vision on which we can get some agreement.

Mr. Williams would like to address the trends in the city since 1980, and analyze what has taken place in neighborhoods.

Commissioner DeWeese said we have a clear vision for the downtown and commercial areas, but we do not have a clear vision of the neighborhoods.

Commissioner Bordman suggested "Update of residential housing section to include an analysis of changes in residential areas from 1980 to present, neighborhood goals, projections..."

Commissioner DeWeese wants some direction. He wants to know where the city needs to be moving.

Mr. Boyle suggested adding "...future direction" to Commissioner Bordman's suggestion.

Mayor Pro Tem Nickita thinks it is more involved and maybe we need to expand the bullet, because it is going back to the percentage of the city that is single family residential for the most part and the amount of emphasis we have had on the planning and directing the non-residential. In order for us to identify where we want these neighborhoods to go, we have to recognize exactly what we have. Part of that is the distinction of identifying the characteristics of the different neighborhoods so that there is some definition of physical conditions of one neighborhood over another, because if we are going to start identify or analyze some type of variation of what is there, we need to understand how it is different from the next. He thinks the bullet point should expand to include "neighborhood typeology, neighborhood characteristics and neighborhood evolution". He said we cannot competently direct vision and set the stage for future development if we do not understand that.

Commissioner Harris suggested incorporating the RTA in the discussion in bullet 5.

Commissioner Bordman suggested adding "anticipated effects of autonomous vehicles". Ms. Ecker said that is covered on the next page under Parking Analysis.

Mr. Jeffares asked if that would cover the utility aspect since autonomous is mostly going to be electrical. Ms. Ecker agreed that should be added in section 3.

Commissioner DeWeese would like the words "and alternatives" added to item 4. Residential Permit Parking (city-wide). It would be clear that we are looking for alternatives.

Mayor Pro Tem Nickita said we need to be somewhat specific when referring to demographic data to include residential, office and commercial.

Mayor Pro Tem Nickita suggested adding to bullet point 7 "to incorporate current technological advancements" and "innovative policies". He feels "best practices" is too broad.

Mayor Pro Tem Nickita suggested under Public Participation language to include provide an app to develop and encourage as much public participation as possible.

Mr. Boyle suggested the words “,...utilizing contemporary technologies.” at the end of the last sentence.

Commissioner Bordman did not see anything like a monkey survey that the consultant would put together and offer to the public. She thought the city could use the email that we use now for the bulletins we send out so we could have a monkey survey ahead of or around the same time as the charrettes. It would involve people who due to work or family commitments cannot come to the charrette, but would still like to play a role to help figure out where we are going with this plan.

Mr. Boyle suggested more of a rewrite in the Visioning Process section to indicate we are looking for a consultant who understands the importance of capturing all views and brings these views early and often. He would like to put the onus on them to present to us a detailed plan for comprehensive community engagement, and that we assess that as part of the review process. They should bring experience of where it has been done before.

Mayor Hoff asked how we communicate that we want one public meeting for review of the final draft at the Planning Board and one before the City Commission.

Ms. Ecker suggested “....shall include at a minimum...”

Mayor Pro Tem Nickita suggested that the commission be involved in a preliminary meeting that provides a progress report.

Commissioner DeWeese suggested replacing the words “urban areas” with “dense, traditional, walkable communities” in 2. Updated Data Collection and Analysis.

Mr. Koseck suggested adding words “residential” before neighborhood in 1. Visioning Process.

Mayor Pro Tem Nickita suggested adding in 3. Infrastructure Analysis “and the incorporation of complete streets policies and walkable priorities.”

Ms. Prasad said whatever we find in the infrastructure analysis and parking analysis, should feed the visioning process, and that the community engagement goes on throughout the whole term of the project.

Commissioner DeWeese suggested changes to item 6 on page 6. He said it needs to be more inclusive especially as it relates to the City Commission. Ms. Ecker will add language requiring progress reports and/or updates.

Mr. Boyle suggested the words “ongoing engagement with....”

Mayor Pro Tem Nickita said we may want to be more specific in the Deliverables section. He suggested that we add “...that clearly depict the plan concepts, proposed vision, and recommendations.” We should be very clear on the documentation that they give us. We may want to add before and after illustrations, three dimensional illustrations of particular concepts, detailed plan document, including elements like buildings, pedestrian network, including sub-

area plans. We want to have in our hands at the end of the day that will give us the ability to implement the plan.

Mr. Boyce asked if we need the hard color copies. Ms. Ecker said historically we have supplied a copy of the plan to the commissioners.

Mr. Koseck said it might be more important to get a hard copy of a 90% complete set. It is common for architects to provide hard copies at 50% and 90% completion so the clients can mark it up.

Mr. Jeffares suggested an infographic might be helpful.

Mr. Koseck suggested that item 2 under Submission Requirements, identify key people and their roles, ask for references for those people, and a separate category for past projects that the firm has done with references.

Mr. Williams suggested we need to be flexible to accept both a contractor who brings along sub-contractors as opposed to a joint venture situation.

Mayor Pro Tem Nickita said it is important how we frame our desired qualifications.

City Attorney Currier said a joint venture agreement gives the city more protection and more accessibility.

Mr. Koseck suggested requesting an organizational chart in the submission requirements.

City Manager Valentine clarified this RFP will be bid under our normal procedure which is open and public as all bids are.

Mr. Williams said he is not sure a month is enough time to put together a joint venture. He thinks firms should have 60 days to respond.

Mayor Hoff adjourned the meeting at 9:44 pm.

Cheryl Arft
Deputy City Clerk

BIRMINGHAM CITY COMMISSION MINUTES
SEPTEMBER 26, 2016
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Rackeline J. Hoff, Mayor, called the meeting to order at 7:32 PM.

II. ROLL CALL

ROLL CALL:	Present,	Mayor Hoff Commissioner Bordman Commissioner Boutros Commissioner DeWeese Commissioner Harris (arrived at 7:45 PM) Mayor Pro Tem Nickita Commissioner Sherman
	Absent,	None

Administration: City Manager Valentine, City Attorney Currier, Clerk Pierce, Building Official Johnson, City Engineer O'Meara, Finance Director Gerber, Fire Chief Connaughton, Senior Planner Baka, Police Chief Clemence, Commander Grewe, HR Manager Taylor, Library Director Koschik, Assistant Library Director Craft

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

09-286-16 STATE REPRESENTATIVE MIKE MCCREADY
Representative McCready presented an update on pending legislation.

09-287-16 APPOINTMENT TO THE MUSEUM BOARD
This item was postponed.

09-288-16 APPOINTMENT TO THE CABLECASTING BOARD
This item was postponed.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

09-289-16 APPROVAL OF CONSENT AGENDA
The following items were removed from the consent agenda:

- Item A (Minutes of September 12) by Commissioner DeWeese
- Item J (Bus Shelter on Maple) by Mayor Hoff

MOTION: Motion by Sherman, seconded by DeWeese:

To approve the consent agenda as follows:

- B. Approval of warrant list, including Automated Clearing House payments, of September 14, 2016 in the amount of \$861,278.76.
- C. Approval of warrant list, including Automated Clearing House payments, of September 21, 2016 in the amount of \$28,891,559.08.
- D. Resolution approving a request submitted by Lutheran Church of the Redeemer requesting permission to place a Nativity scene in Shain Park from November 23, 2016 to December 30, 2016, contingent upon compliance with all permit and insurance requirements and payment of all fees, and, further, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- E. Resolution authorizing the City Manager to cast a vote, on the City's behalf, for the two incumbent members of the Michigan Municipal League Liability and Property Pool Board of Directors for three year terms, beginning January 1, 2017.
- F. Resolution approving the Lighting Agreements with Essco of Birmingham, and Merrillwood Building, granting permission for the City for said lighting to be placed over Merrill Street during the 2016 holiday season, and further directing the Mayor to sign the agreement on behalf of the City.
- G. Resolution approving the Interlocal Agreement with the Oakland County Animal Shelter. Further, directing the Mayor and City Clerk to sign the agreement on behalf of the City.
- H. Resolution approving the purchase of 1700 sets of holiday lights from Winterland, Inc. for a total cost not to exceed \$15,895.00. Funds are available from the General Fund-Community Activities Operating Supplies account #101-441.004-729.0000 for this purchase.
- I. Resolution authorizing the Mayor to sign the 2016 Program Year Community Development Block Grant (CDBG) Subrecipient Agreement on behalf of the City.
- K. Resolution approving the federal funds in the amount of \$20,161.00 for the 2016 Emergency Management Performance Grant period of 10/1/2015 to 9/30/2016. Further, directing the Mayor to sign the agreement on behalf of the City.
- L. Resolution approving the contract for 2016-17 pavement marking handwork with Hart Pavement Striping Corporation in the amount of \$87,690.00 for combined fall 2016 and spring 2017 paintings; further authorizing and directing the mayor and city clerk to sign the contract on behalf of the city; further authorizing this budgeted expenditure from account number 202-303-001- 937.0200.
- M. Resolution extending the 2015 agreement with PK Contracting, Inc. for painting yellow centerline and white long line pavement markings in the amount of \$10,027.00 for spring 2017; further authorizing and directing the mayor and city clerk to sign the agreement on behalf of the city; further authorizing this budgeted expenditure from account number 202-303-001-937.0200.

ROLL CALL VOTE:	Yeas,	Commissioner Bordman Commissioner Boutros Commissioner DeWeese Mayor Pro Tem Nickita Commissioner Sherman Mayor Hoff
	Nays,	None
	Absent,	1, Commissioner Harris
	Abstention,	None

V. UNFINISHED BUSINESS

09-290-16 RESIDENTIAL PERMIT PARKING REQUEST GUIDELINE

Commander Grewe explained that the current permits expire in December. During the renewal process, the new guidelines will be issued which will advise the permit holders of potential changes in the future to residential permit parking. He noted that the Ad Hoc Rail District Review process is being conducted and anticipated to be concluded in January, 2017 and the City-wide Master Plan is expected to be concluded in the Fall, 2017. Both studies could have an impact to parking in the City. He noted that if the revisions are approved, the guideline could be reviewed during the Master Plan Study. He explained an alternative considered was to use a two hour time zone sign with a permit exemption to allow for residents to park on the street at any time and all others would have a two hour time limit.

Mayor Hoff questioned if the police department could enforce the two hour time limit. Commander Grewe responded that it is labor intensive in the beginning.

Commissioner DeWeese suggested substituting the word "may" for "must" in Item 9 of the guideline which would allow for greater flexibility.

MOTION: Motion by DeWeese, seconded by Boutros:

To amend the Guidelines for Residential Permit Parking Request by replacing "Traffic and Safety Board" with "Multi-Model Transportation Board" and including two new sections; Section 8 that outlines the biennial review of all residential permit parking streets and Section 9 that includes all new residential parking permit requests may include a two hour time zone that is permit exempt.

Mayor Hoff commented that it is an improvement, but would like to see it implemented sooner.

VOTE: Yeas, 7
Nays, None
Absent, None

VI. NEW BUSINESS

09-291-16 BALDWIN PUBLIC LIBRARY ADULT SERVICES RENOVATION AGREEMENT WITH THE DAILEY COMPANY

Building Official Bruce Johnson explained the RFP process. He explained that oversight of the construction will be done through the building department and the furniture and equipment would be handled by the Library.

Library Director Koschik confirmed for Mayor Hoff that the library will remain open during construction. He confirmed for Commissioner Harris that the project is underbudget.

MOTION: Motion by Boutros, seconded by Bordman:

To approve the agreement with The Dailey Company for the Baldwin Public Library Adult Services Renovation described in Attachment A of the Request for Proposals, in the amount of \$1,152,100.00 from account #271-970.000-977.0000, and further directing the Mayor and City Clerk to sign the agreement on behalf of the City.

VOTE: Yeas, 7
Nays, None
Absent, None

**09-292-16 LOCAL ROAD IMPROVEMENT MATCHING FUND PILOT PROGRAM
WITH OAKLAND COUNTY**

City Engineer O'Meara explained that the requirements of the program include that the City would have to match 50% of the funds, focus on a local public street that somehow demonstrates a benefit to the business community, complete the project by the end of the next county fiscal year, and could not be a project that was already budgeted. He explained that Webster and Worth Streets were selected as they are in poor condition. A maintenance effort is recommended which would include patching the asphalt, repairing the concrete curbs and ADA handicap ramps, installing a capeseal layer over the entire width, and replacing the pavement markings.

The Commission discussed other streets that are in need of repair. Mr. O'Meara pointed out that several streets did not meet the criteria and others were not in that poor of condition.

MOTION: Motion by Sherman, seconded by DeWeese:

To authorize the Mayor to sign the cost sharing agreement with Oakland County pertaining to the Local Road Improvement Matching Fund Pilot Program, and directing the Engineering Dept. to proceed with the patching and cape sealing of the specified segments of Webster Ave. and S. Worth St. in 2017.

VOTE: Yeas, 7
 Nays, None
 Absent, None

**09-293-16 AUTHORIZED MONTHLY PERMITS AT THE
TEMPORARY PARKING LOT, 35001 WOODWARD**

City Engineer O'Meara explained that the City leases a lot at the northwest corner of Woodward and Maple. Forty permits have been sold. He noted that there are a lot of times where there are not many vehicles in the lot. The City would like to be able to use the lot to its full extent, therefore, it is being requested that another fifteen permits would be authorized to be sold.

Commissioner Sherman noted that in the event that the lot is full, those permit holders could park in the Park Street Parking Structure.

MOTION: Motion by Sherman, seconded by DeWeese:

To accept the recommendation of the Advisory Parking Committee, and increasing the authorized number of monthly permits that can be sold at the temporary parking lot located at 35001 Woodward Ave. by 15, for a total of 55 monthly permits. All other terms will remain the same.

VOTE: Yeas, 7
 Nays, None
 Absent, None

**09-294-16 VALET ASSIST PROGRAM AT THE
PARK STREET PARKING STRUCTURE**

City Engineer O'Meara explained that the valet assist program would not be in force until the need was there at the Park Street Parking Structure. In response to a question from Commissioner Boutros regarding public awareness of this program, Mr. O'Meara responded that

parkers who reach the roof would be required to use the valet. City Manager Valentine confirmed that the City has advertised that this valet assist option was available.

Mr. Valentine confirmed for Mayor Hoff that the funds for this program come out of the parking fund.

MOTION: Motion by Nickita, seconded by Bordman:

To accept the recommendation of the Advisory Parking Committee, accepting the proposal from SP+ Parking to operate a valet assist program on the roof of the Park St. Parking Structure from approximately 9 AM to 6 PM on Tuesdays, Wednesdays, and Thursdays as dictated by demand, at an estimated cost of \$46,317, charged to account number 585-538.003-828.0100.

VOTE: Yeas, 7
Nays, None
Absent, None

09-295-16 INSTALLATION OF CONTINENTIAL CROSSWALKS

Police Chief Clemence explained that the police department surveyed the entire City and determined that there were four different types of crosswalks in the City. Currently there are 172 crosswalk legs, one section of an intersection, that are non-continental style. Ten streets, with twenty-four legs, were identified to start the project to bring the crosswalks into compliance with the preferred continental design. He noted that each year the City will budget for this project until the crosswalks are uniform.

Mayor Pro Tem Nickita commented that he is pleased to see the City move toward a standard, however, he noted that the issue is how we do the continental pattern as there are different widths of the white striping. He suggested that more analysis is needed to identify the most effective design of the continental pattern.

City Manager Valentine explained that this is being discussed by the Multi-Modal Transportation Board at the next meeting. He noted the streets identified are on the outlying edges of the downtown.

The Commission discussed the width of the striping. Commissioner Bordman commented that she would not support moving forward without knowing the standard and expressed support of a review by the Multi-Modal Transportation Board.

The Commission took no action.

09-296-16 CLOSED SESSION REQUEST PENDING LITIGATION

MOTION: Motion by Nickita, seconded by Sherman:

To meet in closed session to review pending litigation regarding Wolf vs City of Birmingham pursuant to Section 8(e) of the Open Meetings Act.

ROLL CALL VOTE: Yeas, Commissioner Boutros
Commissioner DeWeese
Commissioner Harris
Mayor Pro Tem Nickita

	Commissioner Sherman
	Commissioner Bordman
	Mayor Hoff
Nays,	None
Absent,	None
Abstention,	None

**09-297-16 CLOSED SESSION REQUEST
ATTORNEY/CLIENT PRIVILEGE COMMUNICATION**

MOTION: Motion by Sherman, seconded by Boutros:
To meet in closed session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.

ROLL CALL VOTE:	Yeas,	Commissioner DeWeese
		Commissioner Harris
		Mayor Pro Tem Nickita
		Commissioner Sherman
		Commissioner Bordman
		Commissioner Boutros
		Mayor Hoff
	Nays,	None
	Absent,	None
	Abstention,	None

VII. REMOVED FROM CONSENT AGENDA
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**09-298-16 CITY COMMISSION MEETING
MINUTES OF SEPTEMBER 12, 2016**

Commissioner DeWeese suggested the following change to Resolution #09-269-16:
~~"Two positions are open and three individuals received the proper number of votes to be selected. One Commissioner voted three times,~~ therefore, the Commission called for a re-vote."

Mayor Hoff suggested the following revision to Resolution #09-282-16:
"He explained that the proposed ordinance allows for up to two members of the board to not be electors or property owners."

MOTION: Motion by DeWeese, seconded by Boutros:
To approve the City Commission minutes of September 12, 2016 as amended.

VOTE: Yeas, 7
 Nays, None
 Absent, None

09-299-16 BUS SHELTER ON WEST MAPLE ROAD

Mayor Hoff commented that the number of riders collected at these locations is very low. In order to have an improved shelter, there are supposed to be ten to fifteen riders a day.

Planner Baka explained that the opportunity presented itself and the City is always looking to improve the bus shelters, therefore the shelter that was going to be installed at Old Woodward and Merrill was transferred to the proposed location on West Maple.

City Manager Valentine explained that part of the plan for West Maple was to introduce new bus shelter locations. In as much as the City will be reconstructing Old Woodward and Merrill next year and there was a planned bus shelter for that location, we did not want to have to install it, then have to take it out a year later. The opportunity came up here as part of the project.

Mayor Pro Tem Nickita suggested the City consider installing the shelter at the fire station on Adams. He explained that there is a completely new bus system that is part of the Regional Transit Authority (RTA) as of September 3rd called the Reflex System which runs once an hour. He noted that, currently, that it may be a higher use potential location for the shelter.

Commissioner Harris noted that the shelter has some relationship to SMART, municipal, and community credits. He questioned if it is transferable to an RTA stop. Mr. Valentine noted that if it is not a SMART funded initiative, we would want to check into it and the specific location relative to the actual dimensions of the area. He noted that currently there is a stop at Maple. The only thing lacking is the shelter. The pad would be installed once the shelter is approved.

Commissioner Bordman noted that we need a better idea of the count and financing before proceeding with this. She stated that she would like to see the shelter installed in the place where the most people are using the system.

Commissioner Boutros commented that employees of the churches on Maple use the bus stop. He commented that there are two unknown factors – how much is it used and the impact of the RTA Reflex.

The Commission agreed to request staff return this item once additional information is obtained.

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

09-300-16 COMMISSIONER REPORTS

The Commission intends to appoint two members to the Multi-Modal Transportation Board on October 10, 2016.

09-301-16 COMMISSIONER COMMENTS

Commissioners Nickita, Bordman, DeWeese, and Mayor Hoff commented on the Michigan Municipal League convention that they attended.

The Commission recessed to closed session at 9:07 PM.
The Commission reconvened in open session at 9:48 PM.

XI. ADJOURN

The meeting adjourned at 9:48 PM.

Laura M. Pierce
City Clerk

City of Birmingham
Warrant List Dated 09/28/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245160	*	000855	48TH DISTRICT COURT	100.00
245161	*	000855	48TH DISTRICT COURT	100.00
245162	*	000855	48TH DISTRICT COURT	100.00
245163		004877	AASLH	115.00
245164		002284	ABEL ELECTRONICS INC	1,496.24
245165	*	000157	BOB ADAMS TOWING INC.	422.50
245166		007787	ALLIED PLUMBING & SEWER	148.44
245167		001206	AMERICAN MIDWEST PAINTING INC	3,950.00
245168		007112	AMERICAN PAINTING LLC	1,960.00
245169	*	007510	GRANT ANKNEY	567.00
245170	*	006759	AT&T	247.65
245171	*	006759	AT&T	81.66
245173		001122	BOB BARKER CO INC	282.35
245174		003012	BATTERIES PLUS	14.95
245175		007345	BEVERLY HILLS ACE	13.58
245176	*	004931	BIDNET	180.60
245177		002231	BILLINGS LAWN EQUIPMENT INC.	1.73
245178	*	007748	CITY OF BIRMINGHAM #209	32,943.67
245179	*	008186	CITY OF BIRMINGHAM #222	20,004.89
245180		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	39.96
245182	*	001086	CITY OF BIRMINGHAM	415.78
245183	*	007716	PATRICIA BORDMAN	77.53
245184		000546	KAREN D. BOTA	1,735.00
245185	*	008220	ADAM BOUSE	22.19
245186		006380	C & S ICE RESURFACING SERVICES, INC	331.72
245187		003907	CADILLAC ASPHALT, LLC	4,605.95
245188		MISC	CAMAJ, MARTIN	65.45
245189		007875	CANFIELD EQUIPMENT SERVICE INC.	2,070.00
245190		000571	CAR TRUCKING INC	1,375.00
245191	*	MISC	CAROLYN W MOSS	3,005.69
245192	*	008124	CI CONTRACTING, INC.	503,558.06
245193		007710	CINTAS CORP	218.19
245194		000605	CINTAS CORPORATION	193.25
245195	*	007625	COMCAST	285.92
245196	*	000627	CONSUMERS ENERGY	38.66
245197		002668	CONTRACTORS CLOTHING CO	85.74
245198		004386	CYNERGY WIRELESS	473.60
245199		MISC	DAVID PAUL FORCE	4,743.75
245200		003825	DEERE ELECTRIC INC	777.30
245201		000956	DELTA TEMP INC	4,682.20
245202	*	000177	DELWOOD SUPPLY	44.54
245203		005115	DETROIT NEWSPAPER PARTNERSHIP	1,408.55
245204	*	008234	LEMUEL CARROLL DEWEESE	331.37

City of Birmingham
Warrant List Dated 09/28/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245205	*	006077	DI PONIO CONTRACTING INC	826,665.25
245206	*	007983	CAITLIN A. DONNELLY	64.80
245207		000565	DORNBOS SIGN & SAFETY INC	167.44
245208		007506	DST INDUSTRIES INC.	1,050.00
245210	*	000180	DTE ENERGY	58,274.74
245211		004671	ELDER FORD	127.78
245212	*	002008	TIM EXELBY	243.19
245213		000207	EZELL SUPPLY CORPORATION	164.95
245214		001223	FAST SIGNS	48.00
245215	*	000936	FEDEX	33.28
245216		008131	FINISHMASTER	501.55
245217		007314	FLEIS AND VANDENBRINK ENG. INC	141.00
245218		007807	G2 CONSULTING GROUP LLC	42,195.25
245219		001023	GABRIEL, ROEDER, SMITH & CO.	10,000.00
245220		006384	GISI	207.28
245221	*	007908	HANAN GOLDMAN	255.96
245222		004604	GORDON FOOD	580.94
245223		000243	GRAINGER	97.50
245224		007099	GRANICUS, INC.	1,737.00
245225		004983	GREAT AMERICAN BUSINESS PRODUCTS	341.33
245228		000261	J.H. HART URBAN FORESTRY	15,148.04
245229		001672	HAYES GRINDING	30.50
245230	*	MISC	HBI TITLE SERVICES	933.44
245231		000331	HUBBELL ROTH & CLARK INC	3,847.85
245232		000342	INTERSTATE BATTERY SYSTEM	1,691.40
245233		006521	INTERSTATE BILLING SERVICE INC	43.63
245234		007870	J.C. EHRLICH CO. INC.	65.00
245235	*	002576	JAX KAR WASH	515.83
245236		003458	JOE'S AUTO PARTS, INC.	230.38
245237		000362	KROGER COMPANY	32.46
245238	*	006127	LANDSCAPE FORMS, INC	4,705.00
245239		008188	LEARN TO SKATE USA	857.50
245240		005550	LEE & ASSOCIATES CO., INC.	734.38
245241	*	MISC	LORRAINE EDNA BUTLER	2,746.50
245242		000888	MCKENNA ASSOCIATES INC	39,557.50
245243	*	003860	MICHIGAN CHANDELIER - SF	858.46
245244		MISC	MICHIGAN PROPERTY SUPERSTORE	38.32
245245		007659	MICHIGAN.COM #1008	63.74
245246		007703	MIKE MORIN	114.14
245247	*	008136	NATIONAL SIGNAL INC	28,650.00
245248		001864	NOWAK & FRAUS ENGINEERS	2,567.25
245249		006359	NYE UNIFORM COMPANY	890.00
245250		002853	OAKLAND COMMUNITY COLLEGE	1,010.00

City of Birmingham
Warrant List Dated 09/28/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245251	*	007192	OAKLAND MACOMB FIRE PREV. SOCIETY	475.00
245252	*	003461	OBSERVER & ECCENTRIC	778.30
245253		004370	OCCUPATIONAL HEALTH CENTERS	345.50
245254		000481	OFFICE DEPOT INC	712.61
245254	*	000481	OFFICE DEPOT INC	348.00
245255	*	006887	LESLIE PIELACK	63.20
245256		002518	PITNEY BOWES INC	650.88
245257		007146	PLAYWORLD MIDSTATES	857.31
245258	*	000801	POSTMASTER	1,932.85
245259		000897	PRINTING SYSTEMS INC	1,294.35
245260		003447	RAFT	345.00
245261	*	MISC	REITELMAN, CLAUDE &	108.26
245262		000493	ED RINKE CHEVROLET BUICK GMC	335.33
245263	*	003554	RKA PETROLEUM	9,213.54
245264		000218	ROYAL OAK P.D.Q.	491.15
245265		000230	MIKE SAVOIE CHEVROLET INC	1,503.34
245266	*	MISC	SETH BARONE	120.00
245267		003483	SHERWIN WILLIAMS COMPANY	9.88
245268		007142	SHERWIN-WILLIAMS COMPANY	815.77
245269		000254	SOCRRA	60,215.00
245270		005787	SOUTHEASTERN EQUIPMENT CO. INC	1,183.51
245271		007907	SP+ CORPORATION	4,327.50
245272		001369	SPEEDWAY SUPERAMERICA LLC	118.57
245273		MISC	STEPHEN KING	198.00
245274	*	007583	YVONNE TAYLOR	243.00
245275		000273	TERMINAL SUPPLY CO.	186.60
245276	*	000158	VERIZON WIRELESS	838.21
245277	*	000158	VERIZON WIRELESS	50.47
245278	*	000158	VERIZON WIRELESS	61.34
245279		001014	WALKER PARKING CONSULTANTS	4,346.13
245280		006285	WASHINGTON ELEVATOR CO, INC	78.49
245281		MISC	WATKINSON, LISA M	59.46
245282	*	002171	WEISSMAN'S	522.69
245283	*	MISC	WELLS FARGO REAL EST TAX	2,348.08
245284	*	001536	JEFFREY WHIPPLE	619.54
245285	*	007894	BRENDA WILLHITE	600.00
245286	*	000306	WOLVERINE CONTRACTORS INC	565.00
245287		004512	WOLVERINE POWER SYSTEMS	610.00
245288	*	008236	ACCURATE APPRAISAL SERVICE	691.01
245289	*	001956	HOME DEPOT CREDIT SERVICES	2,557.49
245290	*	006980	MARK NICKITA	24.00

City of Birmingham
Warrant List Dated 09/28/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
Sub Total Checks:				\$1,742,388.58
Sub Total ACH:				\$34,176.01
Grand Total:				\$1,776,564.59

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
ACH Warrant List Dated 9/28/2016

Vendor Name	Transfer Date	Transfer Amount
Cutwater Asset Management-August	**	3,144.39
Automated Benefit Services, Inc.	9/26/2016	31,031.62
TOTAL		34,176.01

**Awaiting approval from Commission.

Cutwater Asset Management provides advisory and reporting services for the City's general investments. It was acquired by Bank of New York Mellon, N.A. in January 2015. As a result of the acquisition, they no longer accept checks as payment for services. Once the Commission approves this warrant list, the City will electronically transmit payment. These invoices will start appearing once a month on the ACH Warrant List.

City of Birmingham
Warrant List Dated 10/05/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245291	*	000855	48TH DISTRICT COURT	750.00
245292	*	000855	48TH DISTRICT COURT	50.00
245293	*	000855	48TH DISTRICT COURT	100.00
245294	*	000855	48TH DISTRICT COURT	750.00
245295	*	000855	48TH DISTRICT COURT	100.00
245296	*	006965	7UP DETROIT	184.70
245297		002284	ABEL ELECTRONICS INC	637.50
245298		006007	ADVEX	209.95
245299		007432	AIR COMPRESSOR ENERGY SYSTEMS, INC.	257.50
245300		007745	ALL COVERED	2,415.00
245301		001206	AMERICAN MIDWEST PAINTING INC	2,395.00
245302		007440	AMICI PET SERVICES	175.00
245303		000282	APOLLO FIRE EQUIPMENT	2,524.70
245304		007479	ASB DISTRIBUTORS	89.24
245305	*	006759	AT&T	103.46
245306	*	006759	AT&T	97.57
245307	*	006759	AT&T	89.12
245308	*	007216	AT&T	154.00
245309		007754	BANNER SALES AND CONSULTING, INC.	332.00
245310		003012	BATTERIES PLUS	65.59
245311	*	000518	BELL EQUIPMENT COMPANY	1,934.84
245312		007345	BEVERLY HILLS ACE	290.13
245313		002231	BILLINGS LAWN EQUIPMENT INC.	92.60
245315		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	78.94
245316	*	001086	CITY OF BIRMINGHAM	715.95
245317		003526	BOUND TREE MEDICAL, LLC	2,174.00
245318	*	003282	LISA MARIE BRADLEY	204.00
245319	*	006953	JACQUELYN BRITO	39.16
245320		006380	C & S ICE RESURFACING SERVICES, INC	300.00
245321		000571	CAR TRUCKING INC	1,045.00
245322	*	008243	CHARTER TOWNSHIP OF BLOOMFIELD	3,947.82
245323		000605	CINTAS CORPORATION	81.01
245324	*	000912	MARK CLEMENCE	133.10
245325		002234	CMP DISTRIBUTORS INC	682.00
245326	*	007625	COMCAST	379.52
245327	*	007774	COMCAST BUSINESS	646.16
245328		003923	CUMMINS BRIDGEWAY LLC	616.34
245329	*	000177	DELWOOD SUPPLY	75.21
245330		000186	JACK DOHENY SUPPLIES INC	1,177.23
245331		000565	DORNBOS SIGN & SAFETY INC	196.85
245332		000190	DOWNRIVER REFRIGERATION	7.53
245333	*	000179	DTE ENERGY	6,256.32
245334		001489	FEDERAL PIPE & SUPPLY CO., INC	740.00

City of Birmingham
Warrant List Dated 10/05/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245335		008131	FINISHMASTER	110.45
245336		007613	FIRESERVICE MANAGEMENT	551.50
245337		006181	FIRST CHOICE COFFEE SERV	120.95
245338		007807	G2 CONSULTING GROUP LLC	26,359.25
245339		007172	GARY KNUREK INC	1,073.53
245340		004604	GORDON FOOD	1,263.44
245341		004959	GREAT LAKES POWER AND LIGHTING, INC	1,314.75
245342		001531	GUNNERS METER & PARTS INC	4,370.00
245343		001447	HALT FIRE INC	1,206.89
245344		006153	HARRY'S ARMY SURPLUS	130.00
245345		006869	PETER J. HEALY III	320.00
245346		007458	HERITAGE - CRYSTAL CLEAN, LLC	1,820.75
245347	*	003436	RACKELINE J. HOFF	332.09
245348		000331	HUBBELL ROTH & CLARK INC	9,054.67
245349	*	008021	ILE EXCAVATING CO	59,761.72
245350		000342	INTERSTATE BATTERY SYSTEM	202.80
245351		002407	J & B MEDICAL SUPPLY	1,439.24
245352		007870	J.C. EHRLICH CO. INC.	132.00
245353		002576	JAX KAR WASH	4,678.44
245354		003458	JOE'S AUTO PARTS, INC.	185.38
245355	*	007827	HAILEY KASPER	126.00
245356		000362	KROGER COMPANY	18.98
245357	*	007977	KAREN LINGENFELTER	270.00
245358	*	003945	SANDRA LYONS	96.00
245359		000369	MCMI	1,050.00
245360		007469	NIGHT FLYER GOLF	365.80
245361		001169	M.J. NOBLE CO. INC.	140.00
245362		001864	NOWAK & FRAUS ENGINEERS	39,430.20
245363		006359	NYE UNIFORM COMPANY	139.50
245364		007718	OFF COURSE PRODUCTIONS INC.	429.80
245365	*	000481	OFFICE DEPOT INC	2,119.14
245366		006853	PAUL C SCOTT PLUMBING INC	213.50
245367	*	001753	PEPSI COLA	629.04
245368	*	001341	PIFER GOLF CARS INC	4,975.00
245369		002518	PITNEY BOWES INC	195.00
245370		000486	PLANTE & MORAN PLLC	27,286.25
245371		000801	POSTMASTER	379.75
245372		001062	QUALITY COACH COLLISION LLC	704.20
245373		006729	QUENCH USA INC	120.00
245374		006497	R.N.A. JANITORIAL, INC	1,380.00
245375		000478	ROAD COMM FOR OAKLAND CO	5,409.78
245376		000495	ROCHESTER LAWN EQUIPMENT CENTER INC	43.43
245377		001181	ROSE PEST SOLUTIONS	70.00

City of Birmingham
Warrant List Dated 10/05/2016

Meeting of 10/10/2016

Check Number	Early Release	Vendor #	Vendor	Amount
245378	*	003483	SHERWIN WILLIAMS COMPANY	293.48
245379	*	007142	SHERWIN-WILLIAMS COMPANY	402.87
245380	*	007142	SHERWIN-WILLIAMS COMPANY	422.78
245381	*	003785	SIGNS-N-DESIGNS INC	30.00
245382	*	000254	SOCRRA	856.38
245383		005787	SOUTHEASTERN EQUIPMENT CO. INC	235.20
245384		001363	SPECMO ENTERPRISES, INC	165.00
245385		002502	STEPHENS PUBLISHING CO.	170.50
245386		000941	TIME EMERGENCY EQUIPMENT	339.75
245387		002037	TOTAL ARMORED CAR SERVICE, INC.	714.83
245388		000155	TYCO INTEGRATED SECURITY LLC	225.00
245389		007226	VALLEY CITY LINEN	180.00
245392	*	000158	VERIZON WIRELESS	483.76
245393	*	000158	VERIZON WIRELESS	76.02
245394	*	000158	VERIZON WIRELESS	202.14
245395		007700	VISOR VERSA	146.00
245396		000299	WEINGARTZ SUPPLY	70.32
245397	*	000306	WOLVERINE CONTRACTORS INC	783.30
245398		000926	WRIGHT TOOL COMPANY	174.92
245399		006318	FRANK J ZAMBONI CO. INC	175.87
Sub Total Checks:				\$239,461.38
Sub Total ACH:				\$1,300,320.31
Grand Total:				\$1,539,781.69

All bills, invoices and other evidences of claim have been audited and approved for payment.



Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
ACH Warrant List Dated 10/5/2016

Vendor Name	Transfer Date	Transfer Amount
Birmingham Schools	10/4/2016	484,225.46
Oakland County Treasurer	10/4/2016	770,739.81
Comerica Bank*	10/17/2016	1,687.00
Automated Benefit Services, Inc.	10/4/2016	43,668.04
TOTAL		1,300,320.31

*In October 2015, the City Manager's credit card company was changed from Bank of America to Comerica Bank. Comerica Bank requires payment by ACH.



MEMORANDUM

City Clerk's Office

DATE: October 2, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Appointment of Election Inspectors

As the official Election Commission for the City of Birmingham, election law requires the City Commission appointment of at least three election inspectors for each precinct for all elections. Attached is a list of inspectors that have been assigned to serve for the November 8, 2016 General Election.

SUGGESTED RESOLUTION:

To approve the appointment of election inspectors for the November 8, 2016 General Election pursuant to MCL 168.674(1) and to authorize the City Clerk to make revisions as needed.

NOVEMBER 8, 2016

PRECINCT	SERVING AS	LAST NAME	FIRST NAME	PARTY	HOURS
1	Chairperson	Stoessel	Robert	Republican	
1	Inspector	Friedman	Jane Allison	Democrat	
1	Co-Chair	Menthen	Michael	Republican	
1	Inspector	Stoessel	Mary Lee	Republican	
1	Inspector	Forester	Valerie	Republican	
1	Inspector	Coe	David	Republican	
1	Inspector	DeGraff	Drieka	Democrat	6AM - 3PM
1	Inspector	Brunhofer	Margaret	Democrat	noon - close
2-3	Super-Chair	Barnes	Webb	Republican	Superchair
2	Inspector	Fuller	Dulce	Republican	
2	Inspector	Roush-Logue	Martha	Republican	
2	Inspector	Woodward	Erica	Republican	
2	Inspector	Romanelli	Constance	Democrat	
2	Inspector	Dreer	Gerald	Republican	noon - close
2	Inspector	Guilmet	Chester	Democrat	11AM - close
2	Inspector	Cline	Kay		6AM - 1PM
2-3	Super-Chair	Barnes	Webb	Republican	Superchair
3	Co-Chair	Cole	Alice	Democrat	
3	Inspector	Barnes	Jean	Republican	
3	Inspector	McIntosh	Barbara	Democrat	
3	Inspector	Stenzel	Martha	Republican	
3	Inspector	Mallon	Danielle	Democrat	
3	Inspector	McElroy	Debra	Republican	
3	Inspector	Cline	Bill	Republican	6AM - 1PM
3	Greeter	Connery	Thomas	Republican	Greeter
4	Chairperson	Meredith	Marie	Republican	
4	Inspector	Cook	Helen	Republican	
4	Inspector	Meredith	Marsha	Republican	
4	Inspector	Stuart	Debra	Democrat	
4	Co-Chair	Turner	Julie	Republican	
4	Inspector	Rogowski	Anthony	Republican	
4	Inspector	Hildebrand	Christine	Democrat	
5	Chairperson	Lynady	Bob	Republican	
5	Co-Chair	Duff	Denise	Republican	
5	Inspector	Corcoran	Gail	Republican	
5	Inspector	Dolin	Gail	Republican	
5	Inspector	Torner	Maryanne	Republican	
5	Inspector	Head	Carol	Democrat	
5	Inspector	Conyers	Steven	Democrat	
6	Chairperson	Gemmell	Sarah	Democratic	
6	Inspector	Broski	Joseph	Republican	
6	Inspector	Burns	John	Republican	
6	Inspector	Duncan	Glen	Democrat	
6	Inspector	Gabler	Valerie	Republican	
6	Inspector	O'Connor	Susan	Democrat	
6	Inspector	Popyk	Barbara	Republican	

7	Chairperson	Rose	Cynthia	Democrat	(Dual EPB)
7	Inspector	Cin	Pamela	Republican	
7	Inspector	Davison	Mary Ann	Republican	
7	Inspector	Hansen	Kristi	Democrat	
7	Inspector	Richey	Lester	Republican	
7	Inspector	Tate	Taneka	Democrat	
7	Inspector	DeGroat	Kendra	Republican	
7	Inspector	Coe	David	Republican	
8	Chairperson	Feiste	Leland	Republican	
8	Co-Chair	Cornille	Ron		
8	Inspector	Keefer	Judith	Democrat	
8	Inspector	Linnell	Karen	Republican	
8	Inspector	Tresh	Shirley	Republican	
8	Inspector	Lucik	Sharon	Democrat	6AM - 1PM
8	Inspector	Hoff	Rackeline	Democrat	9AM - close
8	Inspector	Raymond	Roberta	Republican	10AM - close
9	Chairperson	Hodge	Martha	Democrat	
9	Inspector	Harold	Martha	Democrat	
9	Inspector	Killiany	Andrew	Republican	
9	Inspector	Halprin	Suzanne	Democrat	
9	Inspector	Adkisson	Mary	Democrat	
9	Inspector	Scochin	Joyce	Republican	
9	Inspector	Pinson	Janice	Republican	
9	Greeter	Louton	Sally	Republican	Greeter
AV	Chairperson	Giffin	Jim	Republican	
AV	Co-Chair	Howell	Cheri	Democrat	
AV	Inspector	Folin	Robert	Republican	
AV	Inspector	Folin	Carolyn	Republican	
AV	Inspector	Johnson	William	Republican	
AV	Inspector	Quart	Barbara	Republican	
AV	Inspector	Reese	Oberia	Democrat	
AV	Inspector	Sanders	Greta	Democrat	
AV	Inspector	Sexton	Anne M.	Democrat	
AV	Inspector	Smith	Russell	Republican	
AV	Inspector	von Storch	Gisela	Republican	
RB	Receiving Bd	Arft	Cheryl	Clerk's Office Staff	
RB	Receiving Bd	Bradley	Katharine	Clerk's Office Staff	
RB	Receiving Bd	Herod	Yvonne	Clerk's Office Staff	
RB	Receiving Bd	Barrett	Paul	Republican	
RB	Receiving Bd	Larson	Ann	Republican	
RB	Receiving Bd	Mio	Leslie	Democratic	



MEMORANDUM

Finance Department

DATE: September 26, 2016

TO: Joseph A. Valentine, City Manager

FROM: Mark Gerber, Finance Director/Treasurer

SUBJECT: Fiscal Year 2017 Municipal and Community Credit Funds

The City will receive \$19,760 in Municipal Credits and \$25,347 in Community Credits this year for a total of \$45,107 under a program administered by the Suburban Mobility Authority for Regional Transportation (SMART). Municipal Credits are derived from money collected by the state, mainly from gasoline taxes, and distributed by SMART directly to local communities for transit needs. Community Credits are derived from taxes levied to support SMART. A share of these millage dollars collected by SMART is returned to communities to support or expand current transportation programs. Funds received under the Municipal Credits program must be spent within 2 years. Funds received under the Community Credits program must be spent within 3 years.

Last year the City received the same amount of funding. The City allocated \$20,042 of its Community Credit funds last year to provide funding for a bus shelter located on W. Maple Road. The balance of the City's total funding allocation last year (\$25,065) was allocated to the Next (BASCC) to support their specialized transportation program for seniors and physically-challenged residents of the City.

The cost for a bus shelter and ancillary items are approximately \$20,000. Therefore, for fiscal year 2017, it is recommended that \$20,042 of Community Credits be used to fund the costs for a bus shelter (location to be recommended by the Multi-Modal Committee). Improvements would include a bus shelter with a bench inside. The bus shelter will be consistent with the prior shelters purchased and previously reviewed and approved by the Architectural Review Committee.

It is further recommended that the balance of Community Credits (\$5,305) and the City's Municipal Credits (\$19,760) be used to support Next's specialized transportation services. This would provide a total allocation to Next of \$25,065, which is the same level of funding received by Next last year.

SUGGESTED RESOLUTION: To approve \$19,760 in Municipal Credits and \$5,305 in Community Credits to provide support for Next's specialized transportation program; to approve \$20,042 in Community Credit funds for the purchase of a new bus shelter (location to be recommended by the Multi-Modal Committee); and further to direct the Mayor to sign the Municipal Credit and Community Credit contract for fiscal year 2017 on behalf of the City.

MUNICIPAL CREDIT and COMMUNITY CREDIT CONTRACT

for FY - 2017

I, Rackeline J. Hoff as the Mayor of City of Birmingham (hereinafter, the "Community") hereby apply to SMART and agree to the terms and conditions herein, for the receipt and expenditure of **Municipal Credits** (Section 1 below), and **Community Credits** (Section 2 below); and further agree that the **Municipal and Community Credits Master Agreement** between the parties is incorporated herein by reference. A description of the service the Community shall provide hereunder is set forth in Exhibit A, and the operating budget for that service is set forth in Exhibit B, both of which are attached hereto and incorporated herein.

1. The Community agrees to use \$ **19,760** in **Municipal Credit** funds as follows:

- (a) Transfer to Next Funding of: \$ 19,760
TRANSFeree COMMUNITY
- (b) Van/Bus Operations At the cost of: \$ _____
(Including Charter and Taxi services)
- (c) Services Purchased from SMART At the cost of: \$ _____
(Including Tickets, Shuttle Services/Dial-a-Ride)

Total \$ 19,760

SMART intends to provide Municipal Credit funds under this contract to the extent funds for the program are made available to it by the Michigan Legislature pursuant to Michigan Public Act 51 of 1951. Municipal Credit funds made available to SMART through legislative appropriation are based on projected revenue estimates. In the event that revenue actually received is insufficient to support the Legislature's appropriation, it will result in an equivalent reduction in funding provided to the Community pursuant to this Contract. In such event, SMART reserves the right, without notice, to reduce the payment of Municipal Credit funds by the amount of any reduction by the legislature to SMART. All funding must be spent by September 30, 2018; all funds not spent by that date will revert back to SMART pursuant to Michigan Public Act 51 of 1951, for expenditure consistent with Michigan law and SMART policy.

2. The Community agrees to use \$ **25,347** in **Community Credit** funds available as follows:

- (a) Transfer to Next Funding of: \$ 5,305
TRANSFeree COMMUNITY
- (b) Van/Bus Operations At the cost of: \$ _____
(Including Charter and Taxi services)
- (c) Services Purchased from SMART At the cost of: \$ _____
(Including Tickets, Shuttle Services/Dial-a-Ride)
- (d) Capital Purchases At the cost of: \$ 20,042

Total \$ 25,347

MUNICIPAL CREDIT and COMMUNITY CREDIT CONTRACT

for FY - 2017

Capital purchases permitted with Community Credits are subject to applicable state and federal regulations, and SMART policy, including procurement guidelines. When advantageous, SMART may make procurements directly. Reimbursement for purchases made by Community requires submission of proper documentation to support the purchase (i.e. purchase orders, receiving reports, invoices, etc.). Community Credit dollars available in FY 2017, may be required to serve local employer transportation needs per the coordination requirements set forth in the aforementioned Master Agreement. All Community Credit funds must be spent by June 30, 2019 unless approval from SMART General Manager is obtained to extend Community Credits for an additional 2 years to allow accrual for major capital projects; any funds not spent by that date may revert back to SMART for expenditure consistent with SMART policy.

This agreement shall be binding once signed by both parties.

City of Birmingham

By: _____

Date _____

Its: _____

Suburban Mobility Authority for
Regional Transportation

Date _____

By: _____

John C. Hertel
General Manager

EXHIBIT B
PROJECT OPERATION BUDGET

COMMUNITY: **City of Birmingham, Michigan**

PROJECT: **Municipal and Community Credits Program**

FISCAL YEAR 2017: **JULY 1, 2016 through JUNE 30, 2017**

OPERATING EXPENSES:

Administrative Fee (<i>max. is 10% of MC/CC Funds</i>)	\$ -	
Driver Wages	\$ -	
Fringe Benefits	\$ -	
Gasoline & Lubricants	\$ -	
Vehicle Insurance	\$ -	
Parts, Maintenance Supplies	\$ -	
Mechanic Wages	\$ -	
Fringe Benefits	\$ -	
Dispatch Wages	\$ -	
Cell phones or other overhead costs (<i>Specify</i>)	\$ -	
Sub Total (<i>Operating Expenses</i>)		\$ -

PURCHASED SERVICES

Taxi Service	\$ -	
Charter Service	\$ -	
SMART Bus Tickets	\$ -	
SMART Shuttle Service	\$ -	
SMART Dial-A-Ride	\$ -	
Sub Total (<i>Purchased Service</i>)		\$ -

CAPITAL EQUIPMENT

(*Only list purchases to be made with Community Credits*)

Computer Equipment	\$ -	
Software	\$ -	
Vehicle	\$ -	
Maintenance Equipment	\$ -	
Other (<i>Specify</i>) Bus Shelter	\$ 20,042.00	
Sub Total (<i>Capital Equipment</i>)		\$ 20,042.00

TOTAL EXPENSES

(*Operating Expenses, Purchased Service and Capital Equipment*)

\$ 20,042.00

REVENUES:

Municipal Credit Funds	\$ -
Community Credit Funds	\$ 20,042.00
Specialized Services Funds	\$ -
General Funds	\$ -
Farebox Revenue	\$ -
In-Kind Service	\$ -
Special Fares (<i>Contracted Service</i>)	\$ -
Other (<i>Specify</i>)	\$ -

TOTAL REVENUE:

\$ 20,042.00

Submitted By:

Title

Date

Mark Gerber

Finance Director/Treasurer

9/28/2016

(Note: Total Expenses MUST equal Total Revenue)



MEMORANDUM

Planning Division

DATE: October 3, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Set a Public Hearing for a Brownfield Plan for 856 N. Old Woodward (vacant property)

The State Brownfield Redevelopment Statute (Public Act 381 of 1996, as amended) allows the City to approve a Brownfield Plan in order to help finance the cleanup of a contaminated site through the use of Tax Increment Financing (TIF).

In July 2016, the owner of the above-captioned property submitted a draft Brownfield Plan ("the Plan") to the City in anticipation of the construction of a new mixed use, four story development (The Pearl) proposed for the site. The Brownfield Plan outlines numerous environmental concerns on the site, including historical operations and contamination of the adjacent sites, and contamination on the subject site, including the presence of benzene, tetrachloroethylene, arsenic, selenium, and mercury in the soil, benzene, lead, vinyl chloride and silver in the groundwater on site, and m-dichlorobenzene and tetrachloroethylene in the soil gas samples taken on site.

City staff, the City Attorney and our environmental consultants at AKT Peerless reviewed the draft Plan and requested additional information on the extent of the contamination. The applicant submitted a more detailed Plan, and the City provided comments and suggested several changes. On September 16, 2016, the applicant submitted a revised Plan reflecting the changes discussed, but also making amendments based on new information on an increased volume of soil removal, and disposal costs. The applicant initially requested a reimbursement of \$2,981,610 in costs in order to clean up the site to meet the Michigan Department of Environmental Quality ("MDEQ") standards.

On September 22, 2016, the Brownfield Redevelopment Authority reviewed the Brownfield Plan as submitted. Several issues were raised with regards to the causes of the contamination on the subject site, whether contamination continued to date, the potential liability of adjacent property owners, the costs to clean up and/or close out adjacent brownfield sites and MDEQ's perspective on allowing the capture of school taxes where there is a potentially liable party. The Brownfield Redevelopment Authority requested the applicant to research how long the adjacent dry cleaners had been operating, to meet with the MDEQ to determine the likelihood

of school taxes being approved, and to talk to adjacent property owners about cleanup costs, liability and potential site closure. The applicant agreed to provide an updated Plan with additional exhibits illustrating additional soil borings that have been taken, and to be prepared at the next meeting to update the Authority on discussions with adjacent property owners and the MDEQ.

On September 27, 2016, the Brownfield Redevelopment Authority discussed the additional information submitted by the applicant regarding the length of time the adjacent dry cleaners had been operating, the MDEQ's status on enforcement action for either of the adjoining properties to the north, and the status of discussion with Douglas Cleaners as far as any responsibility in assisting with cleanup efforts. The applicant also submitted a letter estimating the reasonable cost estimates for closure of the adjacent contaminated properties. After much discussion, the Brownfield Redevelopment Authority voted unanimously to recommend approval of the Plan to the City Commission with the following conditions:

1. If relevant State of Michigan agencies do not approve the school tax component of the Brownfield Plan, estimated to be \$1,500,000 plus simple interest at 3%, the Brownfield Authority will not reimburse the developer for such amounts.
2. The Brownfield Authority will not reimburse amounts attributable to contamination caused by liable parties estimated to be \$325,000.
3. The maximum reimbursement will be \$2,656,610.
4. Reimbursement will occur for a maximum of 10 years.

The Planning Division now requests that the City Commission set a public hearing date for **October 27, 2016** to consider approval of the revised Brownfield Plan as recommended by the Brownfield Redevelopment Authority on September 27, 2016, as well as the associated Reimbursement Agreement. Please find attached all relevant documents and the draft meeting minutes for your review.

SUGGESTED ACTION:

To set a public hearing date of **October 27, 2016** to consider the approval of the Brownfield Plan and Reimbursement Agreement for 856 N. Old Woodward, The Pearl.

Brownfield Redevelopment Authority
MINUTES
Thursday, September 22, 2016

3. Brownfield Plan Application for 856 N. Old Woodward Ave., The Pearl

Ms. Ecker recalled in July 2016, the owner of the above-captioned property submitted a draft Brownfield Plan ("the Plan") to the City in anticipation of the proposed for the site. The property owner has obtained Preliminary and Final Site Plan Approval for construction of a new mixed use, four-story development with retail on the first floor and three floors of residential on top of that. They also had to do a Community Impact Study to address environmental, traffic, and safety concerns.

Ms. Elizabeth Masserang outlined some of the environmental concerns. PM Environmental has been working with the development team over the past year trying to put together what the cost differential is that is directly associated with the contamination. With that the property does qualify for a Brownfield. The payback period is approximately fourteen years and includes the request for school tax capture from the MDEQ based on a post development taxable value of \$5 million based on comparable properties in the area.

Mr. Adam Patton advised the eligible activities concern due care activities to document that the site qualifies for Redevelopment funds. They include excavation of some soils; transport and disposal of contaminated material; and installing a vapor barrier underneath the occupied portions of the building, as well as along the north wall that fronts the slope. In addition, funding is requested for chemical resistant gaskets and oversight by environmental professionals along with the preparation of post construction documentation.

Moving over to the soils, there is a line item for excavation of 6,705 tons as well as transport and disposal of 20,095 tons of total contaminated material that includes 13,390 tons of standard contaminated non-hazardous type soils and 6,705 tons of hazardous soils.

Mr. Haynes noted the two offsite contamination sources: Douglas Cleaners and the Amoco Station. There is a possibility that the State will refuse the school tax portion because it benefits a liable party. Ms. Masserang explained the DEQ viewed it within the realm of the hazardous soil excavation being eligible for the capture of school taxes. Mr. Haynes said it would be prudent to get something in writing from the DEQ to that effect. If the school taxes are not approved, then the City would have to pick up the difference. Ms. Masserang explained when they initially submitted the Plan they included a scenario of school capture and also a scenario for a local only Brownfield Plan, which would be the projection If for any reason school taxes are not captured. It would be projected out accordingly and double the payback time to 28 years.

Mr. Patton noted the site conditions and the contaminant concentrations associated with fill are significant from a volume and from a redevelopment standpoint. The volume of soil that needs to be removed relates to the non-hazardous component. However, from a dollar value the hazardous component of the costs is more significant than non-hazardous.

Chairperson Gotthelf thought this looks like a promising site that will generate the taxes for the City; although they are asking for \$3 million. The question is who should be paying for clean-up costs. Should it be the City to encourage the redevelopment, or should it be the liable party, or should it be some blend of the two. If it is a blend, what should that blend look like. The Authority must consider how much the City is exposed to, versus the applicant.

Mr. Robertson did not believe the purchase price of \$800 thousand is reflective of the true market value. It is probably worth \$2.5 million. Additionally, how will there be a \$5 million taxable value when the project is completed. They will spend a minimum of \$15 million to construct the building. None of the numbers make sense as to why the City would put up \$3 million on this property.

Mr. Scott Kreitzer answered that the proposed foundation system will cost well over \$2 million. That cost was associated with the sale of the property and offsets the \$800 thousand. They are asking for the bare minimum as far as the excavation portion. He agreed there must be something wrong with the \$5 million number for taxable value. It should be a lot more.

Mr. Kulka noted this Plan does not contain any cost to take this to closure. It is only to implement due care and get the follow-up construction sampling showing the project is safe for residential purposes. If the taxable value turns out to be more than \$5 million it will cut down the payback period.

Chairperson Gotthelf inquired what conversations the applicant has had with Douglas with respect to their responsibility in paying for some of this cost. Ms. Masserang indicated discussion went nowhere. Ms. Ecker added that the owner of the drycleaners came to a Planning Board public hearing and he said there was no contamination coming from the drycleaners.

Ms. Masserang said she found out the DEQ has records of Notice of Violations by Douglas relative to on-site procedures back in the early 2000s but no record of enforcement or clean-up activities on their part.

Mr. Haynes thought it would be prudent for the Authority to have an estimate of costs that ought to be borne by a liable party. Chairperson Gotthelf asked PM Environmental to have a conversation with Douglas and show them the evidence of the borings and perk from their site going into the river. Further, note this should be a high priority with DEQ and find out if they have insurance.

It was discussed that if the owners, environmental consultants, and the City pushed together, coming from different angles, collectively they might turn up the heat on Douglas.

Mr. Robertson announced this seems like a outrageous number for a not very hazardous site. Mr. Kulka responded the issue is where to take soil that is not that contaminated and it is very expensive. If the project goes forward and actual costs come down, then the payback period comes down. It is the Authority's mission to use the Brownfield to effectively redevelop the site.

Mr. Valentine said the chairperson presented a nice summation of the issues before the Authority. He added one other issue based on prior discussions of the Authority relative to the timeline of the TIF Table. There is a 14 year projection and potentially a 28 year projection based on changes that could occur, and if valuations exceed what is in the proposal then the timetable is shortened. Whether the 14 year term is too long is something the group may want to consider.

Mr. Haynes noted there could be some contingencies built into the approval that say if the school tax is turned down by the DEQ the project is denied. Or, there could be a contingency that says if the school tax is disapproved by the DEQ that portion is dropped from the proposal and it will be funded at whatever the local share is at 14 years.

Once the Brownfield Plan is approved by the City Commission then the developer takes the work plan to DEQ and asks whether they will allow school taxes to be used. Then they say yes or no. If there is a liable party, it bars DEQ from approving the plan. Therefore, a contingency that says either the whole thing is disapproved if DEQ does not approve school taxes; or there is a portion that is just lopped off of the approval, is a prudent way to go.

The group explored the question of whether or not the perk is getting to the river. The boring closest to the river does not have tetrachloroethenes ("PCEs").

Mr. Kreitzer indicated ground water near the river is fairly discontinuous. There wasn't a lot of ground water over there to sample. Mr. Haynes said if the river is not contaminated there is no contamination of public properties. Mr. Kreitzer observed the soils should not result in an unacceptable discharge to the Rouge. Chairperson Gotthelf noted what would get DEQ's attention is whether the contamination is getting to the Rouge.

In response to the chairperson, Mr. Patton said the cost for the disposal of non-hazardous soil, 13,390 tons, is \$153,985 and it is \$1.5 million for the hazardous soil. They don't want to take out any more soil than they have to, and if they have to they need to physically dispose of it in accordance with all applicable laws. They still have to front the money.

Answering Mr. Haynes, Mr. Patton noted even though contaminants don't exceed criteria in the soil in place, they are listing them as hazardous waste for purposes of transport and disposal. He went on to explain that PCE from a drycleaning release is a spent solvent and on that basis there is no choice in the matter of how it is disposed because it is classified as a listed hazardous material.

Chairperson Gotthelf summed up the question for the Authority:

- approve the application as it is;
- approve it with contingencies:
 - . Only approve the City part if DEQ does not approve the school part;
 - . If DEQ won't approve the school part, the City will pick it up or a portion of it;
 - . The City will pick up a portion after the applicant demonstrates they cannot get it from Douglas;
- gather more facts and bring it back.

Mr. Haynes added that another contingency the board would like to see is whether there would be a deduction for the cost of closure by Douglas.

Mr. Kulka indicated they hope to start construction in December. They need to come up with a Plan to finally make the project happen as it is a significant portion of the cost of construction.

Mr. Robertson asked the applicant to look again at the cost of excavation, extra transportation. Ms. Masserang said the costs are based on an actual bid they got. Mr. Runco agreed the cost is close. Mr. Robertson wanted to know where the hazardous soil will go and what it will cost. Mr. Kulka said it will go to Belleville and their prices have recently gone up 40%.

The chairperson suggested the Authority could reconvene next week rather than voting now in order to allow further thought after access to additional information. Mr. Kulka emphasized they need this approval in order to continue to move forward. Chairperson Gottlieb said the Authority has its obligation to the City to make sure they do their due diligence and to ensure the applicant has talked to DEQ and to Douglas.

For purposes of coming back, Mr. Haynes thought it would be prudent for the applicant to develop a cost of closure as-is, solely relative to the subject parcel. Chairperson Gottlieb felt the mass of contamination from earlier operations is still there and that is what is migrating and causing other problems.

Motion by Mr. Robertson

Seconded by Mr. Runco to table the Brownfield Plan Application for 856 N. Old Woodward Ave. to Tuesday, September 27 at 8 a.m.

Voice

**Vote: Yeas, Robertson, Runco, Gottlieb, Torcolacci
Nays, 0
Absent, 1 (Zabriskie)**

Motion carried, 4-0.

In general, the group was not comfortable with the length of time for payback to occur. Mr. Haynes assured the Authority has discretion to do a lot of things such as shrinking the years or offering less money. He stated his intention to draft a new Resolution with the contingency that if the DEQ does not approve school taxes, the City will not pick it up.

Mr. Patton was requested to forward the pages of the Phase 1 Environmental that talk about the history in order to see who owned the parcel prior to Douglas. If it was another party that is out of business then there is a liable party that is not viable and that would be a reason to pick up the costs.

Mr. Haynes observed the soil borings show no other VOCs besides PCE. Ms. Ecker noted the DEQ has been monitoring wells at the south end of the gas station property for a long time. Mr. Runco thought it would be nice to know if there is no one else out there to go after. Mr. Haynes said the Authority can hold back funds pending an investigation by the applicant.

Brownfield Redevelopment Authority
DRAFT MINUTES
Tuesday, September 27, 2016

3. Brownfield Plan Application for 856 N. Old Woodward Ave., The Pearl

The chairperson summarized last week's meeting on this property. The applicant is asking for approximately \$3 million in TIF which is payable over approximately fourteen years. It assumes that the DEQ will approve the portion of the TIF for the school taxes.

The reason the cost is so high is because approximately \$1.5 million of the money requested is a result of contamination of perchloroethene ("PCE") that is a hazardous waste. The Authority had asked the developer and PM Environmental to gather some information and come back today so the request can be reconsidered. The group studied a list the City put together of approved Brownfield TIF reimbursements that have been passed so far, along with the number of payback years. This request is twice as much as any of the projects the Authority has approved to date.

Sales information on the Brownfield properties was considered as to whether the price already reflected the fact they had environmental challenges that lowered the value.

Ms. Elizabeth Masserang summarized the follow-up points they were asked to research:

- MDEQ status on any enforcement as it relates to the north adjoining property, Douglas Cleaners ("Douglas") site. The DEQ indicated that Douglas was not a site on their radar for any existing plans for enforcement. They are now taking a closer look.
- Further discussion as it relates to Douglas as far as any responsibility in assisting with cleanup efforts being made at the property. Efforts are ongoing between the current owner of the subject property and Douglas as far as researching potential insurance claims that could assist.
- Reasonable cost estimates at closure were included in a letter that defined the scope of each line item and its associated cost.

Mr. Adam Patton advised said ground water flow at the property is limited, perched and discontinuous. The flow would be expected to be east, towards the river. The eastern most borings adjacent to the Amoco station don't have perc in them. The small amount of contaminants that could be attributed to the Amoco Station is essentially negligible.

The contaminant has not degraded significantly so there is no way to age date it.

Ms. Ecker described the project as having below-grade parking, the next level is retail and parking, and then residential above.

Ms. Masserang advised that 6 to 7 thousand tons of carry-off soil is related directly to the caissons that have to be dug into the ground and the remainder is to grade the site.

Mr. Robertson named a number of things that bother him:

- There is a huge discount on the land price, at least \$1.5 million;
- Caissons go well below everything;

- The assessment of \$5 million is too low;
- The time or reimbursement is too long;
- Too much money for a not very dirty site.

Mr. Mike Kulka noted the challenges to this property and that it hasn't been capped in 30 years. There is no easy solution to just fill it in.

Chairperson Gotthelf reported a conversation she had with DEQ to the effect that if the liable party is not the one developing the property, then they are not benefitting. So in DEQ's eyes they would not see Douglas benefitting and that is a reason not to allow for school taxes. In approving this the Authority could say if DEQ does not approve the school taxes the City will not allow that recovery either.

Ms. Ecker noted this site is not in the Parking Assessment District so parking on-site would have to be provided no matter what type of development they did.

It was discussed that the applicant picked up \$1.5 million discount on the purchase price for foundations. Chairperson Gotthelf reminded everyone that the Authority has a fiduciary responsibility that they would like to see the property put to a productive use that would return a tax base. However they also want to be careful of the tax dollars that everyone pays so as not to give too much away or not recover it.

Mr. Robertson suggested that the developer go back and figure out how to do this on a 10 year payback. Also, the Authority should specify a minimum taxable value. Further he thought the developer needs to look at the caisson system because they could probably do pilings that don't have a contamination issue with material that has to be hauled away. He hoped to see what Douglas' insurance company's ability is to help contribute to this situation. Mr. Kulka indicated it will take a long time to go through the process to try to get coverage. Mr. Robertson responded that the Authority doesn't want the City to give up their taxes for a liable party just because they are in a hurry.

Mr. Kulka advised that the developer paid more for the property than the seller had paid for it a year prior.

Mr. Runco recommended everyone look at a discounted number that perhaps both parties can agree upon.

Mr. Bennett Donaldson talked about the foundation system. To go down 50 ft. and support the weight of the building, caissons is the best option. They can't bring a pile driver onto this half acre site. Multiple augers are needed to support what one caisson would carry and the machine would sit there for 60 days drilling in the augers. The site has unique challenges, and to lessen the impact of the cost of the solutions would be a mistake because they are significant.

Chairperson Gotthelf suggested that the Authority could put a cap on the dollar amount or put a cap on a line item and/or years of payback.

Ms. Masserang stated PM Environmental has gone out a second time to try and minimize the dirt coming off, given the per tonnage cost of hauling it away.

Mr. Kulka said their job is to minimize the amount of soil and cost incurred. The developer has to front and finance all those costs so he is not going pick a more expensive option. Significant dollars have been spent for professionals to determine the most cost effective reliable solution. Hazardous waste removal is a significant component of this ask.

It was suggested that the Authority discuss the next item on the agenda in order to give the applicant time to talk about coming up with parameters for minimizing their costs.

Mr. Kulka offered to discount the cost of closure of the site to remain an open hole.

Motion by Mr. Robertson
Seconded by Ms. Torcolacci to table Brownfield Plan Application for 856 N. Old Woodward Ave., The Pearl

Vote: Yeas, 4
Nays, 0
Absent, 1 (Zabriskie)

Motion carried, 4-0.

At this time, Item 4 on the Agenda was discussed by the Authority.

Motion by Mr. Robertson
Seconded by Mr. Runco to bring back from the table Brownfield Plan Application for 856 N. Old Woodward Ave., The Pearl.

Vote: Yeas, 4
Nays, 0
Absent, 1 (Zabriskie)

Motion carried, 4-0.

Mr. Kulka offered an additional \$325 thousand give on their original ask to reduce their reimbursable expense to \$2.656 million. More than likely the taxable value will be significantly higher which will take their payback with school taxes to approximately 12.5 years.

A motion was made by Mr. Runco and seconded by Ms. Torcolacci to approve the \$2.656 million ask at a maximum 12 year payback. The Authority will not pick up an amount equivalent to the school taxes if the DEQ does not approve those. Chairperson Gotthelf clarified that the share by the City is approximately half of the \$2.656 million or approximately \$1.3 million which would be the incremental increase of the taxes that would be refunded back through TIF. Payback would be up to a period of 12 years.

Mr. Dan Wells voiced his opinion that the applicant has been fairly conservative in their calculations. He recommended doing either a year cap or a dollar amount cap. In response to

the chairperson, Mr. Wells said it is a reasonable conclusion to assume the contamination is all coming from Douglas versus from the gas station.

Mr. Robertson moved to amend the motion to change the \$325 thousand discount to a \$500 thousand discount, bringing the ask close to \$2.4 million and probably closer to 11 years on the payback. The rationale is the discount on the purchase price of the property. Ms. Torcolacci seconded.

Chairperson Gotthelf advised the motion doesn't address whether Douglas has insurance that might cover the cost, assuming the contamination is from Douglas. If it is found this is a newer release, then there is no insurance.

Mr. Robertson moved to withdraw his amendment and Ms. Torcolacci withdrew her second.

Motion by Mr. Robertson

Seconded by Ms. Torcolacci to approve the Brownfield Plan Application for 856 N. Old Woodward Ave., The Pearl, as follows:

Whereas, the City of Birmingham has created a Brownfield Redevelopment Authority and appointed members to serve on the Authority, pursuant to 1996 PA 381, and

Whereas, the Brownfield Redevelopment Authority is charged with the review of Brownfield Plans for Brownfield projects in the City of Birmingham, and

Whereas, FLS Properties #5 LLC, the owner and developer of 856 N. Old Woodward Avenue, Birmingham, Michigan, intends to develop a mixed-use residential/retail building with underground parking at 856 N. Old Woodward Avenue, and

Whereas, PM Environmental has prepared a Brownfield Plan for the site, dated July 26, 2016, as revised September 16, 2016, that estimates that eligible activities on this property will cost approximately \$2,981,610, and

Whereas, the Brownfield Redevelopment Authority has reviewed the Brownfield Plan.

NOW THEREFORE BE IT RESOLVED THAT:

The Brownfield Redevelopment Authority approves the Brownfield Plan for 856 N. Old Woodward Avenue, subject to the following:

1. If relevant State of Michigan agencies do not approve the school tax component of the Brownfield Plan, estimated to be \$1,500,000 plus simple interest at 3%, the Brownfield Authority will not reimburse the developer for such amounts.
2. The Brownfield Authority will not reimburse amounts attributable to contamination caused by liable parties estimated to be \$325,000.
3. The maximum reimbursement will be \$2,656,610.
4. Reimbursement will occur for a maximum of 10 years.

The Brownfield Authority requests the City Clerk to forward the Brownfield Plan and associated Reimbursement Agreement to the Birmingham City Commission for its review and approval pursuant to Act 381.

Vote: **Yeas, 4**
 Nays, 0
 Absent, 1 (Zabriskie)

Motion carried, 4-0.

**RESOLUTION APPROVING THE BROWNFIELD PLAN FOR
856 N. OLD WOODWARD AVENUE**

Whereas, the City of Birmingham has created a Brownfield Redevelopment Authority and appointed members to serve on the Authority, pursuant to 1996 PA 381, and

Whereas, the Brownfield Redevelopment Authority is charged with the review of Brownfield Plans for Brownfield projects in the City of Birmingham, and

Whereas, FLS Properties #5 LLC, the owner and developer of 856 N. Old Woodward Avenue, Birmingham, Michigan, intends to develop a mixed-use residential/retail building with underground parking at 856 N. Old Woodward Avenue, and

Whereas, PM Environmental has prepared a Brownfield Plan for the site, dated July 26, 2016, as revised September 16, 2016, that estimates that eligible activities on this property will cost approximately \$2,981,610, and

Whereas, the Brownfield Redevelopment Authority has reviewed the Brownfield Plan.

NOW THEREFORE BE IT RESOLVED THAT:

The Brownfield Redevelopment Authority approves the Brownfield Plan for 856 N. Old Woodward Avenue, subject to the following:

1. If relevant State of Michigan agencies do not approve the school tax component of the Brownfield Plan, estimated to be \$1,500,000 plus simple interest at 3%, the Brownfield Authority will not reimburse the developer for such amounts.
2. The Brownfield Authority will not reimburse amounts attributable to contamination caused by liable parties estimated to be \$325,000.
3. The maximum reimbursement will be \$2,656,610.
4. Reimbursement will occur for a maximum of 10 years.

The Brownfield Authority requests the City Clerk to forward the Brownfield Plan and associated Reimbursement Agreement to the Birmingham City Commission for its review and approval pursuant to Act 381.

Ayes: _____

Nays: _____

Abstain: _____

BROWNFIELD REIMBURSEMENT AGREEMENT

THIS AGREEMENT (the "Agreement") dated _____, is entered into between the **CITY OF BIRMINGHAM** ("City") and the **CITY OF BIRMINGHAM BROWNFIELD REDEVELOPMENT AUTHORITY** (the "Authority"), an authority established pursuant to Act 381 of Public Acts of 1996, as amended ("Act 381"), whose addresses are 151 Martin Street, Birmingham, Michigan 48009; and **FLS PROPERTIES #5 LLC** (the "Developer"), a Michigan limited liability company, whose address is 2950 Walnut Lake Road, West Bloomfield, Michigan 48323.

Recitals

A. In accordance with Act 381, the Authority has adopted a Brownfield Plan for 856 N. Old Woodward Avenue, Birmingham, Michigan, that the City Commission of the City has approved (the "Brownfield Plan").

B. The Developer owns property in the City located at 856 N. Old Woodward Avenue, Birmingham, Michigan (the "Property"), which is described on the attached Exhibit A. The Property is included in the Brownfield Plan as an eligible Property because it is a Facility due to the presence of hazardous substances on the Property as described in the Brownfield Plan.

C. The Developer plans to redevelop the Property by constructing a mixed-use residential/retail building with underground parking (the "Improvements"). The Improvements are intended to create temporary construction jobs and new full time jobs, increase the tax base of the City, and otherwise enhance the economic vitality and quality of life of the City.

D. Act 381, as amended, authorizes the Authority to reimburse a developer for the costs of Eligible Activities on Eligible Property using Tax Increment Revenues generated by the redevelopment of the property.

E. To make the Improvements on the Property, the Developer may incur costs to conduct Eligible Activities—including Baseline Environmental Assessment Activities, Due Care Activities, Additional Response Activities, and the reasonable costs to prepare the Brownfield Plan—each of which will require the services of contractors, engineers, environmental consultants, and other professionals (the “Eligible Costs”). The Developer estimates the total Eligible Costs, including contingencies, to be approximately \$2,981,610.

F. The Brownfield Plan authorizes the use of Tax Increment Revenues that are generated by Local and School Taxes imposed on the Property to reimburse the Developer for Eligible Costs.

G. The parties are entering into this Agreement to establish the procedure for reimbursing the Eligible Costs and using Tax Increment Revenues in accordance with Act 381, as amended, and the Brownfield Plan.

Accordingly, the parties agree with each other as follows:

1. The Brownfield Plan. The Brownfield Plan is attached as Exhibit B and incorporated in this Agreement. To the extent provisions of the Brownfield Plan conflict with this Agreement, this Agreement controls. To the extent provisions of the Brownfield Plan or this Agreement conflict with Act 381, as amended, Act 381 controls.

2. Term of Agreement. In accordance with the Brownfield Plan, the Authority will capture the Tax Increment Revenues generated by the Improvements on the Property to reimburse the Eligible Costs until the earlier of the date that all the Eligible Costs are fully reimbursed under this Agreement or 10 years after the date the Authority begins to capture Tax Increment Revenues under the Brownfield Plan.

3. Eligible Activities. The Authority will reimburse the Developer for Eligible Costs identified in the Brownfield Plan that were incurred before the Birmingham City Commission

approves the Brownfield Plan if permitted under Act 381, as amended. The Developer must diligently pursue completion of the Eligible Activities set forth in the Brownfield Plan.

4. Reimbursement Source. During the term of this Agreement, the Authority will capture the Tax Increment Revenues generated by the Improvements from Local and School Taxes imposed on the Property and any personal property located on the Property and use those Tax Increment Revenues to reimburse the Eligible Costs (including interest) in accordance with the Brownfield Plan and this Agreement.

5. Limitations on Reimbursement. The Authority will reimburse Eligible Costs up to but not exceeding the line item costs described in the Brownfield Plan, plus a maximum of 15% contingency for each line item. If relevant State of Michigan agencies do not approve the School Taxes Component of the Brownfield Plan, estimated to be \$1,500,000, plus simple interest at 3%, the Brownfield Authority will not reimburse the developer for such amounts from the local Taxes component. The Brownfield Authority will not reimburse amounts attributable to costs of closure to residential standards estimated to be \$325,000. Reimbursable Eligible Costs will not exceed \$2,656,610.

6. Reimbursement Process. (a) On a quarterly basis, the Developer may submit to the Authority a request for cost reimbursement for the Eligible Costs the Developer incurred during the prior period. This request will be in the form attached as Exhibit C ("Petition"). The Petition will identify whether the Eligible Activities are: (1) Baseline Environmental Assessment Activities; (2) Due Care Activities; (3) Additional Response Activities; (4) the reasonable costs to prepare the Brownfield Plan; or (5) interest. The Petition must describe each activity claimed as an Eligible Activity and the associated costs of that activity. Documentation of the costs incurred must be included with the Petition, including proof of payment and detailed invoices for the

costs incurred sufficient to determine whether the costs incurred were for Eligible Activities. The Petition must be signed by an authorized representative of Developer.

(b) The Authority will review a Petition within 60 days after receiving the Petition. The Developer will cooperate with the Authority by providing information and documentation to supplement the Petition as requested by, and as deemed reasonable and necessary by, the Authority. Within such 60 days, the Authority will identify in writing to Developer (i) all costs approved for reimbursement, and (ii) any costs deemed ineligible for reimbursement and the basis for the determination. The Developer then has 45 days to provide supplemental information or documents to support of any costs deemed ineligible by the Authority. Within 30 days after the Developer provides the supplemental information or documents, the Authority will decide on the eligibility of the disputed cost and inform the Developer in writing of its decision. The Developer may appeal the Authority's decision pursuant to law.

(c) Twice a year, after the summer and winter taxes are collected on the Property, the Authority will capture the Tax Increment Revenues in accordance with the Brownfield Plan and will use those Tax Increment Revenues to reimburse the Developer for approved Eligible Costs (including accrued interest). The Authority is not obligated to reimburse the Developer for any approved Eligible Costs during any period of time that the Developer is delinquent in the payment of real or personal property taxes imposed on the Property or delinquent in the payment to the City for administrative, legal, or other costs invoiced to the Developer.

(d) If there are insufficient funds available from Tax Increment Revenues captured under subparagraph (c) at any time to pay all the Developer's unreimbursed Eligible Costs and accrued interest, the Authority is not required to reimburse the Developer from any other source. The Authority will, however, make additional payments toward the Developer's

remaining unreimbursed Eligible Costs and accrued interest in accordance with this Agreement as Tax Increment Revenues become available under subparagraph (c).

(e) Subject to Section 5(d), payment of Eligible Costs to the Developer is not conditioned on the completion of any of the Improvements at any time or in any sequence so long as Developer is in compliance with its obligations and duties under this Agreement.

(f) The Authority will reimburse the Developer for Eligible Costs as follows:

Check shall be payable to:	FLS Properties #5 LLC
Delivered to the following address:	2950 Walnut Lake Road West Bloomfield, MI 48323 Attn: Frank Simon

By certified mail.

(g) Developer may assign its payments to any person by providing 45 days' prior notice to the Authority of such assignment. Any such assignment does not discharge or release Developer from any of its obligations and duties under this Agreement.

7. Information. The Developer will provide to the Authority any information the Authority considers necessary to fulfill any reporting obligation to the State of Michigan under Act 381, as amended.

8. Legislative Authorization. This Agreement is governed by and subject to the restrictions set forth in Act 381, as amended. If legislation is enacted in the future that alters or affects the terms of this Agreement, including, but not limited to, the amount of Tax Increment Revenues subject to capture or the definition of Eligible Property or Eligible Activity, then the Developer's rights and the Authority's obligations under this Agreement may be modified accordingly by agreement of the parties.

9. Freedom of Information Act. All Petitions and documentation submitted by Developer are open to the public under the Freedom of Information Act, 1976 PA 442, as amended, MCL 15.231 *et seq.* The Developer will not bring any claim of trade secrets or other

privilege or exception to the Freedom of Information Act related to such Petitions and documentation.

10. Plan Modification. The Brownfield Plan may be modified to the extent allowed under Act 381, as amended, by mutual agreement of the parties.

11. Notices. All notices shall be given by registered or certified mail addressed to the parties at their respective addresses as shown above. Either party may change the address by written notice sent by registered or certified mail to the other party.

12. Assignment. The interest of any party under this Agreement shall not be assignable without the other party's written consent, which shall not be unreasonably withheld, except that the Developer may assign this Agreement for purposes of securing financing for the Improvements without the prior consent of the Authority.

13. Entire Agreement; Amendment. This Agreement constitutes the entire agreement between the parties. No other agreements, written, oral, express or implied, have been made or entered into by the parties concerning the subject matter of this Agreement. This Agreement may be modified or amended only by subsequent written agreement executed by all of the parties. This Agreement has been the subject of negotiations between the parties and may not be construed against any party as drafter.

14. Non-waiver. No delay or failure by either party to exercise any right under this Agreement, and no partial or single exercise of that right, will constitute a waiver of that or any other right, unless otherwise expressly provided in this Agreement.

15. Headings. Headings in this Agreement are for convenience only and may not be used to interpret or construe its provisions.

16. Governing Law. This Agreement is to be construed in accordance with and governed by the laws of the State of Michigan.

17. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together constitute one and the same instrument.

18. Binding Effect. The provisions of this Agreement are binding upon and inure to the benefit of each of the parties and their respective heirs, legal representatives, successors, and assigns.

19. Definitions. Unless otherwise defined in this Agreement, the following terms have the definitions given to them by Act 381, as amended:

- (a) "Additional Response Activities" is defined by Section 2(a) of Act 381;
- (b) "Baseline Environmental Assessment" is defined by Section 2(c) of Act 381;
- (c) "Baseline Environmental Assessment Activities" is defined by Section 2(d) of Act 381;
- (d) "Brownfield Plan" is defined by Section 2(g) of Act 381;
- (e) "Due Care Activities" is defined by Section 2(l) of Act 381;
- (f) "Eligible Activities" is defined by Section 2(n) of Act 381;
- (g) "Eligible Property" is defined by Section 2(o) of Act 381;
- (h) "Facility" is defined by Section 2(q) of Act 381;
- (i) "Local Taxes" is defined by Section 2(y) of Act 381;
- (j) "Tax Increment Revenues" is defined by Section 2(ii) of Act 381;

Subject to Section 1, if these definitions are amended during the term of this Agreement, the defined terms shall be construed to the fullest extent possible to conform to the provisions of this Agreement.

The parties have executed this Agreement of the dates set forth below.

CITY OF BIRMINGHAM

By: _____

Title: _____

By: _____

Title: _____

Date: _____

**CITY OF BIRMINGHAM BROWNFIELD
REDEVELOPMENT AUTHORITY**

By: _____

Title: _____

Date: _____

FLS PROPERTIES #5 LLC

By: _____

Title: _____

Date: _____

Exhibit A

Property Description

Located in the City of Birmingham, County of Oakland, State of Michigan, and described as:

T2N, R10E, SEC 25 ASSESSOR'S PLAT NO 29 LOTS 3 & 4, ALSO PART OF NW 1/4 BEG AT PT DIST S 88-16-00 E 10.15 FT FROM NW COR OF SD LOT 3, TH S 88-16-00 E 124.70 FT, TH N 49-21-00 W 46.41 FT, TH S 73-32-00 W 93.28 FT TO BEG

Tax ID #08-19-25-328-001

Exhibit B

Brownfield Plan

**CITY OF BIRMINGHAM
BROWNFIELD REDEVELOPMENT AUTHORITY**

BROWNFIELD PLAN

**MIXED USE DEVELOPMENT
LOCATED AT 856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MICHIGAN**

**July 26, 2016
Revised September 29, 2016**

Approved by BRA: 9/27/2016
Approved by City Commission:

Prepared on Behalf of:

FLS Properties #5, LLC
2950 Walnut Lake Road
Contact Person: Mr. Frank Simon
Telephone: (248) 720-0290

Prepared By:

PM Environmental, Inc.
4080 West Eleven Mile Road
Berkley, Michigan 48072
Contact Person: Elizabeth Masserang
Telephone: (248) 414-1441

PM Environmental, Inc.
4080 West Eleven Mile Road
Berkley, Michigan 48072
Contact Person: Adam Patton, CHMM
Telephone: (248) 336-9988



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APPENDICES

Appendix A	Legal Description
Appendix B	“Facility” Status Documentation
Appendix C	Site Maps
Appendix D	Preliminary Site Plans
Appendix E	Tax Increment Financing Tables

PROJECT SUMMARY

Project Name:	Proposed Mixed-use Development
Project Location:	The property is located at 856 North Old Woodward Avenue in Birmingham, Oakland County, Michigan.
Type of Eligible Property:	Facility
Eligible Activities:	Baseline Environmental Assessments, Due Care Activities, and Preparation of a Brownfield Plan.
Reimbursable Costs:	Up to \$2,656,610
Years to Complete Reimbursement:	Approximately 14 years is anticipated, however, the Birmingham Brownfield Redevelopment Authority (BBRA) has requested the payback period be limited to 10 years.
Estimated Capital Investment:	Approximately \$14-16 million
Project Overview:	<p>This project includes response activities for the remediation and redevelopment of a brownfield site, which currently consists of a vacant, underutilized eyesore for the city. The existing site conditions and contamination have deterred several past attempts to bring the vacant site into successful reuse.</p> <p>The proposed redevelopment entails the new construction of a mixed-use residential/retail building with underground parking. The proposed redevelopment involves significant investment. Remediation and redevelopment is anticipated to commence in late 2016/early 2017 and create 20 to 30 permanent jobs.</p>

I. INTRODUCTION AND PURPOSE

In order to promote the revitalization of environmentally distressed areas within the boundaries of Birmingham (“the City”), the City has established the Birmingham Brownfield Redevelopment Authority (BBRA) the “Authority” pursuant to the Brownfield Redevelopment Financing Act, Michigan Public Act (PA) 381 of 1996, as amended.

The primary purpose of this Brownfield Plan (“Plan”) is to promote the redevelopment of and private investment in certain “Brownfield” properties within the City. Inclusion of property within this Plan will facilitate financing of environmental response and other eligible activities at eligible properties, and will also provide tax incentives to eligible tax payers willing to invest in revitalization of eligible sites, commonly referred to as Brownfields. By facilitating redevelopment of Brownfield properties, this Plan is intended to promote economic growth for the benefit of the residents of the City.

The Property is currently zoned O-2 Office Commercial and within the Downtown Overlay Boundary, is currently vacant property that is an underutilized eyesore, and is located at the intersection of North Old Woodward Avenue and Oak Avenue. The surrounding area is characterized by commercial and residential properties.

This Plan is intended to apply to the eligible property identified in this Plan and, to identify and authorize the eligible activities to be funded. Any change in the proposed use of the eligible property shall not necessitate an amendment to this Plan, affect the application of this Plan to the eligible property, or impair the rights available to the Authority under this Plan.

This Plan is intended to be a living document which may be modified or amended as necessary to achieve the purposes of PA 381. The applicable sections of PA 381 are noted throughout the Plan for reference purposes.

This Brownfield Plan contains information required by Section 13(1) of PA 381.

II. GENERAL DEFINITIONS AS USED IN THIS PLAN

Terms used in this Brownfield Plan are defined as provided in the following statutes, as appropriate:

The Brownfield Redevelopment Financing Act, 1996 Mich. Pub. Acts. 502 which amended Pub. Act 381, M.C.L. § 125.2651 et seq., as amended.

III. BROWNFIELD PROJECT

DESCRIPTION OF THE ELIGIBLE PROPERTY AND THE PROJECT

The Eligible Property consists of one legal parcel totaling 0.57 acres with a street address of 856 North Old Woodward Avenue in Birmingham, Oakland County, Michigan and the tax ID number of 08-19-25-328-001 (the "Property").

This parcel and all tangible personal property located thereon will comprise the eligible property and is referred to herein as the "Property." The legal description is included in Appendix A.

FLS Properties #5 LLC or any affiliate, as approved by the Authority, are collectively the project developer ("Developer").

The property is currently vacant land, located between North Old Woodward Avenue and the Rouge River, south of Oak Avenue. The Property was used as a gas station from 1937 to 1940, a gift shop from 1940 to 1949, and a restaurant from 1949 to 1988, when the former building was demolished. Since that time, the property has been used as a debris and dumping site and is currently a vacant underutilized eyesore. Numerous impediments have deterred developer investment in to subject property due to known contamination and challenging geotechnical conditions.

The proposed redevelopment includes site improvements and new construction of a four story mixed-use commercial and residential property. The new building includes the creation of approximately 27 residential units with an anticipated 3,500 square feet of retail space on the first floor and underground parking. Each residential unit will range in size from 900 to 1,900 square feet. This project will result in the elimination of an eyesore in the City that has been vacant for decades. Redevelopment of this vacant underutilized property, will provide additional residential and commercial space in a key corridor, Old Woodward Avenue, as well as remediate and eliminate the existing conditions. The proposed underground parking creates a significant added cost to the developer while benefiting the surrounding area by increasing density.

Redevelopment activities are proposed for the end of 2016/early 2017. The developer will invest an estimated \$12-14 Million dollars in the redevelopment and create approximately 20-25 construction jobs, and 20-30 permanent jobs.

Appendix C includes site maps of the parcel and an eligible property boundary map. Preliminary site plans are included in Appendix D.

BASIS OF ELIGIBILITY

The Property is considered "Eligible Property" as defined by Act 381, Section 2 because: (a) the Property was previously utilized as a commercial property; and (b) the parcel comprising the Property has been determined to be a "facility."

A Baseline Environmental Assessment (BEA) was completed in September 2015 and documents the following information. A copy of the BEA text, figures, and tables are also provided in Appendix B.

Subsurface investigations were completed on the subject property between 1996 and 2002, and in 2006 and 2015. Concentrations of benzene, tetrachloroethene, xylenes, arsenic, chromium, selenium, and mercury were detected in soil samples collected from the subject property above the Part 201 Residential and Nonresidential Drinking Water Protection (DWP), Groundwater Surface Water Interface Protection (GSIP), and/or the Residential Direct Contact (DC) cleanup criteria. Concentrations of benzene, methyl-tert-butyl ether (MTBE), vinyl chloride, lead, and silver were detected in groundwater samples collected from the subject property above the Part 201 Residential and Nonresidential Drinking Water (DW) and/or Groundwater Surface Water Interface (GSI) cleanup criteria. Concentrations of m-dichlorobenzene and tetrachloroethylene were detected in soil gas samples collected from the subject property above the Part 201 Residential Vapor Intrusion Screening Levels (VISLs). The concentrations detected are consistent with contaminants from gasoline dispensing stations, dry cleaning operations, and fill material.

A location where a hazardous substance is present in excess of the concentrations, which satisfy the requirements of subsection 20120a(1)(a) or (17), is a facility pursuant to Part 201. Section 20120a(1)(a) requirements are the Cleanup Criteria for unrestricted residential usage. Based upon the documented exceedances of the Part 201 cleanup criteria and MDEQ VISLs, the subject property is a facility under Part 201 of P.A. 451, as amended, and the rules promulgated thereunder.

A. Description of Costs to Be Paid for With Tax Increment Revenues and Summary of Eligible Activities

Tax Increment Financing revenues will be used to reimburse the costs of “eligible activities” (as defined by Section 2 of PA 381) as permitted under the Brownfield Redevelopment Financing Act that include: Due Care Activities, Additional Response Activities, and preparation of a Brownfield Plan and inclusion of interest as described in this Plan. An itemization of these activity expenses is included in Table 1 of Appendix E.

The project redevelopment activities are slated to commence late 2016/early 2017, with a completion goal of 2018.

The following eligible activities and budgeted costs are intended as part of the development of the property and are to be financed solely by the developer. The Authority is not responsible for any cost of eligible activities and will incur no debt.

1. Baseline Environmental Assessments; including a Phase I Environmental Site Assessment (ESA), Phase II ESA, BEA, and Documentation of Due Care Compliance (DDCC) at a cost of \$16,155.
2. Due Care Activities; including cost difference for the transportation and disposal of approximately 13,390 tons of soil to a Type II Landfill (in comparison to the disposal of clean soil), the additional delineation of tetrachloroethylene contamination in soil and groundwater and the excavation, transport, and disposal of approximately 6,705 tons (of the total 20,095 tons) of soil as listed hazardous waste, excavation equipment decon, the associated oversight, sampling, and reporting, the management and disposal of up to 30,000 gallons of contaminated groundwater, and costs associated with brownfield and post-due care project management, for an estimated cost of \$2,130,515.

- a. Excavation of up to 6,705 tons of hazardous material totaling **\$270,547**
 - i. Excavation at a cost differential of \$40.35/ton when compared to a similar excavation occurring at a greenfield site.
- b. Transport of 20,095 tons of contaminated soil totaling **\$412,553**
 - i. Transport of up to 13,390 tons of soil to a Type II Landfill at \$7/ton totaling \$93,730.
 - ii. Transport of up to 6,705 tons of hazardous material at \$47.55/ton totaling \$318,823.
- c. Disposal of 20,095 tons of contaminated soil totaling **\$1,159,735**:
 - i. Disposal of up to 13,390 tons of soil to a Type II Landfill at \$11.50/ton totaling \$153,985.
 - ii. Disposal of up to 6,705 tons of hazardous material at \$150/ton totaling \$1,005,750.
- d. Excavation equipment decon and decon waste water handling totaling **\$7,500**.
- e. Additional delineation sampling of tetrachloroethylene soil concentrations identified along the northern and eastern subject property boundaries and totaling **\$21,945**:
 - i. Mobilization, onsite labor for oversight, screening, and sample collection at an estimated \$2,550
 - ii. Consultant equipment and supplies at an estimated \$600
 - iii. Data evaluation and project management for reporting at an estimated \$3,500
 - iv. Drilling and operations at an estimated \$5,275
 - v. Lab analysis of 36 samples for VOCs at an estimated \$2,520
 - vi. Project management associated with hazardous material at an estimated \$7,500
- f. Associated excavation oversight, excavation verification sampling, and reporting accounts for the following and totaling **\$28,475**:
 - i. Mobilization, oversight, and sample collection at an estimated \$12,375.
 - ii. Consultant Equipment and Supplies at an estimated \$1,200.
 - iii. Data Evaluation, project management, and report preparation at an estimated \$4,500.
 - iv. Sampling for VOCs, PNAs, PCBs, Michigan 10 metals at an estimated \$9,800 (28 samples at \$350/sample)
 - v. Up to one sample for TCLP at an estimated \$600.
- g. Management and disposal of up to 30,000 gallons of contaminated groundwater and totaling **\$49,260**
 - i. On-site storage management at an estimated \$7,500.
 - ii. Disposal at an estimated \$1.40 per gallon, totaling \$41,760.

- h. The installation of chemcially resistant gaskets for sub-grade utilities to minimize degradation and installation of a chemically resistant vapor barrier with passive venting to cover the entire lower floor level to include the sub-grade vertical wall along the adjoining dry cleaner property to prevent vertical migration along preferential vertical pathways (i.e. stairwells, elevators, utilities, etc.) following the proposed soil removal and installation of gaskets resistant to chemical breakdown by the identified contamination, for an estimated cost of **\$172,500**.
 - i. Installation of chemically resistant gaskets for sub-grade utilities at an estimated \$10,000
 - ii. Design, bid specification, and coordination at an estimated \$5,000
 - iii. Vapor barrier installation and initial testing at an estimated \$125,000
 - iv. Vapor installation oversight at an estimated \$10,000
 - v. Post installation testing at an estimated \$7,500
 - vi. Project management and reporting at an estimated \$15,000
- i. Costs associated with project management and brownfield financial management, for an estimated cost of **\$3,000**.
- j. Post-construction due care plan for an estimated cost of **\$5,000**.

Under Section 7a of Part 201, the current owner has “due care” obligations to prevent unacceptable human exposures, prevent exacerbation, and take reasonable precautions against the reasonably foreseeable acts or omissions of a third party relative to existing contamination and the activities at the subject property. Contaminated soil and groundwater cannot be relocated or moved from one portion of the subject property to another without proper characterization, appropriate notices and/or the use of engineering controls (i.e., liners, surface cover, etc.), in accordance with Section 20c of Part 201, or offsite disposal at a licensed disposal facility in accordance with Parts 111 and/or 115, as applicable.

PM completed a Phase II ESA, which documented that the existing soils are contaminated (identified above Part 201 Residential and Nonresidential Drinking Water Protection (DWP), Groundwater Surface Water Interface Protection (GSIP), and/or the Residential Direct Contact (DC) cleanup criteria).

Excavation of hazardous material

Typical excavation would not be considered an eligible brownfield activity since the activity is required regardless of the environmental impact at the property. However, a portion of contaminated soils (approximately 6,705 of the identified 20,095 tons) proposed for excavation and located along the northern property boundary are anticipated to require special considerations as a listed hazardous waste. This includes additional costs associated with personal protective equipment (PPE), labor, handling, and equipment (including roll off box rental and liners). Only the cost difference associated is included in the Brownfield Plan.

Transport and disposal of contaminated soils

Based on existing soil conditions, topography, and the preliminary grading plan, approximately 20,095 tons of soils require transportation and disposal. Should this development have occurred, the same amount of clean soil removal would have been required. Therefore, this Brownfield

Plan accounts only for the added expense of proper transport and disposal of contaminated soils at a Type II Landfill. In comparison, should the soils anticipated for removal have been clean (as assumed if found on a greenfield site), the cost to the developer would be zero sum (i.e. the coordination of disposal costs negated by the successful reuse at another site). A portion of contaminated soils (approximately 6,705 of the identified 20,095 tons), located along the northern property boundary are anticipated to require disposal as a listed hazardous waste.

Excavation Equipment Decon and Decon Wastewater Handling

It will be required that all excavation equipment is decontaminated because site soils are contaminated. Costs included within this estimate account for mud mat and truck waste removal from excavation equipment which is necessary to prevent migration of contamination off-site.

Additional delineation and sampling of Tetrachloroethylene soils

Additional delineation activities are to be completed to fully define the extent of the hazardous waste concentrations to allow compliant handling and disposal and to avoid over excavation of soils at the increased hazardous waste disposal rate.

Associated excavation oversight, verification sampling, and reporting

Assessment, oversight, sampling, and reporting is also included to document and verify site conditions following soil removal activities and provide guidance for the removal of soil identified as listed hazardous waste.

Transport and disposal of contaminated groundwater

Development activities require the excavation of/handling of groundwater present within excavated areas of the subject property; therefore, the developer is required to properly to handle and dispose of contaminated media encountered/generated in association with the proposed redevelopment. This is necessary to ensure successful completion of project.

The incremental difference between clean versus dirty pumping and digging cannot be substantiated. Therefore, the requested expenses are only associated with additional costs required for the on-site storage management and disposal of contaminated groundwater.

Installation of a vapor barrier and gaskets resistant to chemical breakdown

This brownfield plan includes the installation of a chemically resistant vapor barrier with passive venting prior to occupancy. The installation of a vapor barrier will occur to control migration via potential preferential vertical migration pathways including stairwells and elevator pits covering an estimated 20,000 square feet of floor space and 1,500 square feet of the northwestern wall following the proposed soil removal. This also includes the installation of gaskets resistant to chemical breakdown by the identified contamination. PCE contaminated soils are being removed; however, PCE concentrations will not be completely remediated by the removal activities.

Brownfield project and financial management

Costs associated with brownfield project and financial management of this project are included. Activities consist of coordination of proper and compliant financial tracking and reporting, as required in relation to due care, additional response, and brownfield related activities being submitted for reimbursement.

Post-construction due care plan

Preparation of a post-construction due care plan is also included, which will document and verify site conditions and owner obligations following redevelopment activities.

3. Preparation of Brownfield Plan and 381 Work Plan and associated activities (e.g. meetings with BBRA, etc.) at a cost of approximately \$9,000.

Should the use of school taxes not be approved, reimbursement of the eligible expense shall be made utilizing tax increment revenues from local tax capture, if, and as available during the duration of this Brownfield Plan.

All activities are intended to be "Eligible Activities" under the Brownfield Redevelopment Financing Act. The total estimated cost of Eligible Activities subject to reimbursement from tax increment revenues is approximately \$2,153,670. This plan as includes a 15% contingency of \$319,577 and interest (\$508,364).

Per the request made at the September 27, 2016, BBRA meeting, the total requested amount has been reduced by \$325,000. Therefore, the total no-to-exceed amount under this request is \$2,656,610.

B. Estimate of Captured Taxable Value and Tax Increment Revenues

Incremental taxes on real property included in the redevelopment project will be captured under this Brownfield Plan to reimburse eligible activity expenses. Tax increment revenue capture is estimated to begin in 2018. The taxable value of the real property for base year 2016 is \$322,450; no personal property is associated with the site. The estimated taxable value of the completed development is \$5,000,000. This assumes a one-year phase-in for completion of the redevelopment, which has been incorporated into the tax increment financing assumptions for this plan. An annual increase in taxable value of 1% has been used for calculation of future tax increments in this plan.

C. Estimated Impact of Tax Increment Financing on Revenues of Taxing Jurisdictions

The following estimates assume the limit of a 10-year reimbursement period.

Taxes will continue to be generated to taxing jurisdictions on local captured millages at the base taxable value of \$322,450 throughout the duration of this plan totaling approximately \$77,390 or \$7,739 annually.

Non-capturable millages; including debt millages, the zoo authority and art institute, will see an immediate increase in tax revenue following redevelopment and will provide anticipated new tax revenue of \$254,342 throughout the duration of this plan.

For a complete breakdown of the captured millages and developer reimbursement please see "Table 2" in Appendix E.

D. Method of Financing and Description of Advances by the Municipality

Redevelopment activities at the property will be funded by FLS Properties #5 LLC. Costs for eligible activities funded by FLS Properties #5 LLC will be repaid with incremental taxes generated by future development of the property and administered through the BBRA. No advances will be made by the BBRA for this project. All reimbursements authorized under this Brownfield Plan shall be governed by the Reimbursement Agreement.

E. Maximum Amount of Note or Bonded Indebtedness

No note or bonded indebtedness will be incurred by any local unit of government for this project.

F. Duration of Brownfield Plan

In no event shall the duration of the Plan exceed 35 years following the date of the resolution approving the Plan, nor shall the duration of the tax capture exceed the lesser of the period authorized under subsection (4) and (5) of Section 13 of Act 381 or 30 years. Further, in no event shall the beginning date of the capture of tax increment revenues be later than five years after the date of the resolution approving the Plan.

Under approval granted by the BBRA, a reimbursement period limitation of 10 years has been imposed.

G. Effective Date of Inclusion in Brownfield Plan

The Property will become part of this Plan on the date this Plan is approved by the City of Birmingham City Commission.

H. Displacement/Relocation of Individuals on Eligible Property

There will be no displacement or relocation of persons or businesses under this Plan.

I. Local Site Remediation Revolving Fund ("LSRRF")

The BBRA has not established a Local Site Remediation Revolving Fund (LSRRF), therefore, use of a Local Site Remediation Revolving Fund is not part of the scope of this project.

J. Other Material that the Authority or Governing Body Considers Pertinent

The Developer and its affiliates shall comply with all applicable laws, ordinances, executive orders, or other regulations imposed by the City or any other properly constituted governmental authority with respect to the Property and shall use the Property in accordance with this Plan.

Appendix A

LEGAL DESCRIPTION

T2N, R10E, SEC 25 ASSESSOR'S PLAT NO 29 LOTS 3 & 4, ALSO PART OF NW 1/4 BEG AT
PT DIST S 88-16-00 E 10.15 FT FROM NW COR OF SD LOT 3, TH S 88-16-00 E 124.70 FT, TH
N 49-21-00 W 46.41 FT, TH S 73-32-00 W 93.28 FT TO BEG

Appendix B



Detroit
4080 W. 11 Mile Road
Berkley, MI 48072
f: 877.884.6775
t: 248.336.9988

Lansing
3340 Ranger Road
Lansing, MI 48906
f: 877.884.6775
t: 517.321.3331

Grand Rapids
560 5th Street NW,
Suite 301
Grand Rapids, MI 49504
f: 877.884.6775
t: 616.285.8857

September 4, 2015

District Supervisor
Michigan Department of Environmental Quality
Southeastern Michigan District Office
27700 Donald Court
Warren, Michigan 48092

**RE: Baseline Environmental Assessment for the Vacant Land located at
856 North Old Woodward Avenue, Birmingham, Michigan
Parcel ID: 08-19-25-328-001
PM Environmental, Inc. Project No. 01-5889-0-001**

Dear District Supervisor:

Enclosed is a copy of the Baseline Environmental Assessment prepared for the above referenced subject property in accordance with Section 20126(1)(c) of Part 201, Environmental Remediation, of the Natural Resources and Environmental Protection Act (NREPA), P.A. 451 of 1994 (Part 201), as amended.

If you have any questions regarding the information in this report, please contact us at 248-336-9988.

Sincerely,
PM ENVIRONMENTAL, INC.

Nicole Kane
Staff Scientist

Jennifer Ritchie, CPG
Regional Site Investigation Manager

Enclosure



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4080 W. 11 Mile Road
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t: 517.321.3331

Grand Rapids
560 5th Street NW,
Suite 301
Grand Rapids, MI 49504
f: 877.884.6775
t: 616.285.8857

September 4, 2015

Mr. Frank R. Simon
FLS Properties #5, LLC
P.O. Box 689
Bloomfield Hills, Michigan 48303

**RE: Baseline Environmental Assessment for the Vacant Land located at
856 North Old Woodward Avenue, Birmingham, Michigan
Parcel ID: 08-19-25-328-001
PM Environmental, Inc. Project No. 01-5889-0-001**

Mr. Simon:

Enclosed is a copy of the above-referenced document prepared in accordance with Section 20126(1)(c) of Part 201, Environmental Remediation, of the Natural Resources and Environmental Protection Act (NREPA), P.A. 451 of 1994 (Part 201), as amended.

THIS BASELINE ENVIRONMENTAL ASSESSMENT WAS PERFORMED FOR THE EXCLUSIVE USE OF FLS PROPERTIES #5, LLC, WHO MAY RELY ON THE REPORT'S CONTENTS.

If you have any questions regarding the information in this report, please contact our office at 248-336-9988.

Sincerely,
PM ENVIRONMENTAL, INC.

Nicole Kane
Staff Scientist

Jennifer Ritchie, CPG
Regional Site Investigation Manager

Enclosure

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- Table 1: Summary of Soil Analytical Results: Volatile Organic Compounds and Polynuclear Aromatic Compounds
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APPENDICES

- Appendix A: Phase I ESA, April 10, 2015, ASTI Environmental
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Appendix D: Soil Boring Logs
Appendix E: Laboratory Analytical Report
Appendix F: Assessing Information
Appendix G: Professional Qualification Statements

1.0 INTRODUCTION AND DISCUSSION

PM Environmental, Inc. (PM) completed a Baseline Environmental Assessment (BEA) for the vacant land (Parcel ID: 08-19-25-328-001) located at 856 North Old Woodward Avenue, Birmingham, Oakland County, Michigan 48009 (hereafter referred to as the subject property). The subject property consists of one 0.57 acre parcel and is located east of North Old Woodward, west of the Rouge River and Woodward Avenue, and south of Oak Avenue (Figure 1). The subject property consists of vacant land with asphalt paved parking in the northeastern portion, remnants of a building foundation in the northern portion, and grass in the remaining portions (Figure 2). The property has a down-gradient slope from North Old Woodward Avenue east to where it adjoins the Rouge River, which is an elevation difference of approximately 15 feet.

Standard and other historical sources documented that the subject property was developed in at least 1937 with a gasoline dispensing station and one other structure, likely a residential dwelling, in the northern and eastern portions of the subject property. In 1940, the gasoline dispensing station was converted to a gift shop. By 1946, a residential dwelling was reportedly converted into a tea room and restaurant in the western portion of the subject property. The gift shop appears to have been demolished by 1949. The tea room and restaurant operated until 1988, when the commercial building was demolished.

1.1 Owner/Operator Information

FLS Properties #5, LLC, P.O. Box 689, Bloomfield Hills, Michigan 48303 purchased the property July 28, 2015.

1.2 Intended Use of the Subject Property

FLS Properties #5, LLC intends to redevelop the property for mixed commercial and residential use with no significant chemical use and storage greater than household quantities. The proposed building will consist of open underground parking, first floor parking with limited commercial space, and second, third, and fourth floor residential apartments. The intended use is consistent with a residential and nonresidential property use in accordance with Part 201.

Municipal water and sewer, as well as natural gas, and electrical utilities are available to the subject property. No water supply wells exist or will be installed in association with the subject property.

1.3 Summary of All Appropriate Inquiry Phase I Environmental Assessment

ASTI Environmental (ASTI) performed a Phase I Environmental Site Assessment (ESA) for the subject property dated April 10, 2015, in conformance with the scope and limitations of ASTM Practice E 1527-13 (i.e., the 'ASTM Standard'). A copy of the April 2015 Phase I ESA, including photographs of the subject property, is included in Appendix A.

The following onsite recognized environmental conditions (RECs) were identified in ASTI's April 2015, Phase I ESA:

- Review of historical records document that the subject property was occupied by a gasoline dispensing station from at least 1937 to 1940. No records are available documenting the presence or removal of former underground storage tanks (USTs). No documentation of site assessment activities were available for review documenting

assessment of the former fueling and UST areas. Based on this information, the potential exists for orphan USTs to be present and/or for releases to have occurred from the UST systems and/or former fueling operations.

- Review of historical records document a permit was issued for the use of a 220-gallon fuel oil tank in May 1947 in association with the former commercial building in the western portion of the subject property. An investigation as to the presence of a buried fuel oil tank has not been conducted. The potential exists that the former commercial building was heated with fuel oil stored within an aboveground storage tank (AST) or UST. The potential exists for an orphan UST to be present on the subject property and/or for a release of fuel oil to have occurred.
- The subject property is an Inventory site and a BEA site as a result of previous site assessment activities completed between 2002 and 2006 that document soil and groundwater contamination onsite above the current Michigan Department of Environmental Quality (MDEQ) Part 201 Residential and Nonresidential cleanup criteria. Based on these analytical results, the subject property meets the definition of a "facility," in accordance with Part 201 of P.A. 451 of the Michigan Natural Resources Environmental Protection Act (NREPA), as amended.
- Fill material was identified on the subject property ranging in depths between 5.0 feet below ground surface (bgs) to 24.0 feet bgs, containing construction-like rubble increasing in quantity toward the northern portion of the subject property. Based on this information, the potential exists for landfilling to have also occurred on the subject property and for contamination to be present from buried materials and/or leachate generated as a result of the percolation of water through waste. Additionally, landfill gas (i.e. methane) could be present due to decomposition of the waste.

The following adjoining and/or nearby RECs were identified:

- The northeast adjoining property, 35975 Woodward Avenue, was occupied by a gasoline dispensing station from at least 1960 to the early 2000s and is an open Leaking Underground Storage Tank (LUST) site. Previous site assessment activities completed in 2005 and 2006 document soil and groundwater contamination remains onsite above the current MDEQ Part 213 RBSLs. Additionally, at least four monitoring wells were installed on the subject property in association with the adjoining open LUST site. The monitoring wells were sampled in 2004 and groundwater contamination above the current MDEQ Part 213 RBSLs was documented to have migrated onto the subject property from the northeast adjoining property.
- The north adjoining property, 900 North Old Woodward Avenue, has been occupied by a dry cleaner since at least 1970. Dry cleaning operations commonly involve the usage of general hazardous substances and/or petroleum products, which, if improperly managed and/or disposed of, can be a source of contamination. The potential exists that a release has occurred on this property and migrated onto the subject property.
- The west adjoining property, 887 North Old Woodward Avenue, was occupied by a gasoline service station from at least 1930 to the early 1950s. No documentation of site assessment activities were available for review documenting assessment of the former fueling, UST, and automotive service areas. Based on this information and the close

proximity of the west adjoining property to the subject property, the potential exists that contamination has migrated onto the property.

1.3.1 Phase I ESA Exceptions or Deletions

There were no exceptions or deletions from the Federal All Appropriate Inquiry Rule under 40 CFR 312, or the ASTM Standard during the completion of the ASTI's April 2015 Phase I ESA. No special terms or conditions applied to the preparation of the Phase I ESA.

1.3.2 Phase I ESA Data Gaps

ASTI did not identify any significant data gaps during the completion of the April 2015 Phase I ESA.

1.4 Summary of Previous Site Investigations

PM reviewed the following previous environmental reports for the subject property which are included within ASTI's April 2015 Phase I ESA, which is included within Appendix A. Tables and figures from the previous subsurface investigations are included within Appendix B.

Name of Report	Date of Report	Company that Prepared Report
Phase I ESA	October 23, 2006	Soils and Materials Engineers, Inc. (SME)
BEA	November 6, 2006	SME

Phase I ESA, October 2006, SME – SME completed a Phase I ESA dated October 23, 2006. At the time of SME's Phase I ESA, the subject property was vacant land. SME identified RECs in association with the 1) debris and fill material located on the subject property; 2) the fuel oil tank identified in historical records; 3) volatile organic compounds (VOCs) and lead detected in soil and groundwater samples collected from the subject property above the Part 201 Residential and Nonresidential cleanup criteria; and, 4) the north adjoining dry cleaner.

BEA, November 2006, SME – SME completed a BEA dated November 6, 2006. The BEA summarizes subsurface investigation activities completed by SME on September 26, 2006 to assess the RECs identified in the September 2006 Phase I ESA, a Geotechnical Investigation report dated October 20, 2006 completed as part of a proposed future development at the time, and two previous subsurface investigations completed in 2002 and 2005.

On September 26, 2006 SME completed a scope of work that consisted of the advancement of seven soil borings (SP1 through SP7), the installation of four temporary monitoring wells (SP1, SP2, SP4, and SP7), and the collection of six soil samples and three groundwater samples for laboratory analysis of VOCs, polynuclear aromatic compounds (PNAs), and metals (cadmium, chromium, and lead) to assess the RECs identified in the September 2006 Phase I ESA. Concentrations of benzene, tetrachloroethene, and xylenes were detected in the soil sample collected at SP6 (7.0-8.0 feet bgs) above the Part 201 Residential and Nonresidential Drinking Water Protection (DWP) and Groundwater Surface Water Interface Protection (GSIP) cleanup criteria. Concentrations of benzene, lead, and MTBE were detected in the groundwater samples collected at SP2 and SP7 above the Part 201 Residential and Nonresidential Drinking Water (DW) and Groundwater Surface Water Interface (GSI) cleanup criteria. No other concentrations of

VOCs, PNAs, and metals were detected in the soil and groundwater samples collected from the subject property above the laboratory method detection limits (MDLs) and/or the most restrictive Part 201 Residential cleanup criteria.

SME completed a Geotechnical Investigation dated October 20, 2006, in which on September 21 and 22, 2006 SME completed a scope of work consisting of the advancement of six soil borings (B1 through B6) as part of a proposed future development. The soil stratigraphy at the subject property was identified as consisting of sand/clay fill containing concrete, brick, asphalt, and cinder fragment with trace amount of organics to 26.0 feet bgs in the northeastern portion of the subject property, 10.0 feet bgs in the southeastern portion of the subject property, 3.5 feet bgs in the northwestern and southwestern portions of the subject property, and 11.0 feet bgs in the central portion of the subject property. The fill material was identified as being underlain by native interbedded clay and sand to a depth of 74.0 feet bgs, the maximum depth explored. Perched and discontinuous groundwater was encountered at various depths between 9.0 and 29.5 feet bgs within the fill material and the native sand seams. SME recommended a partial undercut of the existing fill within the below-grade parking and other pavement areas, installing soldier piles and lagging to protect adjacent structures during construction, not using the existing fill material as engineered fill, completing moisture conditioning for suitable compaction of the native clay, drilling piers to support the proposed building, and using standard sump and pit methods or crushed aggregate to prevent disturbance from groundwater accumulation.

A subsurface investigation was reportedly completed on the subject property in 2002, in which the scope of work consisted of the advancement of six soil borings and the installation of four monitoring wells. Concentrations of benzene, ethylbenzene, methyl-tert-butyl ether (MTBE), naphthalene, and lead were detected in the samples collected from the subject property above the Part 213 Risk-Based Screening Levels (RBSLs) in the northern portion of the subject property; however, these analytical results were not available for review. The concentrations reportedly migrated onto the subject property from the northeast adjoining gasoline dispensing station and open Leaking Underground Storage Tank (LUST) site identified as 35975 Woodward Avenue.

Delta Environmental Consultants, Inc. (Delta) installed five monitoring wells (TW-1, TM3, TW-4, OW-10, and OW-11) on the subject property in 1996 as part of LUST investigation activities for the northeast adjoining open LUST site. Subsequent to installation a series of groundwater monitoring events were completed on the subject property between 1996 and 2006. The most recent documented events available for review occurred in October 2005, February 2006, and April 2006 and were completed by PM. Groundwater samples were collected from TW-1, TW-4, and OW-11 and submitted for laboratory analysis of VOCs and lead, or some combination thereof. TW-3 and OW-10 did not produce groundwater sufficient for groundwater collection. Concentrations of benzene, MTBE, vinyl chloride, and lead were detected in the groundwater samples collected at TW-1 and TW-4 above the Part 213 Residential and Nonresidential DW and/or GSI RBSLs. No concentrations of other VOCs were detected in the groundwater samples collected at TW-1 and TW-4 above the laboratory MDLs or the most restrictive Part 213 Residential RBSLs. No concentrations of VOCs were detected in the groundwater sample collected at OW-11 above the laboratory MDLs. Groundwater flow was calculated to flow southeast towards the Rouge River. PM was unable to locate the permanent monitoring wells during the August 2015 subsurface investigation, discussed below and in Section 1.5.

1.5 Current Site Investigation

Prior to the commencement of field activities, MISSDIG, a utility locating service, was contacted to locate utilities on or adjacent to the subject property. Utilities were marked by the respective utility companies where they entered or were located adjacent to the subject property. In addition, PM cleared all soil boring locations of private utilities with ground penetrating radar (GPR).

1.5.1 Geophysical Survey Investigation

On August 11, 2015 PM completed a geophysical survey utilizing GPR at the subject property (Figure 2) to investigate the presence of potential orphan USTs. The Geophysical Survey Investigation Report is included as Appendix C.

No anomalies consistent with orphan USTs were identified. A suspect fill port pipe was visually identified during PM's GPR survey in the central portion of the subject property and the pipe was traced using a PL 2000 cable locator. PM advanced a shallow hand auger to 5.0 feet bgs in the area where the pipe terminated, and no anomalies were encountered.

Based upon the results of PM's GPR survey, orphan USTs are not believed to be present at the subject property. However, the potential exists that USTs could be present and not identified by the GPR survey if the location was directly below a limitation as indicated within the GPR report, located outside of the survey area, and/or deeper than the 3.5 feet bgs physical limits of the GPR survey. If orphan USTs are identified during redevelopment activities, the UST will be properly removed in accordance with state guidelines.

1.5.2 Subsurface Investigation

On August 13, 2015 PM completed a scope of work consisting of the advancement of six soil borings (SB-1 through SB-6), the installation of two temporary monitoring wells (TMW-1 and TMW-2), the installation of six soil gas sampling points (SG-1 through SG-6), and the collection of seven soil samples, two groundwater samples, and six soil gas samples for laboratory analysis of VOCs, PNAs, polychlorinated biphenyls (PCBs), and Michigan Ten Metals (arsenic, barium, cadmium, chromium, copper, lead, mercury, selenium, silver, and zinc), and methane, or some combination thereof, to assess the RECs identified in ASTI's April 2015 Phase I ESA.

Figures 3, 4, and 5 depict the location of the soil borings/temporary monitoring wells/soil gas sampling points installed at the subject property by PM along with a summary of the analytical results.

The soil boring logs, which depicts site-specific geology, PID readings, and soil, groundwater, and soil gas sample intervals are included within Appendix D.

The table below summarizes the Phase II ESA activities conducted by PM, including location, sample depth, analysis, objective, and sample selection justification.

Description of Soil Boring/Temporary Monitoring Well/Soil Gas Locations

Location and Total Depth (feet bgs)	Sample/Screen Depth [DTW] (feet bgs)	Analysis	Objectives	Sample Selection (Justification)
SB/TMW/SG-1 (20.0)	Soil 5.5-6.5	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and former fuel oil tank	Soil: A sample was collected above crushed stone debris and saturated soil. GW: Sampled. Soil Gas: Sampled.
	GW 5.00-10.00 [6.57]	VOCs, PNAs, and Michigan Ten Metals		
	Soil Gas 5.5	Methane	Assess a potential vapor intrusion condition	
SB/TMW/SG-2 (20.0)	Soil 6.0-7.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and former gasoline dispensing operations	Soil: A sample was collected at the shallow sand/clay interface below concrete debris. GW: Sampled. Soil Gas: Sampled.
	GW 10.00-15.00 [12.57]	VOCs, PNAs, and Michigan Ten Metals		
	Soil Gas 4.5	VOCs	Assess a potential vapor intrusion condition	
SB/SG-3 (20.0)	Soil 19.0-20.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and potential migration of contamination from west adjoining former gasoline service station	Soil: Based on the absence of field evidence of impact, a sample was collected at the end of the boring. GW: Not encountered. Soil Gas: Sampled.
	Soil Gas 3.5	VOCs and Methane	Assess a potential vapor intrusion condition	
SB/SG-4 (20.0)	Soil 7.5-8.5 and 13.0-14.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material, former gasoline dispensing operations, and migration of contamination from north adjoining dry cleaner	Soil: Samples were collected at the shallow and deeper sand/clay interfaces below concrete debris. GW: Not encountered. Soil Gas: Sampled.
	Soil Gas 7.5	VOCs and Methane	Assess a potential vapor intrusion condition	
SB/SG-5 (16.0)	Soil 15.0-16.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and migration of contamination from northeast adjoining open LUST site	Soil: A deep sample was collected within stained soil below concrete debris. GW: Not encountered. Soil Gas: Sampled.
	Soil Gas 3.5	VOCs and Methane	Assess a potential vapor intrusion condition	

Location and Total Depth (feet bgs)	Sample/ Screen Depth [DTW] (feet bgs)	Analysis	Objectives	Sample Selection (Justification)
SB/SG-6 (20.0)	Soil 4.0-5.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and migration of contamination from northeast adjoining open LUST site	Soil: A sample was collected at concrete debris. GW: Not encountered. Soil Gas: Sampled.
	Soil Gas 5.5	Methane	Assess a potential vapor intrusion condition	

bgs – below ground surface; DTW – depth to water; GW – Groundwater

1.5.3 Investigation Techniques and Quality Control/Quality Assurance (QA/QC)

The soil borings were advanced to the desired depth using a model 6712-DT Geoprobe® drill rig. Soil sampling was performed for soil classification, verification of subsurface geologic conditions, and for investigating the potential and/or extent of soil and groundwater contamination at the subject property. Soil samples were generally collected on a continuous basis using a 5-foot long macro-core sampler.

During drilling operations, the drilling equipment was cleaned to minimize the possibility of cross contamination. These procedures included cleaning equipment with a phosphate free solution (i.e., Alkanox®) and rinsing with distilled water after each sample collection. Drilling and sampling equipment was also cleaned in this manner prior to initiating field activities. Soil collected from 1-foot sample intervals was screened using a photoionization detector (PID) to determine if VOCs were present. Soil from specific depths was placed in plastic bags and allowed to volatilize. The headspace within each bag was then monitored with the PID. The PID is able to detect trace levels of organic compounds in the air space within the plastic bag. Soil samples for VOC analysis were preserved with methanol, in accordance with U.S. Environmental Protection Agency (EPA) method 5035.

Temporary monitoring wells were installed at two of the six soil boring locations (TMW-1 and TMW-2) for groundwater sample collection. At each location, a new well assembly, consisting of a 5-foot 0.010-inch slot, schedule 40, poly-vinyl chloride (PVC) screen and PVC casing was lowered into the borehole to intersect the water table. After the screen for the well was set to the desired depth, an artificial sand pack or natural sands were allowed to collapse around the well screen. The groundwater samples were collected with care taken to avoid the potential for cross contamination between the samples and to prevent loss of volatiles to the atmosphere. The groundwater samples for laboratory analyses were transferred directly from the low-flow pump discharge line into appropriately labeled sample containers with Teflon lined lids. Purge water was maintained separate and returned to the wells.

The soil and groundwater samples were placed in appropriately labeled containers with Teflon® lined lids and/or sanitized glass jars and then placed in an ice-packed cooler and transported under chain of custody procedures for laboratory analysis within applicable holding times.

The soil gas sampling was completed in general accordance with the guidelines established in the May 2013 MDEQ Guidance Document for the Vapor Intrusion Pathway.

Sampling of soil gas points consisted of using of a polyethylene implant approximately two inches in length and affixed to appropriate length tubing for sample collection. Upon completion of the bore hole, a sampling interval is established by filling the hole with bentonite to the desired lower depth, as needed, inserting the sample implant and tubing, creating a sand pack of no more than one foot with the sampling implant in the center, and filling the remainder of the bore hole with bentonite.

Prior to the collection of each soil gas sample, the sampling apparatus was determined to be leak free utilizing an isolation chamber that encompassed tubing and associated connections as well as the sampling point. The chamber was charged with helium prior to purging the sampling point of a maximum of three volumes. A helium detector was then applied to the sampling line to ensure no leaks had occurred. The sample was collected using vacuum canister methods, for laboratory analysis of VOCs. The vacuum canisters were regulated with a flow rate of 200 ml/minute, which was pre-set at the laboratory. Soil gas samples were transported under chain of custody procedures for laboratory analysis within applicable holding times.

Upon completion of the investigation, the temporary monitoring well/soil gas sampling point material was removed and the soil borings were abandoned by placing the soil cuttings back into the borehole, filling the void with bentonite chips, hydrating the chips, resurfacing and returning the area to its pre-drilling condition.

1.6 Geology and Hydrogeology

Based on review of PM's August 2015 soil boring logs, the soil stratigraphy at the subject property generally consists of sand and/or clay fill to depth ranging between 8.0 feet bgs and 18.0 feet bgs, underlain by native sand and clay lenses to a depth of at least 20.0 feet bgs, the maximum depth explored. Fill material was encountered at a depth of approximately 8.0 feet bgs at SB-1 and SB-4, 6.5 feet bgs at SB-2, 16.0 feet bgs at SB-5, and 18.0 feet bgs at SB-6. In general, the fill material increases in quantity and depth towards the northeastern portion of the subject property. Discontinuous and perched groundwater was encountered at SB-1 at a depth of approximately 7.0 feet bgs and at SB-2 at a depth of approximately 14.0 feet bgs. No groundwater was encountered in the remaining four soil borings advanced by PM. Additionally, the eastern portion of the subject property is located within a floodway area that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights. The base flood elevation is approximately 740 feet per the FEMA Flood Insurance Study (FIS). This geology is consistent with the geology encountered in previous subsurface investigations discussed in Section 1.4 above.

The soil boring logs are included in Appendix D, which consist of site specific geology, sample depths, and temporary monitoring well details.

2.0 LOCATION OF CONTAMINATED MEDIA ON THE SUBJECT PROPERTY

PM compared the soil and groundwater analytical results collected during PM's August 2015 site investigation with the MDEQ cleanup criteria as presented in Part 201 Rules 299.1 through 299.50, dated December 30, 2013 entitled "Cleanup Criteria Requirements for Response Activity", in accordance with Section 20120a(1) using the Residential and Nonresidential cleanup criteria. PM compared the soil gas analytical results collected during PM's August 2015 site investigation

with the MDEQ Residential and Nonresidential Vapor Intrusion Screening Levels (VISLs) as presented in the Guidance Document for the Vapor Intrusion Pathway, dated May 2013.

The analytical results from the site investigation activities completed by PM are summarized in Tables 1 through 4 (including CAS#) and on Figures 3 through 5. Appendix E contains the laboratory analytical report.

Summary of Soil/Groundwater/Soil Gas Exceedances

Location and Total Depth (feet bgs)	Sample/ Screen Depth [DTW] (feet bgs)	Analysis	Objectives	MDEQ Part 201 Generic Cleanup Criteria and/or VISLs Exceedances
SB/TMW/ SG-1 (20.0)	Soil 5.5-6.5	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and former fuel oil tank	Arsenic: DWP, GSIP, (R) DC
	GW 5.00-10.00 [6.57]	VOCs, PNAs, and Michigan Ten Metals		Silver: GSI
	Soil Gas 5.5	Methane	Assess a potential vapor intrusion condition	NONE
SB/TMW/ SG-2 (20.0)	Soil 6.0-7.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and former gasoline dispensing operations	Arsenic: DWP, GSIP, (R) DC Selenium: GSIP
	GW 10.00-15.00 [12.57]	VOCs, PNAs, and Michigan Ten Metals		Silver: GSI
	Soil Gas 4.5	VOCs	Assess a potential vapor intrusion condition	NONE
SB/SG-3 (20.0)	Soil: 19.0-20.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and potential migration of contamination from west adjoining former gasoline service station	Arsenic: DWP, GSIP, (R) DC Chromium: GSIP
	Soil Gas 3.5	VOCs and Methane	Assess a potential vapor intrusion condition	NONE
SB/SG-4 (20.0)	Soil: 7.5-8.5	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material, former gasoline dispensing operations, and migration of contamination from north adjoining dry cleaner	Tetrachloroethene: DWP, GSIP Arsenic: DWP, GSIP, (R) DC Selenium: GSIP
	Soil: 13.0-14.0			Tetrachloroethene: DWP Arsenic: DWP, GSIP, (R) DC Chromium: GSIP
	Soil Gas 7.5	VOCs and Methane	Assess a potential vapor intrusion condition	NONE

Location and Total Depth (feet bgs)	Sample/ Screen Depth [DTW] (feet bgs)	Analysis	Objectives	MDEQ Part 201 Generic Cleanup Criteria and/or VISLs Exceedances
SB/SG-5 (16.0)	Soil: 15.0-16.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and migration of contamination from northeast adjoining open LUST site	Arsenic: DWP, GSIP, (R) DC Selenium: GSIP
	Soil Gas 3.5	VOCs and Methane	Assess a potential vapor intrusion condition	Tetrachloroethene: (R) VISLs
SB/SG-6 (20.0)	Soil: 4.0-5.0	VOCs, PNAs, PCBs, and Michigan Ten Metals	Assess fill material and migration of contamination from northeast adjoining open LUST site	Arsenic: DWP, GSIP, (R) DC Chromium and Mercury: GSIP
	Soil Gas 5.5	Methane	Assess a potential vapor intrusion condition	NONE

bgs – below ground surface; DTW – depth to water; (R) – Residential; DC – Direct Contact; GW – Groundwater; GSI – Groundwater Surface Water Interface; VISLs – Vapor Intrusion Screening Levels; GSIP – Groundwater Surface Water Interface Protection; (NR) - Nonresidential

2.1 Soil Analytical Results

The soil analytical results are summarized in Tables 1 and 2 and on Figure 3.

Concentrations of tetrachloroethylene were detected in the soil samples collected at SB-4 (7.5-8.5 feet bgs) and (13.0-14.0 feet bgs) above the Part 201 Residential and Nonresidential DWP and/or GSIP cleanup criteria. Concentrations of other various VOCs were detected in the soil samples collected at SB-4 (7.5-8.5 feet bgs), SB-5 (15.0-16.0 feet bgs), and SB-6 (4.0-5.0 feet bgs) above the laboratory method detection limits (MDLs), but below the most restrictive Part 201 Residential cleanup criteria. No concentrations of VOCs were detected in the remaining soil sample collected from the subject property above laboratory MDLs.

Concentrations of various PNAs were detected in the soil samples collected SB-5 (15.0-16.0 feet bgs) and SB-6 (4.0-5.0 feet bgs) above laboratory MDLs, but below the most restrictive Part 201 Residential cleanup criteria. No concentrations of PNAs were detected in the remaining soil samples collected above laboratory MDLs.

No concentrations of PCBs were detected in any of the selected soil samples collected from the subject property above the laboratory MDLs.

Concentrations of arsenic were detected in all of the soil samples collected from the subject property above the Part 201 Residential and Nonresidential DWP, GSIP and Residential DC cleanup criteria. Concentrations of chromium were detected in the soil samples collected at SB-3 (19.0-20.0 feet bgs), SB-4 (13.0-14.0 feet bgs), and SB-6 (4.0-5.0 feet bgs) above the Part 201 GSIP cleanup criteria. Concentrations of selenium were detected in the soil samples collected at SB-2 (6.0-7.0 feet bgs), SB-4 (7.5-8.5 feet bgs), and SB-5 (15.0-16.0 feet bgs) above the Part 201 GSIP cleanup criteria. A concentration of mercury was detected in the soil sample collected at SB-6 (4.0-5.0 feet bgs) above the Part 201 GSIP cleanup criteria. Concentrations of chromium and selenium were detected in the remaining soil samples collected from the subject property

above the laboratory MDLs, but below the Michigan Statewide Default Background Levels (SDBLs). No concentrations of barium, cadmium, copper, lead, mercury, silver, and zinc were detected in any of the soil samples collected from the subject property above the laboratory MDLs, the Michigan SDBLs, and/or the most restrictive Part 201 Residential cleanup criteria.

2.2 Groundwater Analytical Results

The groundwater analytical results are summarized in Table 3 and on Figure 4.

No concentrations of VOCs and PNAs were detected in any of the groundwater samples collected from the subject property above the laboratory MDLs.

Concentrations of silver were detected in both groundwater samples collected from the subject property above the Part 201 GSI cleanup criteria. No concentrations of arsenic, barium, cadmium, chromium, copper, lead, mercury, and zinc were detected in the groundwater samples collected from the subject property above the laboratory MDLs and/or the most restrictive Part 201 Residential cleanup criteria.

2.3 Soil Gas Analytical Results

The soil gas analytical results are summarized in Table 4 and on Figure 5.

A concentration of tetrachloroethylene was detected in the soil gas sample collected at SG-5 (3.5 feet bgs) above the Part 201 Residential VISLs, and not ten times below the Part 201 Nonresidential VISLs. A concentration of tetrachloroethylene was detected in the soil gas sample collected at SG-4 (7.5 feet bgs) below the Part 201 Residential and Nonresidential VISLs, but not at a concentration ten times below the Part 201 Residential VISLs. No concentrations of tetrachloroethylene were detected in the remaining soil gas samples collected from the subject property. Concentrations of m-dichlorobenzene and trichloroethylene were detected in the soil gas samples collected at SG-3 (3.5 feet bgs) and/or SG-5 (3.5 feet bgs) below the Part 201 Residential and Nonresidential VISLs, but not at concentrations ten times below the Part 201 Residential VISLs. Various concentrations of other VOCs were detected in the remaining soil gas samples collected from the subject property above the laboratory MDLs, but below the Part 201 Residential and Nonresidential VISLs and at concentrations ten times below the Residential VISLs.

No concentrations of methane were detected in the selected soil gas samples collected from the subject property above the laboratory MDLs.

Based on the planned redevelopment of the subject property for residential use, further investigation may be warranted of the soil gas concentrations detected at SG-3, SG-4, and SG-5 that are not below the Residential VISLs and/or ten times below the Residential VISLs. Further investigation would be contingent upon the future site plans and remediation activities.

2.4 Subject Property Facility Status

A location where a hazardous substance is present in excess of the concentrations, which satisfy the requirements of subsection 20120a(1)(a) or (17), is a facility pursuant to Part 201. Section 20120a(1)(a) requirements are the Cleanup Criteria for unrestricted residential usage.

Contaminant concentrations identified on the subject property in soil and groundwater indicate exceedances to the Part 201 Residential and Nonresidential DWP, GSI/GSIP and Residential DC cleanup criteria. Additionally, contaminant concentrations were identified in soil gas samples collected from the subject property above the Residential VISLs and/or not ten times below the Residential and/or Nonresidential VISLs. Therefore, the subject property is a facility under Part 201 of P.A. 451, as amended, and the rules promulgated thereunder.

3.0 PROPERTY INFORMATION

3.1 Legal Description of Subject Property

A copy of the legal description is included in Appendix F as part of the assessing information.

3.2 Map of Subject Property

Refer to Figure 1, Property Location Map; and Figure 2, Generalized Diagram of the Subject Property and Surrounding Area with GPR Survey Area which depicts the property/parcel boundaries.

3.3 Subject Location and Analytical Summary Maps

Figures 3, 4, and 5 provide scaled maps of the subject property with site structures and soil boring, temporary monitoring well, and soil gas sampling point locations with analytical results.

3.4 Subject Property Location Map

Figures 1 and 2 provide scaled area maps depicting the subject property location in relation to the surrounding area.

3.5 Subject Property Address

As indicated in Section 1.0, the subject property (Parcel ID: 08-19-25-328-001) is located at 856 North Old Woodward Avenue, Birmingham, Oakland County, Michigan 48009 (Figure 1).

3.6 Subject Spatial Data

As depicted on Figure 1, the subject property is located in township two North (T.2N), range 10 East (R.10E), section 25, northwest quarter, southeast quarter-quarter, Birmingham, Oakland County, Michigan.

According to the MDEQ Groundwater Mapping Project Website, the center of the subject property is located at latitude 42.5532 and a longitude of -83.2190.

4.0 FACILITY STATUS OF SUBJECT PROPERTY

As indicated in Section 2.1, based upon documented soil and groundwater exceedances to the Part 201 Residential and Nonresidential DWP, GSI/GSIP and Residential DC cleanup criteria. Additionally, contaminant concentrations were identified in soil gas samples collected from the subject property above the Residential VISLs and/or not ten times below the Residential and/or Nonresidential VISLs. Therefore, the subject property is a facility under Part 201 of P.A. 451, as amended, and the rules promulgated thereunder.

4.1 Summary Data Tables

The analytical results were compared with the MDEQ cleanup criteria and Screening Levels as presented in Part 201 Rules 299.1 through 299.50, dated August 30, 2014 entitled "Cleanup Criteria Requirements for Response Activity", in accordance with Section 20120a(1) using the Residential and Nonresidential cleanup criteria. PM compared the soil gas analytical results collected during PM's August 2015 site investigation with the MDEQ Residential and Nonresidential VISLs as presented in the Guidance Document for the Vapor Intrusion Pathway, dated May 2013.

The soil, groundwater, and soil gas analytical results as compared to current cleanup criteria are summarized in Tables 1 through 4. A summary of Part 201 cleanup criteria exceedances are included in Section 2.0.

4.2 Laboratory Reports and Chain of Custody Documentation

Soil, groundwater, and soil gas samples collected were submitted to Brighton Analytical, LLC in Brighton, Michigan for chemical analysis under chain of custody procedures and within applicable holding times. Refer to the laboratory analytical in Appendix E for the associated chain of custody documentation.

5.0 IDENTIFICATION OF BEA AUTHOR

This BEA was conducted on September 4, 2015, by Ms. Nicole Kane and reviewed by Ms. Jennifer Ritchie, CPG, Regional Manager of Site Investigation Services, PM Environmental, Inc., which is prior to or within 45 days of becoming the owner or operator. Qualification statements are provided as Appendix G.

I declare that, to the best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Jennifer L. Ritchie, CPG
Regional Site Investigation Manager

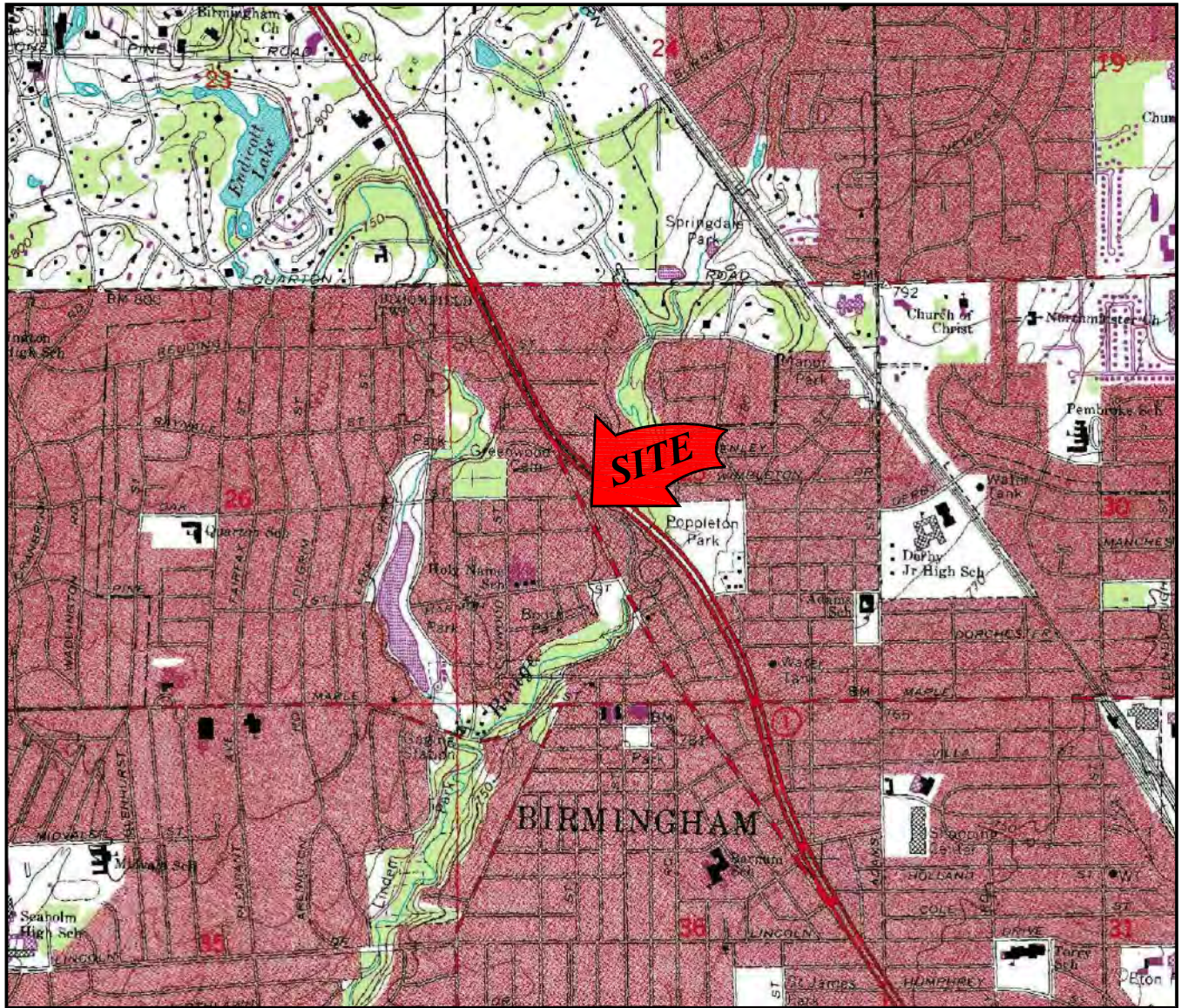
6.0 AAI REPORT OR ASTM PHASE I ESA

As indicated in Section 1.3, ASTI performed a Phase I ESA of the subject property dated April 10, 2015, in accordance with the United States Environmental Protection Agency (EPA) 40 CFR Part 312: Standards and Practices for All Appropriate Inquiries; Final Rule (AAI) and the scope and limitations of ASTM Practice E 1527-13 of the subject property (Parcel ID: 08-19-25-328-001) located at 856 North Old Woodward Avenue, Birmingham, Oakland County, Michigan 48009. The scope of the Phase I ESA included consideration of hazardous substances as defined in Section 20101(1)(y) of P.A 451 of 1994, as amended, and constituted the performance of an All Appropriate Inquiry in conformance with the standards and practices set forth in 40 CFR Part 312.

A copy of ASTI's April 10, 2015 Phase I ESA is included in Appendix A.

7.0 REFERENCES

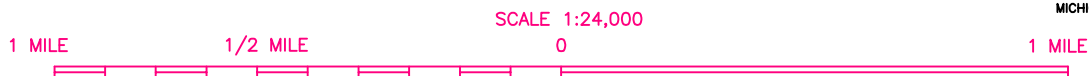
- “Part 201 Cleanup Criteria and Part 213 Risk-based Screening Levels,” Revised August 2014 and in accordance with Section 20120a(1);
- MDEQ Operational Memorandum No. 4 “Site Characterization and Remediation Verification – Attachment 10, Peer Review Draft Groundwater Not in an Aquifer,” February 2007;
- MDEQ Operational Memorandum No. 2 “Sampling and Analysis,” October 22, 2004, Revised July 5, 2007;
- MDEQ Guidance Document for the Vapor Intrusion Pathway, May 2014;
- Baseline Environmental Submittal Form (EQP 4025), February 2015;
- Phase I ESA, SME, October 23, 2006;
- BEA, SME, November 6, 2006; and,
- Phase I ESA, April 10, 2015, ASTI.



OAKLAND COUNTY



MICHIGAN QUADRANGLE LOCATION

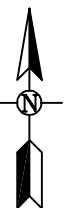


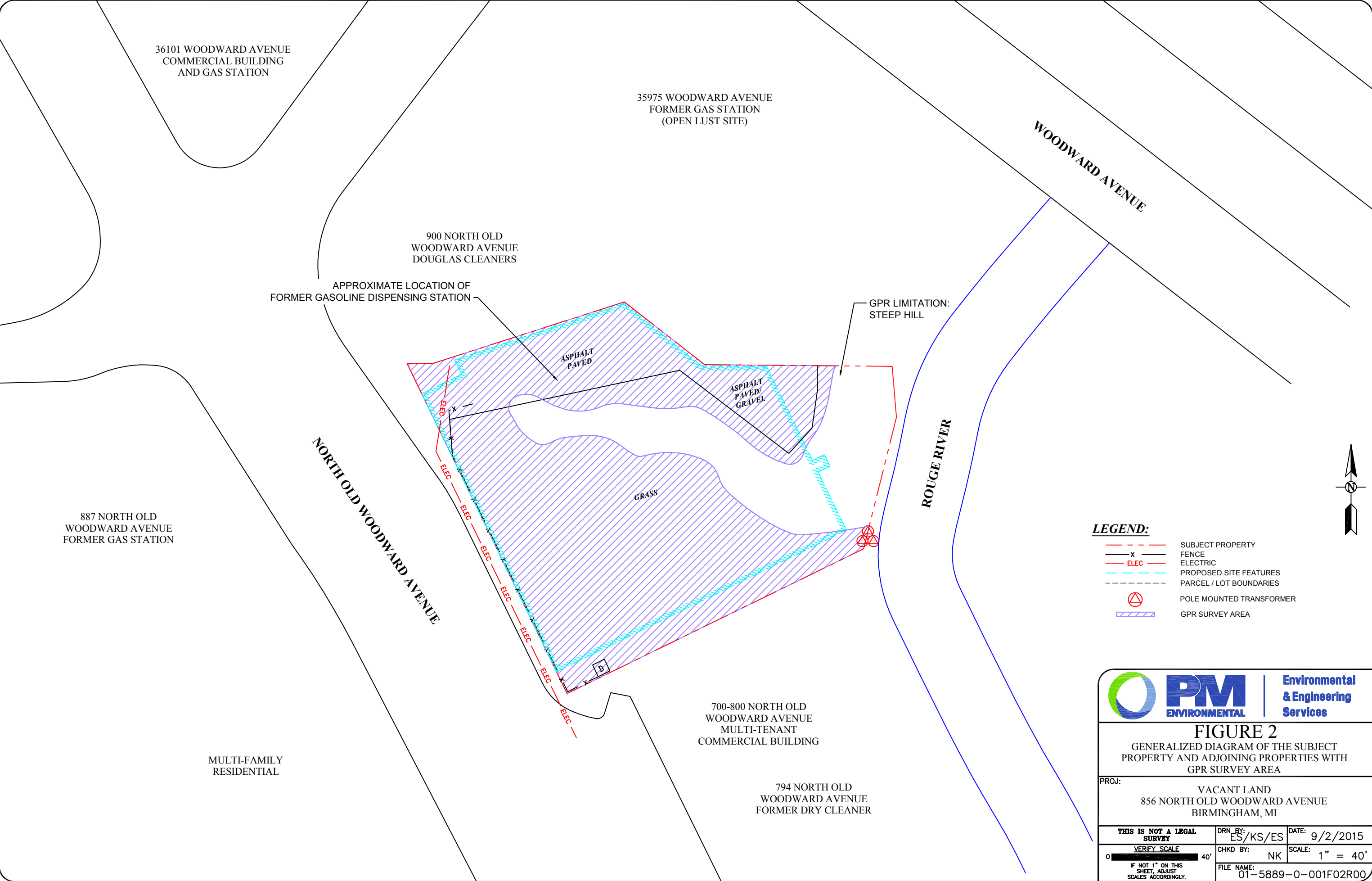
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FIGURE 1

PROPERTY VICINITY MAP
USGS, 7.5 MINUTE SERIES

BIRMINGHAM, MI QUADRANGLE, 1968. PHOTO REVISED 1981.





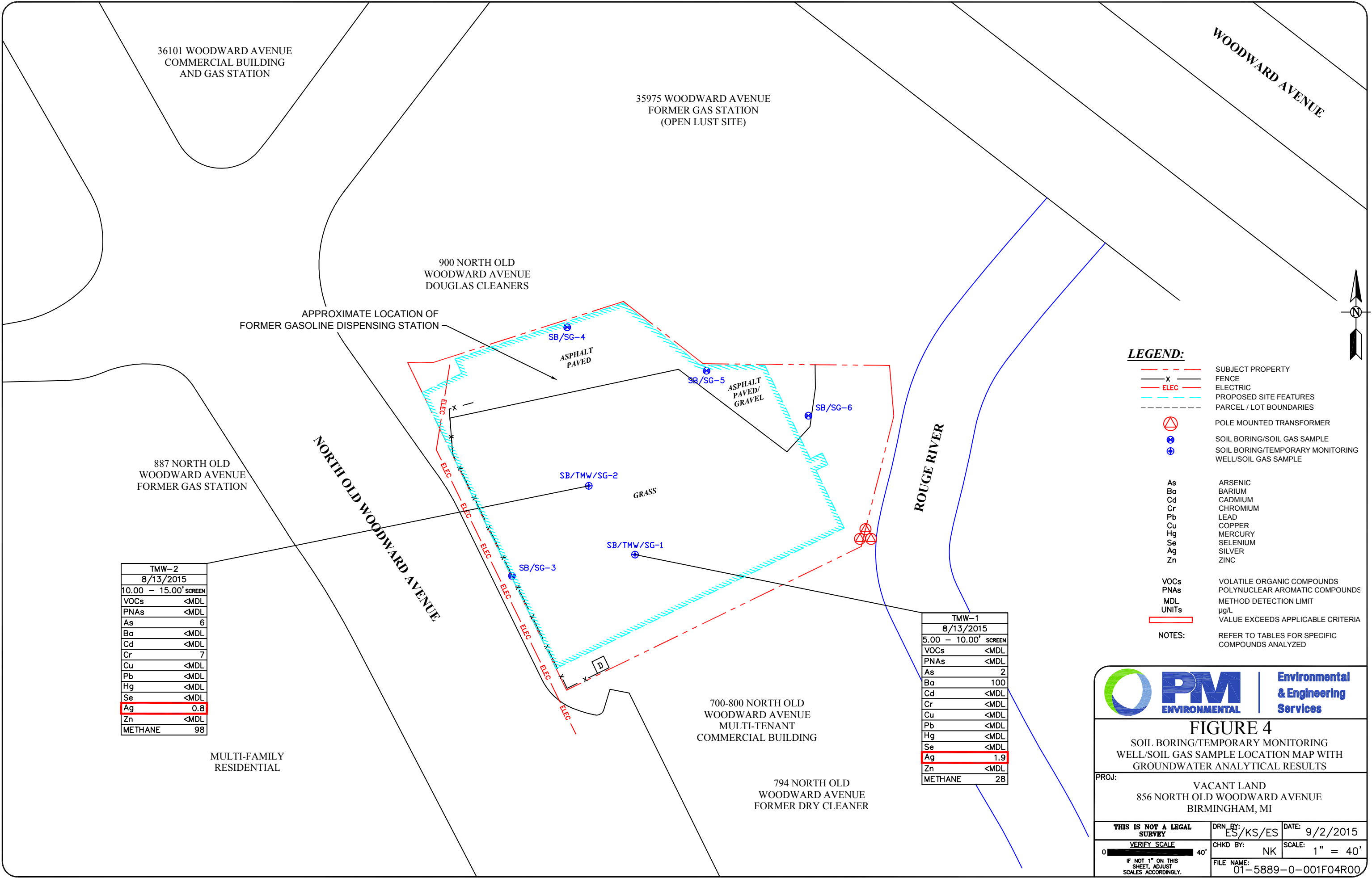
LEGEND:

- SUBJECT PROPERTY
- FENCE
- ELECTRIC
- PROPOSED SITE FEATURES
- PARCEL / LOT BOUNDARIES
- POLE MOUNTED TRANSFORMER
- GPR SURVEY AREA

FIGURE 2
GENERALIZED DIAGRAM OF THE SUBJECT
PROPERTY AND ADJOINING PROPERTIES WITH
GPR SURVEY AREA

PROJ: VACANT LAND
856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI

THIS IS NOT A LEGAL SURVEY	DRN. BY: ES/KS/ES	DATE: 9/2/2015
VERIFY SCALE	CHKD BY: NK	SCALE: 1" = 40'
IF NOT 1" ON THIS SHEET, ADJUST SCALES ACCORDINGLY.		
FILE NAME: 01-5889-0-001F02R00		



TMW-2	
8/13/2015	
10.00 - 15.00' SCREEN	
VOCs	<MDL
PNAs	<MDL
As	6
Ba	<MDL
Cd	<MDL
Cr	7
Cu	<MDL
Pb	<MDL
Hg	<MDL
Se	<MDL
Ag	0.8
Zn	<MDL
METHANE	98

TMW-1	
8/13/2015	
5.00 - 10.00' SCREEN	
VOCs	<MDL
PNAs	<MDL
As	2
Ba	100
Cd	<MDL
Cr	<MDL
Cu	<MDL
Pb	<MDL
Hg	<MDL
Se	<MDL
Ag	1.9
Zn	<MDL
METHANE	28

LEGEND:

- SUBJECT PROPERTY
- FENCE
- ELECTRIC
- PROPOSED SITE FEATURES
- PARCEL / LOT BOUNDARIES
- POLE MOUNTED TRANSFORMER
- SOIL BORING/SOIL GAS SAMPLE
- SOIL BORING/TEMPORARY MONITORING WELL/SOIL GAS SAMPLE
- As ARSENIC
- Ba BARIUM
- Cd CADMIUM
- Cr CHROMIUM
- Pb LEAD
- Cu COPPER
- Hg MERCURY
- Se SELENIUM
- Ag SILVER
- Zn ZINC
- VOCs VOLATILE ORGANIC COMPOUNDS
- PNAs POLYNUCLEAR AROMATIC COMPOUNDS
- MDL METHOD DETECTION LIMIT
- UNITS µg/L
- VALUE EXCEEDS APPLICABLE CRITERIA

NOTES: REFER TO TABLES FOR SPECIFIC COMPOUNDS ANALYZED



FIGURE 4

SOIL BORING/TEMPORARY MONITORING WELL/SOIL GAS SAMPLE LOCATION MAP WITH GROUNDWATER ANALYTICAL RESULTS

PROJ: VACANT LAND 856 NORTH OLD WOODWARD AVENUE BIRMINGHAM, MI		
THIS IS NOT A LEGAL SURVEY	DRN BY: ES/KS/ES	DATE: 9/2/2015
VERIFY SCALE	CHKD BY: NK	SCALE: 1" = 40'
IF NOT 1" ON THIS SHEET, ADJUST SCALES ACCORDINGLY.		
FILE NAME: 01-5889-0-001F04R00		

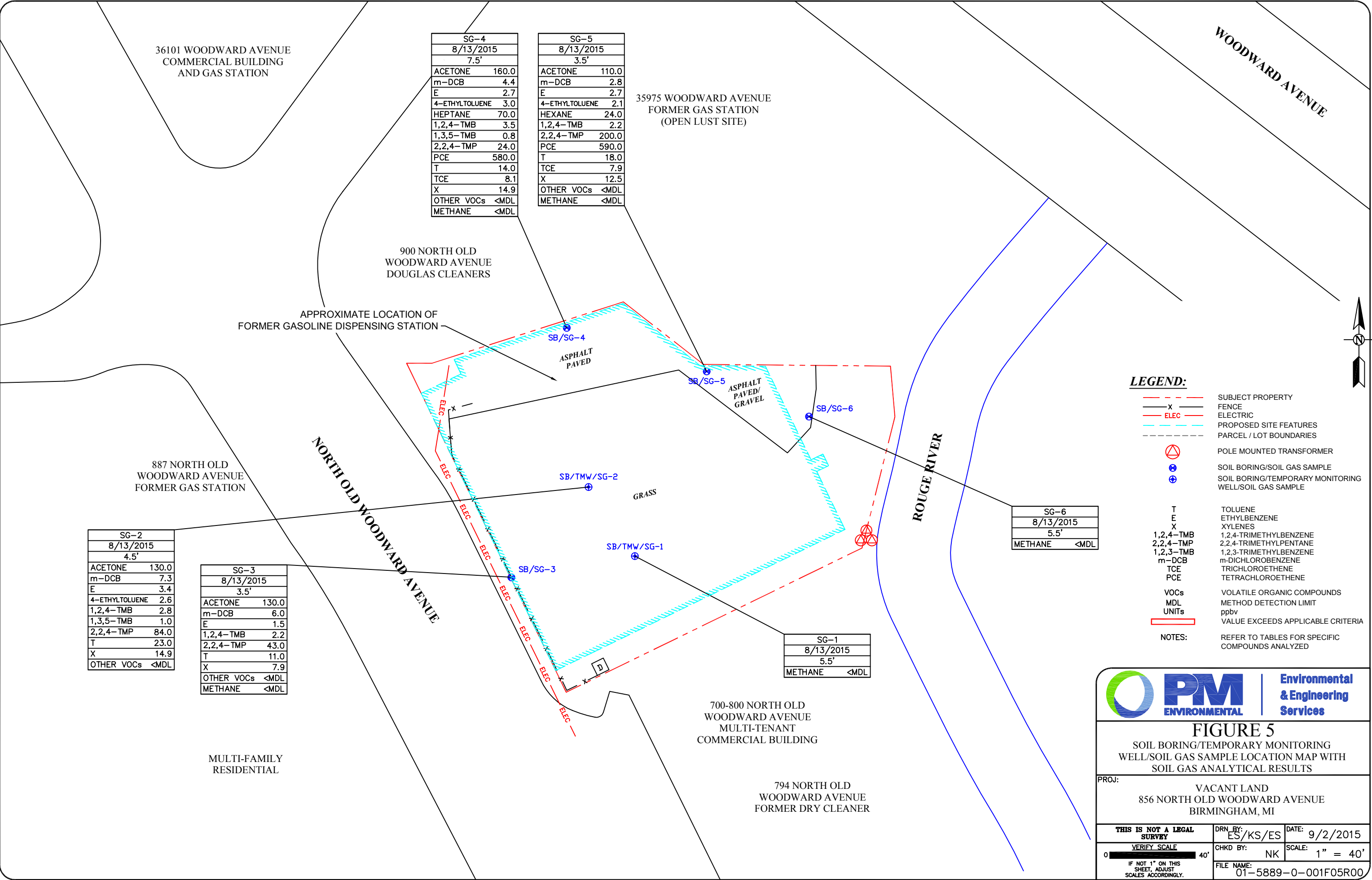


FIGURE 5
SOIL BORING/TEMPORARY MONITORING
WELL/SOIL GAS SAMPLE LOCATION MAP WITH
SOIL GAS ANALYTICAL RESULTS

PROJ: VACANT LAND
856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI

THIS IS NOT A LEGAL SURVEY	DRN BY: ES/KS/ES	DATE: 9/2/2015
VERIFY SCALE	CHKD BY: NK	SCALE: 1" = 40'
0 40'	FILE NAME: 01-5889-0-001F05R00	

TABLE 1
SUMMARY OF SOIL ANALYTICAL RESULTS
VOLATILE ORGANIC COMPOUNDS AND POLYNUCLEAR AROMATIC COMPOUNDS
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-001

VOLATILE ORGANIC COMPOUNDS (VOCs), POLYNUCLEAR AROMATIC COMPOUNDS (PNAs), (µg/Kg)			Cyclohexane	Ethyl benzene	Tetrachloroethene	Toluene	1,2,3-Trimethylbenzene ¹	1,2,4-Trimethylbenzene	Xylenes	Other VOCs	Benzo(a)anthracene	Benzo(a)pyrene	Benzo(b)fluoranthene	Benzo(g,h,i)perylene	Benzo(k)fluoranthene	Chrysene	Fluoranthene	Indeno(1,2,3-cd)pyrene	2-Methylnaphthalene	Phenanthrene	Pyrene
Chemical Abstract Service Number (CAS#)			110827	100414	127184	108883	526738	95636	1330207	Various	56553	50328	205992	191242	207089	218019	206440	193395	91576	85018	129000
Sample ID	Sample Date	Sample Depth (feet bgs)	VOCs								PNAs										
SB-1	8/13/2015	5.5-6.5	<500	<50	<50	<50	<50	<50	<150	ND	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-2	8/13/2015	6.0-7.0	<500	<50	<50	<50	<50	<50	<150	ND	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-3	8/13/2015	19.0-20.0	<500	<50	<50	<50	<50	<50	<150	ND	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-4	8/13/2015	7.5-8.5	<500	<50	2,000	<50	<50	97	380	ND	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-4	8/13/2015	13.0-14.0	<500	<50	570	<50	<50	<50	<150	ND	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-5	8/13/2015	15.0-16.0	1,000	71	83	210	100	120	400	ND	740	590	910	390	380	870	1,600	<330	500	1,200	1,300
SB-6	8/13/2015	4.0-5.0	<500	<50	87	<50	<50	<50	<150	ND	1,200	1,100	1,500	810	820	1,400	2,300	670	<330	1,000	1,900
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Soil Cleanup Criteria Tables 2 and 3: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013 MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013																					
Residential (µg/Kg)																					
Statewide Default Background Levels	NL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Drinking Water Protection (Res DWP)	NL	1,500	100	16,000	1,800	2,100	5,600	Various	NLL	NLL	NLL	NLL	NLL	NLL	NLL	7.30E+05	NLL	57,000	56,000	4.80E+05	
Groundwater Surface Water Interface Protection (GSIP)	NL	360	1,200 {X}	5,400	570	570	820	Various	NLL	NLL	NLL	NLL	NLL	NLL	NLL	5,500	NLL	4,200	2,100	ID	
Soil Volatilization to Indoor Air Inhalation (Res SVII)	NL	87,000	11,000	3.3E+05 {C}	2.6E+06 {C}	4.3E+06 {C}	6.3E+06 {C}	Various	NLV	NLV	ID	NLV	NLV	ID	1.0E+9 {D}	NLV	2.70E+06	2.8E+06	1.0E+9 {D}		
Ambient Air Infinite Source Volatile Soil Inhalation (Res VSI)	NL	7.20E+05	1.70E+05	2.80E+06	1.60E+07	2.10E+07	4.60E+07	Various	NLV	NLV	ID	NLV	NLV	ID	7.40E+08	NLV	1.50E+06	1.60E+05	6.5E+08		
Ambient Air Finite VSI for 5 Meter Source Thickness	NL	1.00E+06	4.80E+05	5.10E+06	3.80E+08	5.00E+08	6.10E+07	Various	NLV	NLV	ID	NLV	NLV	ID	7.4E+08	NLV	1.50E+06	1.60E+05	6.5E+08		
Ambient Air Finite VSI for 2 Meter Source Thickness	NL	2.20E+06	1.1E+06	1.20E+07	3.80E+08	5.00E+08	1.30E+08	Various	NLV	NLV	ID	NLV	NLV	ID	7.4E+08	NLV	1.50E+06	1.60E+05	6.5E+08		
Ambient Air Particulate Soil Inhalation (Res PSI)	NL	1.00E+10	2.7E+09	2.70E+10	8.20E+10	8.20E+10	2.90E+11	Various	ID	1.5E+06	ID	8.0E+08	ID	ID	9.3E+09	ID	6.70E+08	6.7E+06	6.7E+09		
Direct Contact (Res DC)	NL	2.2E+07 {C}	2.0E+05 {C}	5.0E+07 {C}	3.2E+07 {C}	3.2E+07 {C}	4.1E+08 {C}	Various	20,000	2,000	20,000	2.5E+06	2.00E+05	2.0E+06	4.6E+07	20,000	8.10E+06	1.6E+06	2.9E+07		
Nonresidential (µg/Kg)																					
Drinking Water Protection (Nonres DWP)	NL	1,500	100	16,000	1,800	2,100	5,600	Various	NLL	NLL	NLL	NLL	NLL	NLL	NLL	7.30E+05	NLL	1.70E+05	1.60E+05	4.80E+05	
Soil Volatilization to Indoor Air Inhalation (Nonres SVII)	NL	4.6E+05 {C}	21,000	6.1E+05 {C}	4.8E+06 {C}	8.0E+06 {C}	1.2E+07 {C}	Various	NLV	NLV	ID	NLV	NLV	ID	1.0E+9 {D}	NLV	4.90E+06	5.1E+06	1.0E+9 {D}		
Ambient Air Infinite Source Volatile Soil Inhalation (Nonres VSI)	NL	2.40E+06	2.10E+05	3.30E+06	1.90E+07	2.50E+07	5.40E+07	Various	NLV	NLV	ID	NLV	NLV	ID	8.9E+08	NLV	1.80E+06	1.90E+05	7.8E+08		
Ambient Air Finite VSI for 5 Meter Source Thickness	NL	3.10E+06	4.90E+05	3.60E+07	4.60E+08	6.00E+08	6.50E+07	Various	NLV	NLV	ID	NLV	NLV	ID	8.8E+08	NLV	1.80E+06	1.90E+05	7.8E+08		
Ambient Air Finite VSI for 2 Meter Source Thickness	NL	6.50E+06	1.1E+06	3.60E+07	4.60E+08	6.00E+08	1.30E+08	Various	NLV	NLV	ID	NLV	NLV	ID	8.8E+08	NLV	1.80E+06	1.90E+05	7.8E+08		
Ambient Air Particulate Soil Inhalation (Nonres PSI)	NL	1.30E+10	1.2E+09	1.20E+10	3.60E+10	3.60E+10	1.30E+11	Various	ID	1.9E+06	ID	3.5E+08	ID	ID	4.1E+09	ID	2.90E+08	2.9E+06	2.9E+09		
Direct Contact (Nonres DC)	NL	7.1E+07 {C}	9.3E+05 {C}	1.6E+08 {C}	1.0E+08 {C}	1.0E+08 {C}	1.0E+09 {C}	Various	80,000	8,000	80,000	7.0E+06	8.00E+05	8.0E+06	1.3E+08	80,000	2.60E+07	5.2E+06	8.4E+07		
Screening Levels (µg/Kg)																					
Soil Saturation Concentration Screening Levels (Csat)	NL	1.40E+05	88,000	2.50E+05	94,000	1.10E+05	1.50E+05	Various	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Residential Vapor Intrusion Soil Screening Levels (S _{VI-res})	NL	200	52	10,000	3,200	2,200	290	Various	NL	NL	NL	NL	NL	NL	NL	NL	7,500	5,100	6.47E+07		
Nonresidential Vapor Intrusion Soil Screening Levels (S _{VI-nr})	NL	4,000	1,000	1.69E+05	53,000	37,000	4,900	Various	NL	NL	NL	NL	NL	NL	NL	NL	NL	1.26E+05	86,000	1.09E+09	

Applicable Criterion/RBSL Exceeded
BOLD Value Exceeds Applicable Criterion/RBSL
bgs Below Ground Surface (feet)
¹ 1,2,3-Trimethylbenzene RBSLs based on the more restrictive of 1,2,4-trimethylbenzene and 1,3,5-trimethylbenzene.
ND Non-detected at levels above laboratory method detection limit (MDL)
NA/NL/ID Not Applicable/Not Listed/Insufficient Data
NLL/NLV Not Likely to Leach/Not Likely to Volatilizae

TABLE 2
SUMMARY OF SOIL ANALYTICAL RESULTS
POLYCHLORINATED BIPHENYLS AND MICHIGAN TEN METALS
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-001

POLYCHLORINATED BIPHENYLS (PCBs) AND MICHIGAN TEN METALS (µg/Kg)			PCBs	Arsenic	Barium	Cadmium	Chromium	Copper	Lead	Mercury	Selenium	Silver	Zinc
Chemical Abstract Service Number (CAS#)			1336363	7440382	7440393	7440439	16065831	7440508	7439921	7439976	7782492	7440224	7440666
Sample ID	Sample Date	Sample Depth (feet bgs)	PCBs	Michigan Ten Metals									
SB-1	8/13/2015	5.5-6.5	ND	8,200	57,000	410	14,000	18,000	56,000	51	290	<100	84,000
SB-2	8/13/2015	6.0-7.0	ND	8,200	61,000	350	12,000	18,000	23,000	<50	450	<100	57,000
SB-3	8/13/2015	19.0-20.0	ND	9,500	65,000	270	25,000	21,000	16,000	<50	300	<100	58,000
SB-4	8/13/2015	7.5-8.5	ND	11,000	86,000	480	15,000	33,000	82,000	110	530	<100	160,000
SB-4	8/13/2015	13.0-14.0	ND	7,800	47,000	270	19,000	19,000	13,000	62	220	<100	49,000
SB-5	8/13/2015	15.0-16.0	ND	10,000	83,000	530	16,000	49,000	82,000	<50	1,200	<100	150,000
SB-6	8/13/2015	4.0-5.0	ND	11,000	63,000	410	19,000	23,000	55,000	140	340	<100	72,000
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Soil Cleanup Criteria Tables 2 and 3: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013 MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013													
Residential (µg/Kg)													
Statewide Default Background Levels	NA	5,800	75,000	1,200	18,000	32,000	21,000	130	410	1,000	47,000		
Drinking Water Protection (Res DWP)	NLL	4,600	1.30E+06	6,000	30,000	5.80E+06	7.00E+05	1,700	4,000	4,500	2.40E+06		
Groundwater Surface Water Interface Protection (GSIP)	NLL	4,600	1.3E+06 (G)	7,700 (G,X)	3,300	1.8E+05 (G)	8.2E+06 (G,X)	50 (M); 1.2	400	100 (M); 27	3.9E+05 (G)		
Soil Volatilization to Indoor Air Inhalation (Res SVII)	3.0E+06	NLV	NLV	NLV	NLV	NLV	NLV	48,000	NLV	NLV	NLV		
Ambient Air Infinite Source Volatile Soil Inhalation (Res VSI)	2.40E+05	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 5 Meter Source Thickness	7.9E+06	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 2 Meter Source Thickness	7.9E+06	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Particulate Soil Inhalation (Res PSI)	5.2E+06	7.20E+05	3.30E+08	1.70E+06	2.60E+05	1.30E+08	1.00E+08	2.00E+07	1.30E+08	6.70E+06	ID		
Direct Contact (Res DC)	{T}	7,600	3.70E+07	5.50E+05	2.50E+06	2.00E+07	4.00E+05	1.60E+05	2.60E+06	2.50E+06	1.70E+08		
Nonresidential (µg/Kg)													
Drinking Water Protection (Nonres DWP)	NLL	4,600	1.30E+06	6,000	30,000	5.80E+06	7.00E+05	1,700	4,000	4,500	5.00E+06		
Soil Volatilization to Indoor Air Inhalation (Nonres SVII)	1.6E+07	NLV	NLV	NLV	NLV	NLV	NLV	89,000	NLV	NLV	NLV		
Ambient Air Infinite Source Volatile Soil Inhalation (Nonres VSI)	8.10E+05	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 5 Meter Source Thickness	2.8E+07	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 2 Meter Source Thickness	2.8E+07	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Particulate Soil Inhalation (Nonres PSI)	6.5E+06	9.10E+05	1.50E+08	2.20E+06	2.40E+05	5.90E+07	4.40E+07	8.80E+06	5.90E+07	2.90E+06	ID		
Direct Contact (Nonres DC)	{T}	37,000	1.30E+08	2.10E+06	9.20E+06	7.30E+07	9.0E+5 (DD)	5.80E+05	9.60E+06	9.00E+06	6.30E+08		
Screening Levels (µg/Kg)													
Soil Saturation Concentration Screening Levels (Csat)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
Residential Vapor Intrusion Soil Screening Levels (S _{VI-res})	1,900	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL		
Nonresidential Vapor Intrusion Soil Screening Levels (S _{VI-nr})	39,000	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL		

 Applicable Criterion/RBSL Exceeded
BOLD Value Exceeds Applicable Criterion/RBSL
 bgs Below Ground Surface (feet)
 ND Non-detected at levels above laboratory method detection limit (MDL)
 NA/NL/ID Not Applicable/Not Listed/Insufficient Data
 NLL/NLV Not Likely to Leach/Not Likely to Volatilize
 {G} Metal GSIP Criteria for Surface Water Not Protected for Drinking Water Use based on 418 mg/L CaCO3 Hardness: Station ID 630003, Rouge River, near Troy, MI

TABLE 3
SUMMARY OF GROUNDWATER ANALYTICAL RESULTS
VOLATILE ORGANIC COMPOUNDS, POLYNUCLEAR AROMATIC COMPOUNDS, MICHIGAN TEN METALS, AND METHANE
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-001

VOLATILE ORGANIC COMPOUNDS (VOCs), POLYNUCLEAR AROMATIC COMPOUNDS (PNAs), MICHIGAN TEN METALS, AND METHANE (µg/L)				VOCs	PNAs	Arsenic	Barium	Cadmium	Chromium	Copper	Lead	Mercury	Selenium	Silver	Zinc	Methane
Chemical Abstract Service Number (CAS#)				Various	Various	7440382	7440393	7440439	16065831	7440508	7439921	7439976	7782492	7440224	7440666	74828
Sample ID	Sample Date	Screen Depth (feet bgs)	Depth to Groundwater (feet bgs)	VOCs	PNAs	Michigan Ten Metals										Methane
TMW-1	8/13/2015	5.00-10.00	6.57	ND	ND	2	100	<0.2	<5	<4	<3	<0.2	<5	1.9	<10	28
TMW-2	8/13/2015	10.00-15.00	12.57	ND	ND	6	<100	<0.2	7	<4	<3	<0.2	<5	0.8	<10	98
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Groundwater Cleanup Criteria Table 1: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013 MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013																
Residential/Nonresidential (µg/L)																
Residential Drinking Water (Res DW)				Various	Various	10 (A)	2,000 (A)	5.0 (A)	100 (A)	1,000 (E)	4.0 (L)	2.0 (A)	50 (A)	34	2,400	ID
Residential Health Based Drinking Water Values				Various	Various	NL	NL	NL	NL	1,400 (E)	NL	NL	NL	NL	NL	NL
Nonresidential Drinking Water (Nonres DW)				Various	Various	10 (A)	2,000 (A)	5.0 (A)	100 (A)	1,000 (E)	4.0 (L)	2.0 (A)	50 (A)	98	5,000 (E)	ID
Nonresidential Health Based Drinking Water Values				Various	Various	NL	NL	NL	NL	4,000 (E)	NL	NL	NL	NL	NL	NL
Groundwater Surface Water Interface (GSI)				Various	Various	10	2,000 (G)	6.4 (G,X)	11	30 (G)	47 (G,X)	0.0013	5.0	0.2 (M); 0.06	400 (G)	NA
Residential Groundwater Volatilization to Indoor Air Inhalation (Res GVII) ²				Various	Various	NLV	NLV	NLV	NLV	NLV	NLV	56 (S)	NLV	NLV	NLV	(K)
Nonresidential Groundwater Volatilization to Indoor Air Inhalation (Nonres GVII) ²				Various	Various	NLV	NLV	NLV	NLV	NLV	NLV	56 (S)	NLV	NLV	NLV	(K)
Screening Levels (µg/L)																
Residential Groundwater Vapor Intrusion Screening Levels (GW _{VI-res}) ³				Various	Various	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Nonresidential Groundwater Vapor Intrusion Screening Levels (GW _{VI-nr}) ³				Various	Various	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Residential Vapor Intrusion Shallow Groundwater Screening Levels (GW _{VI-sump-res}) ⁴				Various	Various	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Nonresidential Vapor Intrusion Shallow Groundwater Screening Levels (GW _{VI-sump-nr}) ⁴				Various	Various	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Water Solubility				Various	Various	NA	NA	NA	NA	NA	NA	56	NA	NA	NA	NA
Flammability and Explosivity Screening Level				Various	Various	ID	ID	ID	ID	ID	ID	ID	ID	ID	ID	28,000
Acute Vapor Intrusion Screening Levels for Groundwater (µg/L)																
IRASL Groundwater (AGW _{VI})				Various	Various	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
IRASL Groundwater In Contact With Structure (AGW _{VI-sump})				Various	Various	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL

Applicable Criteria/RBSL Exceeded

BOLD Value Exceeds Applicable Criteria

bgs Below Ground Surface (feet)

ND Not detected at levels above the laboratory Method Detection Limit (MDL) or Minimum Quantitative Level (MQL)

¹ Rule 323.1057 of Part 4 Water Quality Standards

² Tier 1 GVII Criteria based on 3 meter (or greater) groundwater depth

³ (2013 Vapor Intrusion Guidance) Screening Levels based on depth to groundwater less than 1.5 meters and not in contact with building foundation

⁴ (2013 Vapor Intrusion Guidance) Screening levels based on groundwater in contact with the building foundation or within a sump

NA/NL/ID Not Applicable/Not Listed/Insufficient Data

NLV Not Likely to Volatilize

{G} Metal GSIP Criteria for Surface Water Not Protected for Drinking Water Use based on 418 mg/L CaCO₃ Hardness: Station ID 630003, Rouge River, near Troy, MI

TABLE 4
SUMMARY OF SOIL VAPOR ANALYTICAL RESULTS
VOLATILE ORGANIC COMPOUNDS AND METHANE
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-001

VOLATILE ORGANIC COMPOUNDS (VOCs) AND METHANE (ppbv)			Acetone	m-Dichlorobenzene	Ethylbenzene	4-Ethyltoluene	Heptane	Hexane	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	2,2,4-Trimethylpentane	Tetrachloroethylene	Toluene	Trichloroethylene	m,p-Xylene	o-Xylene	Xylenes (total)	Other VOCs	Methane
Chemical Abstract Service Number (CAS#)			67641	541731	100414	622968	142825	110543	95636	108678	540841	127184	108883	79016	1330207	95476	1330207	Various	74828
Sample ID	Sample Date	Sample Depth (feet bgs)	VOCs																Methane
SG-1	8/13/2015	5.5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	ND
SG-2	8/13/2015	4.5	130.0	7.3	3.4	2.6	<0.80	<0.80	2.8	1.0	84.0	<0.16	23.0	<0.16	11.0	3.9	14.9	ND	NA
SG-3	8/13/2015	3.5	130.0	6.0	1.5	<0.80	<0.80	<0.80	2.2	<0.80	43.0	<0.16	11.0	<0.16	5.7	2.2	7.9	ND	ND
SG-4	8/13/2015	7.5	160.0	4.4	2.7	3.0	70.0	<0.80	3.5	0.8	24.0	580.0	14.0	8.1	11.0	3.9	14.9	ND	ND
SG-5	8/13/2015	3.5	110.0	2.8	2.7	2.1	<0.80	24.0	2.2	<0.80	200.0	590.0	18.0	7.9	9.3	3.2	12.5	ND	ND
SG-6	8/13/2015	5.5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	ND
MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013																			
Residential Screening Levels (ppbv)																			
Vapor Intrusion Indoor Air Screening Levels (IA _{vi})			2,500	0.49	19	NDC	850	200	44	44	740	5.0	1,300	0.37	23	23	23	Various	1.25E+04 (g)
Vapor Intrusion Shallow Sub-Slab Soil Gas Screening Levels (≤ 1.5m bgs) (SG _{vi-ss})			82,000	16	640	NDC	28,000	6,600	1,500	1,500	25,000	170	44,000	12	760	760	760	Various	1.25E+04 (g)
Vapor Intrusion Deep Soil Gas Screening Levels (SG _{vi})			8.20E+05	160	6,400	NDC	2.80E+05	66,000	15,000	15,000	2.50E+05	1,700	4.40E+05	120	7,600	7,600	7,600	Various	1.25E+04 (g)
Nonresidential Screening Levels (ppbv)																			
Vapor Intrusion Indoor Air Screening Levels (IA _{vi})			10,000	2.1	96	NDC	3,600	830	190	190	3,100	25	5,500	1.5	96	96	96	Various	1.25E+04 (g)
Vapor Intrusion Shallow Sub-Slab Soil Gas Screening Levels (≤ 1.5m bgs) (SG _{vi-ss})			1.40E+06	280	13,000	NDC	4.70E+05	1.10E+05	25,000	25,000	4.20E+05	3,300	7.40E+05	210	13,000	13,000	13,000	Various	1.25E+04 (g)
Vapor Intrusion Deep Soil Gas Screening Levels (SG _{vi})			1.40E+07	2,800	1.30E+05	NDC	4.70E+06	1.10E+06	2.50E+05	2.50E+05	4.20E+06	33,000	7.40E+06	2,100	1.30E+05	1.30E+05	1.30E+05	Various	1.25E+04 (g)
DRAFT Acute Vapor Intrusion Screening Levels for Indoor Air and Soil Gas; Residential and Nonresidential Land Use, February 2013 (ppbv)																			
IRASL Indoor Air (AIA _{vi})			25,000	NDC	NDC	NDC	NDC	NDC	NDC	NDC	NDC	2,800	9,300	74,000	4,800	4,800	4,800	Various	NDC
IRASL Soil Gas (ASG _{vi})			8.28E+05	NDC	NDC	NDC	NDC	NDC	NDC	NDC	NDC	93,000	3.10E+05	2.48E+06	1.60E+05	1.60E+05	1.60E+05	Various	NDC

Applicable Criteria/RBSL Exceeded

BOLD

Value Exceeds Applicable Criteria

bgs

Below Ground Surface (feet)

ND

Not detected at levels above the laboratory Method Detection Limit (MDL) or Minimum Quantitative Level (MQL)

NA

Not Applicable

NDC

"No Defined Criteria" by the Michigan Department of Environmental Quality (MDEQ)

¹

The IAC and SGC presented in this table are health-based values. The applicable IAC and SGC are based on the higher of the health-based value and the appropriate analytical reporting limit.

IRASL

Immediate Response Acute Vapor Intrusion Screening Levels



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SITE INVESTIGATION REPORT

856 North Old Woodward Avenue | Birmingham, Michigan
PM Project Number 01-5889-0-0003

Prepared for:

FLS Properties #5, LLC

P.O. Box 689

Bloomfield Hills, Michigan 48303

Prepared by:

PM Environmental, Inc.

4080 West 11 Mile Road

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Detroit
607 Shelby, Suite 650
Detroit, MI 48226
f: 877.884.6775
t: 313.324.8172

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Berkley, MI 48072
f: 877.884.6775
t: 248.336.9988

Lansing
3340 Ranger Road
Lansing, MI 48906
f: 877.884.6775
t: 517.321.3331

Grand Rapids
560 5th Street NW,
Suite 301
Grand Rapids, MI 49504
f: 877.884.6775
t: 616.285.8857

June 20, 2016

Mr. Frank R. Simon
FLS Properties #5, LLC
P.O. Box 689
Bloomfield Hills, Michigan 48303

**RE: Summary Report for the Site Investigation Activities at the
Vacant Land located at 856 North Old Woodward Avenue, Birmingham, Michigan
Parcel ID: 08-19-25-328-001
PM Environmental, Inc. Project No. 01-5889-0-001**

Dear Mr. Simon:

PM Environmental, Inc. (PM) completed site investigation activities for the vacant land (Parcel ID: 08-19-25-328-001) located at 856 North Old Woodward Avenue, Birmingham, Oakland County, Michigan 48009 (hereafter referred to as the subject property). This report summarizes the activities completed by PM in May 2016 to further define potentially listed hazardous waste soil contamination, and associated conclusions and recommendations.

THIS REPORT WAS PREPARED FOR THE EXCLUSIVE USE OF FLS PROPERTIES #5, LLC, WHO MAY RELY ON ITS CONTENTS AND CONCLUSIONS.

SITE DESCRIPTION AND BACKGROUND

The subject property consists of vacant land with asphalt paved parking in the northeastern portion, remnants of a building foundation in the northern portion, and grass in the remaining portions (Figure 2). The property has a down-gradient slope from North Old Woodward Avenue east to where it adjoins the Rouge River, which is an elevation difference of approximately 15 feet.

Standard and other historical sources documented that the subject property was developed in at least 1937 with a gasoline dispensing station and one other structure, likely a residential dwelling, in the northern and eastern portions of the subject property. In 1940, the gasoline dispensing station was converted to a gift shop. By 1946, a residential dwelling was reportedly converted into a tea room and restaurant in the western portion of the subject property. The gift shop appears to have been demolished by 1949. The tea room and restaurant operated until 1988, when the commercial building was demolished.

PREVIOUS SITE INVESTIGATION

PM reviewed the following previous environmental reports for the subject property which are included within ASTI's April 2015 Phase I Environmental Site Assessment (ESA).

Name of Report	Date of Report	Company that Prepared Report
Phase I ESA	October 23, 2006	Soils and Materials Engineers, Inc. (SME)

**Summary Report for Site Investigation Activities at the Vacant Land
Located at 856 North Old Woodward Avenue, Birmingham, Michigan
PM Environmental, Inc. Project No. 01-5889-0-0003; June 20, 2016**

Name of Report	Date of Report	Company that Prepared Report
Baseline Environmental Assessment (BEA)	November 6, 2006	SME
Phase I ESA	April 10, 2015	ASTI Environmental (ASTI)
BEA	September 4, 2015	PM

Phase I ESA, October 2006, SME: SME completed a Phase I ESA dated October 23, 2006. At the time of SME's Phase I ESA, the subject property was vacant land. SME identified RECs in association with the 1) debris and fill material located on the subject property; 2) the fuel oil tank identified in historical records; 3) volatile organic compounds (VOCs) and lead detected in soil and groundwater samples collected from the subject property above the Part 201 Residential and Nonresidential cleanup criteria; and, 4) the north adjoining dry cleaner.

BEA, November 2006, SME: SME completed a BEA dated November 6, 2006. The BEA summarizes subsurface investigation activities completed by SME on September 26, 2006 to assess the RECs identified in the September 2006 Phase I ESA, a Geotechnical Investigation report dated October 20, 2006 completed as part of a proposed future development at the time, and two previous subsurface investigations completed in 2002 and 2005.

On September 26, 2006 SME completed a scope of work that consisted of the advancement of seven soil borings (SP1 through SP7), the installation of four temporary monitoring wells (SP1, SP2, SP4, and SP7), and the collection of six soil samples and three groundwater samples for laboratory analysis of VOCs, polynuclear aromatic compounds (PNAs), and metals (cadmium, chromium, and lead) to assess the RECs identified in the September 2006 Phase I ESA. Concentrations of benzene, tetrachloroethene (PCE), and xylenes were detected in the soil sample collected at SP6 (7.0-8.0 feet bgs) above the Part 201 Residential and Nonresidential Drinking Water Protection (DWP) and Groundwater Surface Water Interface Protection (GSIP) cleanup criteria. Concentrations of benzene, lead, and methyl-tert-butyl ether (MTBE) were detected in the groundwater samples collected at SP2 and SP7 above the Part 201 Residential and Nonresidential Drinking Water (DW) and Groundwater Surface Water Interface (GSI) cleanup criteria. No other concentrations of VOCs, PNAs, or metals were detected in the soil and groundwater samples collected from the subject property above the laboratory method detection limits (MDLs) and/or the most restrictive Part 201 Residential cleanup criteria.

SME completed a Geotechnical Investigation dated October 20, 2006, in which on September 21 and 22, 2006 SME completed a scope of work consisting of the advancement of six soil borings (B1 through B6) as part of a proposed future development. The soil stratigraphy at the subject property was identified as consisting of sand/clay fill containing concrete, brick, asphalt, and cinder fragment with trace amount of organics to 26.0 feet bgs in the northeastern portion of the subject property, 10.0 feet bgs in the southeastern portion of the subject property, 3.5 feet bgs in the northwestern and southwestern portions of the subject property, and 11.0 feet bgs in the central portion of the subject property. The fill material was identified as being underlain by native interbedded clay and sand to a depth of 74.0 feet bgs, the maximum depth explored. Perched and discontinuous groundwater was encountered at various depths between 9.0 and 29.5 feet bgs within the fill material and the native sand seams. SME recommended a partial undercut of the existing fill within the below-grade parking and other pavement areas, installing soldier piles and lagging to protect adjacent structures during construction, not using the

existing fill material as engineered fill, completing moisture conditioning for suitable compaction of the native clay, drilling piers to support the proposed building, and using standard sump and pit methods or crushed aggregate to prevent disturbance from groundwater accumulation.

A subsurface investigation was reportedly completed on the subject property in 2002, in which the scope of work consisted of the advancement of six soil borings and the installation of four monitoring wells. Concentrations of benzene, ethylbenzene, MTBE, naphthalene, and lead were detected in the samples collected from the subject property above the Part 213 Risk-Based Screening Levels (RBSLs) in the northern portion of the subject property; however, these analytical results were not available for review. The concentrations reportedly migrated onto the subject property from the northeast adjoining gasoline dispensing station and open Leaking Underground Storage Tank (LUST) site identified as 35975 Woodward Avenue.

Delta Environmental Consultants, Inc. (Delta) installed five monitoring wells (TW-1, TM3, TW-4, OW-10, and OW-11) on the subject property in 1996 as part of LUST investigation activities for the northeast adjoining open LUST site. Subsequent to installation a series of groundwater monitoring events were completed on the subject property between 1996 and 2006. The most recent documented events available for review occurred in October 2005, February 2006, and April 2006 and were completed by PM. Groundwater samples were collected from TW-1, TW-4, and OW-11 and submitted for laboratory analysis of VOCs and lead, or some combination thereof. TW-3 and OW-10 did not produce groundwater sufficient for groundwater collection. Concentrations of benzene, MTBE, vinyl chloride, and lead were detected in the groundwater samples collected at TW-1 and TW-4 above the Part 213 Residential and Nonresidential DW and/or GSI RBSLs. No concentrations of other VOCs were detected in the groundwater samples collected at TW-1 and TW-4 above the laboratory MDLs or the most restrictive Part 213 Residential RBSLs. No concentrations of VOCs were detected in the groundwater sample collected at OW-11 above the laboratory MDLs. Groundwater flow was calculated to flow southeast towards the Rouge River. PM was unable to locate the permanent monitoring wells during the August 2015 subsurface investigation, discussed below and in Section 1.5.

Phase I ESA (2015): ASTI identified RECs associated with the 1) former gasoline dispensing operations; 2) potential for orphan USTs associated with the gasoline dispensing operations and former fuel oil use; 3) existing contamination; 4) unknown fill material; and 5) the potential for migration from adjoining gasoline dispensing station and a dry cleaner.

BEA (2015): On August 11, 2015 PM completed a geophysical survey utilizing GPR at the subject property (Figure 2) to investigate the presence of potential orphan USTs.

No anomalies consistent with orphan USTs were identified. A suspect fill port pipe was visually identified during PM's GPR survey in the central portion of the subject property and the pipe was traced using a PL 2000 utility locator. PM advanced a shallow hand auger to 5.0 feet bgs in the area where the pipe terminated, and no anomalies were encountered.

On August 13, 2015 PM completed a scope of work consisting of the advancement of six soil borings (SB-1 through SB-6), the installation of two temporary monitoring wells (TMW-1 and TMW-2), the installation of six soil gas sampling points (SG-1 through SG-6), and the collection of seven soil samples, two groundwater samples, and six soil gas samples for laboratory analysis of VOCs, PNAs, polychlorinated biphenyls (PCBs), and Michigan Ten Metals (arsenic, barium, cadmium, chromium, copper, lead, mercury, selenium, silver, and zinc), and methane, or some combination thereof, to assess the RECs identified in ASTI's April 2015 Phase I ESA.

Analytical results identified concentrations of PCE in various location on the property that included exceedances of Part 201 Residential and Nonresidential DWP and/or GSIP cleanup criteria. Soil gas analytical results identified concentrations of PCE above MDEQ Residential Vapor Intrusion Screening Levels (VISLs) in SG-4 and SG-5.

Due to the presence of an adjoining dry cleaner, the PCE concentrations are likely from a dry cleaning release, therefore, PCE impacted soils removed from the property during redevelopment would be a "listed" hazardous waste under Michigan Part 111 and the Federal Resource Conservation and Recovery Act (RCRA). In addition to the PCE, concentrations of xylenes and various metals were above Part 201 Residential and Nonresidential DWP, GSIP, and/or Residential DC cleanup criteria in the soil samples collected. Concentrations of silver in groundwater were above Part 201 GSI cleanup criteria.

MAY 2016 SITE INVESTIGATION ACTIVITIES

On May 26, 2016, PM completed a scope of work consisting of the advancement of nine soil borings (SB-7 through SB-15) and installation of two temporary monitoring wells (TMW-11 and TMW-13) to further define the horizontal extent of chlorinated solvent soil and/or groundwater impacts (i.e. PCE and related compounds at the subject property). Fifteen soil and two groundwater samples were collected for analysis of VOCs. Refer to Figures 3 and 4 for the locations of soil borings and temporary monitoring wells completed by PM in 2016.

The purpose of the May 2016 activities was to evaluate and document the extent of chlorinated solvent concentrations in the sampled media.

DESCRIPTION OF MAY 2016 SOIL BORING LOCATIONS

Location and Total Depth (feet bgs)	Soil Sample Depth (feet bgs)	TMW Screen Interval and [DTW] (feet bgs)	Analysis	Objectives	Sample Selection (justification)
SB-7 (20.0)	5.0-6.0 and 9.5-10.5	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Intermediate and deeper sand/clay interface samples collected based on the lack of field evidence of contamination. GW: Not encountered.
SB-8 (16.0)	8.0-9.0 and 15.0-16.0	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Sample collected from the interval with the highest PID reading (17.0 ppm) and from the end of the boring. GW: Not encountered.
SB-9 (20.0)	4.0-5.0 and 10.0-11.0	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Samples collected from the interval with observed fill material and from the sand/clay interface. GW: Not encountered.
SB-10 (20.0)	4.0-5.0 and 10.0-11.0	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Samples collected from intervals with observed fill material and from the sand/clay interface. GW: Not encountered.

**Summary Report for Site Investigation Activities at the Vacant Land
Located at 856 North Old Woodward Avenue, Birmingham, Michigan
PM Environmental, Inc. Project No. 01-5889-0-0003; June 20, 2016**

Location and Total Depth (feet bgs)	Soil Sample Depth (feet bgs)	TMW Screen Interval and [DTW] (feet bgs)	Analysis	Objectives	Sample Selection (justification)
SB/TMW-11 (18.0)	2.5-3.5 and 10.0-11.0	13.1-18.1 [16.19]	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Samples collected from the interval with observed fill material and from the sand/clay interface. GW: Sampled.
SB-12 (20.0)	5.5-6.5 and 10.5-11.5	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Intermediate and deeper sand/clay interface samples collected based on the lack of field evidence of contamination. GW: Not encountered.
SB/TMW-13 (10.0*)	2.0-3.0*	3.7-8.7 [5.93]	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Sample collected above saturated zone based on the lack of field evidence of contamination. GW: Sampled.
SB-14 (10.0*)	2.0-3.0*	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Sample collected from interval with observed staining. GW: Not encountered.
SB-15 (10.0*)	2.0-3.0*	NA	VOCs	Delineate the horizontal extent of chlorinated solvent impacts	Soil: Shallow sample collected to evaluate soils for removal. GW: Not encountered.

GW – Groundwater

NA – Not Applicable

bgs – below ground surface

PID – photoionization detector

ppm – parts per million

* Depth measured from surface that is approximately 10 feet below street level elevation

Investigation Techniques and QA/QC Procedures

The soil borings were advanced to the desired depth using a direct push drill rig and/or stainless steel hand auger. Soil sampling was performed for soil classification, verification of subsurface geologic conditions, and for investigating the potential and/or extent of soil and groundwater (if encountered) contamination at the subject property.

During drilling operations, the drilling equipment was cleaned to minimize the possibility of cross contamination. These procedures included cleaning equipment with a phosphate free solution (i.e., Alconox®) and rinsing with distilled water after each sample collection. Drilling and sampling equipment was also cleaned in this manner prior to initiating field activities.

Soils collected from discrete sample intervals were screened using a PID to determine if VOCs were present. Soil from specific depths was placed in plastic bags, sealed, and allowed to volatilize. The headspace within each bag was then monitored with the PID. The PID is able to detect trace levels of organic compounds in the air space within the plastic bag. The PID utilizes a 10.6 electron volts (eV) lamp. Soil samples were collected from the soil borings based upon the highest PID reading, visual/olfactory evidence, a change in geology, surficial soil, and/or directly above saturated soil.

Soil samples for VOC analysis were preserved with methanol, in accordance with USEPA method 5035. The soil samples were placed in appropriately labeled containers with Teflon lined lids and/or sanitized glass jars, placed in an ice packed cooler, and transported under chain of custody procedures for laboratory analysis within applicable holding times.

The temporary monitoring wells were installed to collect groundwater samples for chemical analysis. New well assemblies were used for the temporary wells, consisting of a 5-foot long, one-inch diameter, 0.010-inch slot, schedule 40, PVC screen and a 1-inch diameter PVC casing. After the screen for the well was set to the desired depth, natural sands were allowed to collapse around the well screen. The wells were developed using either a new disposable 0.9-inch diameter bailer or peristaltic pump equipped with new, chemically inert, 3/8-inch diameter polyethylene and silicon tubing. Well development was performed by purging until clear, turbid free groundwater was observed coming from the well.

Groundwater samples collected from the temporary monitoring wells were generally collected using low flow sampling methods and protocols using a peristaltic pump equipped with new, chemically inert, 3/8-inch diameter polyethylene and silicon tubing. The samples were collected into preserved vials or bottles or within unpreserved bottles or jars, as applicable for the analyte and/or method.

All samples collected were transported under chain of custody procedures for laboratory analysis within applicable holding times. Upon completion of the investigation, the temporary monitoring wells were removed from the soil borings and the soil borings were abandoned by placing the soil cuttings back into the borehole, filling the void with bentonite chips, hydrating the chips, resurfacing and returning the area to its pre-drilling condition.

GEOLOGY/HYDROGEOLOGY

Based on review of soil boring logs from site investigations completed between 2006 and 2016, the soil stratigraphy at the subject property generally consists of sand and/or clay fill to depth ranging between 8.0 feet bgs and 18.0 feet bgs, underlain by native sand and clay lenses (i.e. interbedded sand and clay) to a depth of at least 74.0 feet bgs, the maximum depth explored. Fill material and debris was encountered at varying thicknesses between the surface to a depth of approximately 18.0 feet bgs. In general, the fill material increases in quantity and depth towards the northeastern portion of the subject property.

Limited, discontinuous, and perched groundwater was at varying depths in four of the 15 soil borings completed by PM in 2015 and 2016 between depths of 15.0 and 25 feet below street level elevation. Additionally, the eastern portion of the subject property is located within a flood plain area that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights. The base flood elevation is approximately 740 feet per the FEMA Flood Insurance Study (FIS).

The soil boring logs for soil borings advanced by PM are included in Appendix A, which consist of site specific geology, sample depths, and temporary monitoring well details.

LOCATION OF CONTAMINATED MEDIA ON THE SUBJECT PROPERTY

The analytical results for the samples collected during site investigation activities conducted between 2006 and 2016 were compared with the MDEQ Generic Cleanup Criteria and Screening Levels as presented in Part 201 Rules 299.1 through 299.50, dated December 30,

2013 entitled “Cleanup Criteria Requirements for Response Activity”, in accordance with Section 20120a(1) using the Residential and Nonresidential cleanup criteria. Analytical results, when applicable, were compared to VISLs presented in the MDEQ May 2013 Guidance Document for the Vapor Intrusion Pathway.

The analytical results are summarized on Figures 3 and 4 and in Tables 1 through 4. The laboratory analytical reports are included in Appendix B.

Soil Analytical Results

The table below summarizes the analytical results in soil samples from site investigation activities completed between 2006 and 2016 for target analytes that may represent listed hazardous waste. Any detectable concentrations would be representative of a listed hazardous waste as the presumed source is from dry cleaning operations. All soil analytical results are summarized on Figure 3 and in Tables 1 through 3.

SUMMARY OF PCE/TCE SOIL ANALYTICAL RESULTS

Part 201 Cleanup Criteria	Target Analyte	Soil Sample Location(s)		
<MDL	PCE/TCE	SP1 (4.0-5.0) SP5 (3.0-4.0) SB-2 (6.0-7.0) SB-8 (15.0-16.0) SB-12 (10.5-11.5)	SP2 (4.5-5.5) SP7 (9.0-10.0) SB-3 (19.0-20.0) SB-10 (4.0-5.0) SB-13 (2.0-3.0)	SP3 (0.0-2.0) SB-1 (5.5-6.5) SB-8 (8.0-9.0) SB-10 (10.0-11.0) SB-15 (2.0-3.0)
>MDL and Part 201 Criteria not exceeded	PCE	SB-5 (15.0-16.0)	SB-6 (4.0-5.0)	
DWP (R/NR)	PCE	SP6 (7.0-8.0) SB-7 (5.0-6.0) SB-9 (10.0-11.0) SB-12 (5.5-6.5)	SB-4 (7.5-8.5) SB-7 (9.5-10.5) SB-11 (2.5-3.5) SB-14 (2.0-3.0)	SB-4 (13.0-14.0) SB-9 (4.0-5.0) SB-11 (10.0-11.0)
	TCE	SB-7 (9.5-10.5)		
GSIP	PCE	SP6 (7.0-8.0) SB-12 (5.5-6.5)	SB-4 (7.5-8.5)	SB-7 (9.5-10.5)

MDL – method detection limit

R – Residential

NR – Nonresidential

PCE - Tetrachloroethylene

DWP – Drinking Water Protection

GSIP – Groundwater Surface Water Interface Protection

TCE - Trichloroethylene

In addition to the summarized results above, a concentration of xylenes was identified in SB-11 (10.0-11.0 feet bgs) above Part 201 GSIP cleanup criteria in the soil samples collected in May 2016. Concentrations of various petroleum VOCs were identified in SB-8, SB-10, SB-11, and SB-13 that are below the most restrictive Part 201 cleanup criteria.

Groundwater Analytical Results

Groundwater analytical results for site investigation activities conducted between 2006 and 2016 are presented on Figure 4 and in Table 4. A concentration of benzene was identified in TMW-11 above Part 201 Residential and Nonresidential DW cleanup criteria. Concentrations of PCE and/or cis-1,2-dichloroethylene were identified in each of the two groundwater samples collected, below the most restrictive Part 201 cleanup criteria.

Soil Gas Analytical Results

Soil gas analytical results identified concentrations of PCE above MDEQ Residential Vapor Intrusion Screening Levels (VISLs) in SG-4 and SG-5. Concentrations of various VOCs were identified in the remaining samples that are below the most restrictive MDEQ VISLs. Refer to Figure 5 and Table 5 for additional information on the soil gas sample locations and results.

CONCLUSIONS AND RECOMMENDATIONS

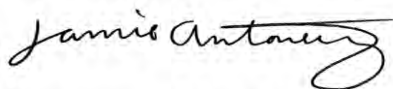
On May 26, 2016, PM completed a scope of work consisting of the advancement of nine soil borings (SB-7 through SB-15) and installation of two temporary monitoring wells (TMW-11 and TMW-13) to further define the horizontal extent of chlorinated solvent impacts in soil and groundwater at the subject property. Fifteen soil and two groundwater samples were collected for analysis of VOCs. Refer to Figures 3 and 4 for the locations of soil borings and temporary monitoring wells completed by PM in 2016.

Soil analytical results identified additional concentrations of chlorinated solvents exceeding Part 201 cleanup criteria. Limited groundwater analytical results identified concentrations of PCE in the two samples collected in 2016. The extent of soil and groundwater impact has not been fully defined. Due to the nature of the soil impacts (i.e. chlorinated solvents associated with dry cleaning operations, any soil and groundwater impacted with chlorinated solvents that are removed during development would require disposal as a listed hazardous waste. Based on the analytical results, the estimated in place volume of listed hazardous waste requiring removal as part of the development is 2,800 cubic yards that would represent approximately 4,500 tons of soils dependent on soil composition.

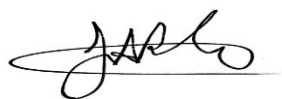
Listed hazardous waste requires specialized handling, disposal, and reporting related to soil and/or groundwater removal. Additional costs may also be incurred if the soil is determined to be land disposal restricted (LDR). To ensure potential development related disposal costs are well understood, PM recommends further delineation of chlorinated solvent soil impacts prior to removal. Additionally, removal of impacted soils requiring disposal as hazardous waste is to be completed prior to additional site work to minimize the volume of listed hazardous waste disposal and prevent exacerbation of the identified contamination during development activities.

If you have any questions related to this report, please do not hesitate to contact our office at (800) 313-2966.

Sincerely,
PM Environmental, Inc.



Jamie Antoniewicz, P.E.
Project Engineer



J. Adam Patton, CHMM
Manager of Site Investigation Services

FIGURES

- Figure 1: Site Vicinity Diagram
Figure 2: Generalized Diagram of the Subject Property and Adjoining Properties
Figure 3: Soil Boring/Temporary Monitoring Well/Soil Gas Location Map with Soil Analytical Results
Figure 4: Soil Boring/Temporary Monitoring Well/Soil Gas Location Map with Groundwater Analytical Results
Figure 5: Soil Boring/Temporary Monitoring Well/Soil Gas Location Map with Soil Gas Analytical Results

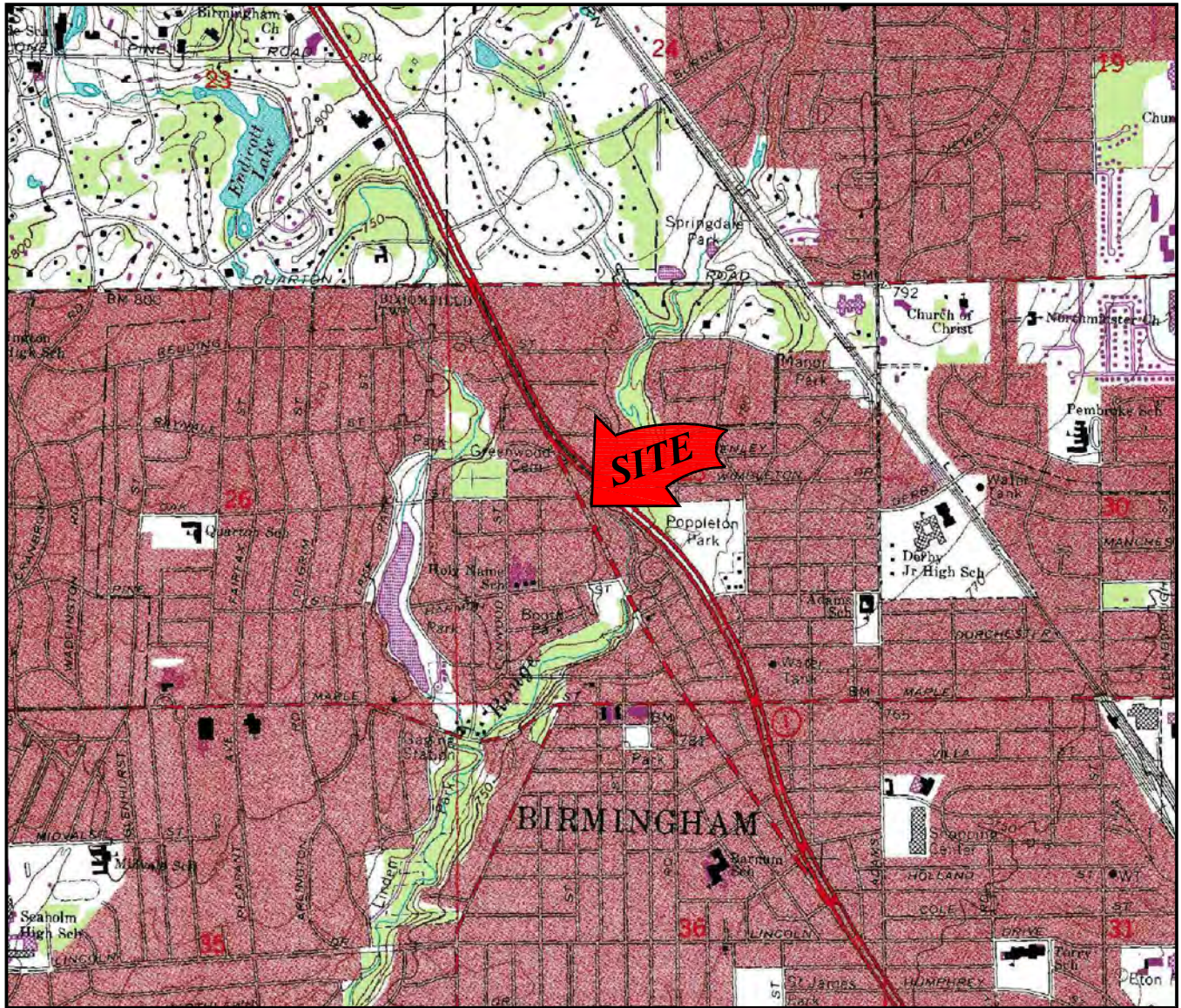
TABLES

- Table 1: Summary of Soil Analytical Results: VOCs
Table 2: Summary of Soil Analytical Results: PNAs
Table 3: Summary of Soil Analytical Results: PCBs and Metals
Table 4: Summary of Groundwater Analytical Results: VOCs, PNAs, Michigan 10 Metals, and Methane
Table 5: Summary of Soil Gas Analytical Results: VOCs and Methane

APPENDICES

- Appendix A: Soil Boring Logs
Appendix B: Laboratory Analytical Reports

Figures



OAKLAND COUNTY



MICHIGAN QUADRANGLE LOCATION

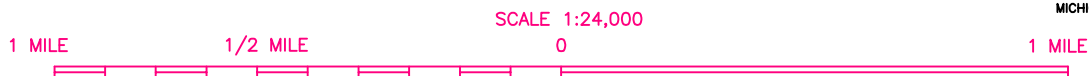
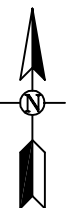
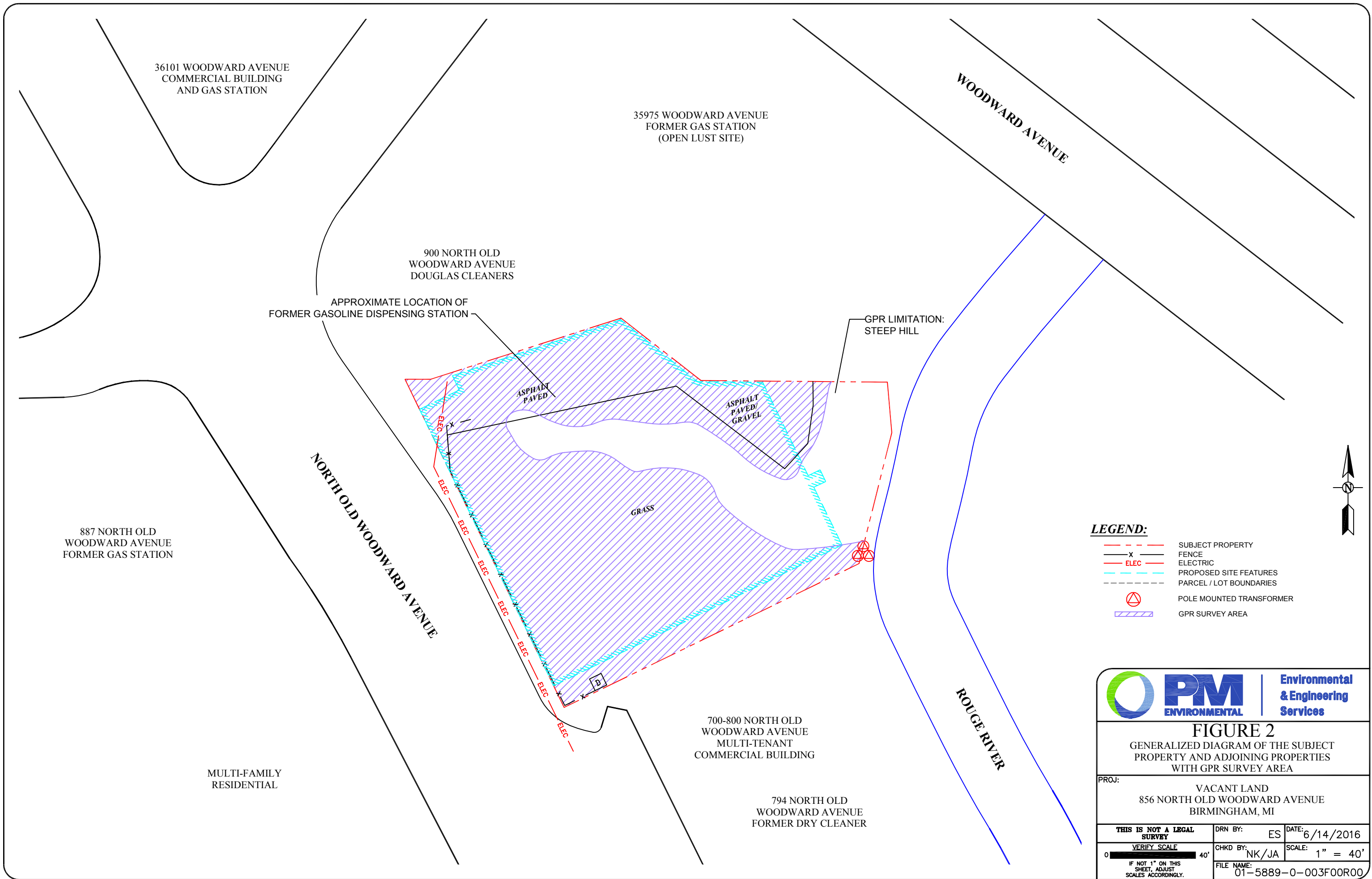
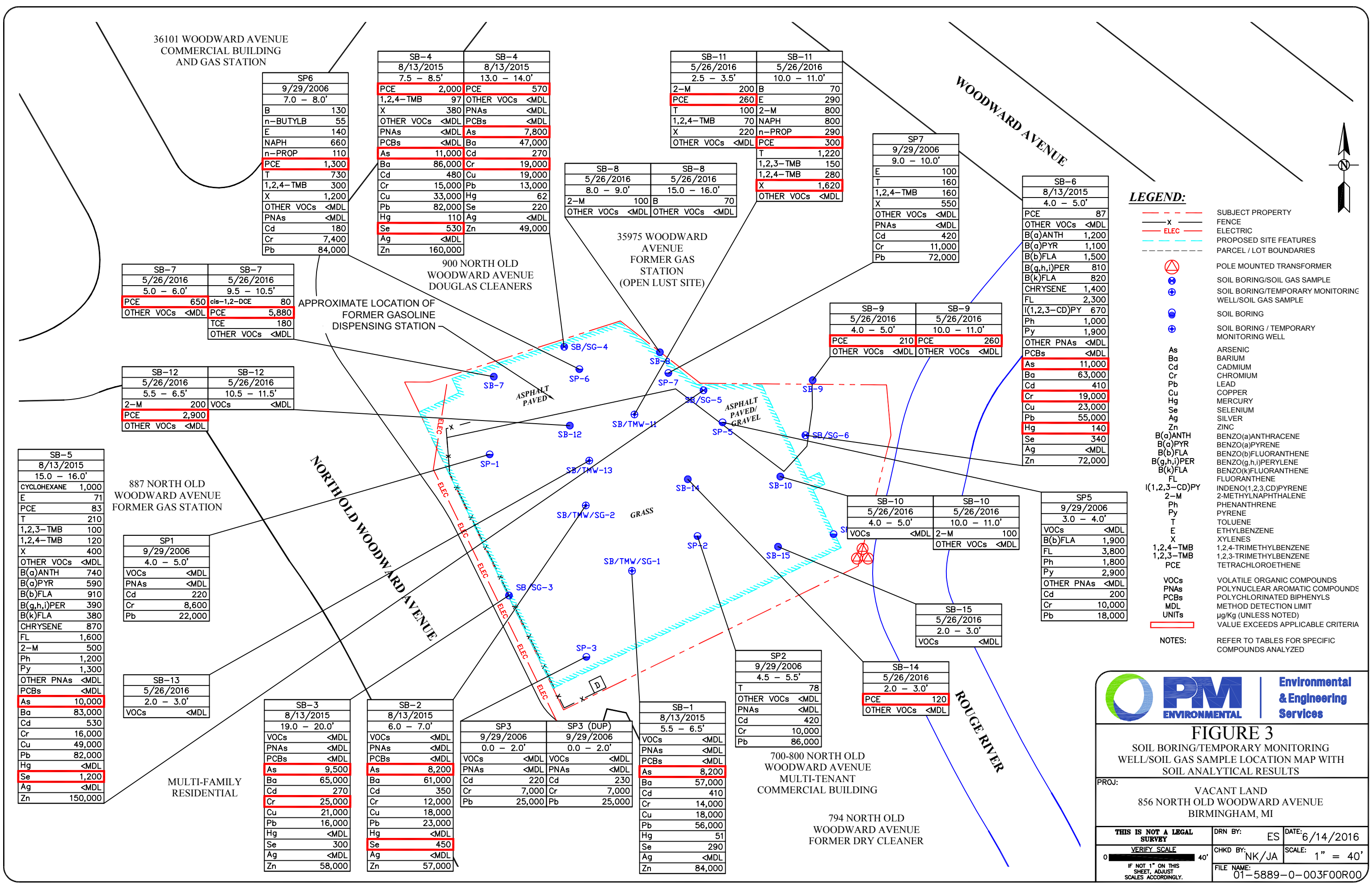


FIGURE 1
PROPERTY VICINITY MAP
USGS, 7.5 MINUTE SERIES
BIRMINGHAM, MI QUADRANGLE, 1968. PHOTO REVISED 1981.







LEGEND:

- SUBJECT PROPERTY
 - FENCE
 - ELECTRIC
 - PROPOSED SITE FEATURES
 - PARCEL / LOT BOUNDARIES
 - POLE MOUNTED TRANSFORMER
 - SOIL BORING/SOIL GAS SAMPLE
 - SOIL BORING/TEMPORARY MONITORING WELL/SOIL GAS SAMPLE
 - SOIL BORING
 - SOIL BORING / TEMPORARY MONITORING WELL
 - As ARSENIC
 - Ba BARIUM
 - Cd CADMIUM
 - Cr CHROMIUM
 - Pb LEAD
 - Cu COPPER
 - Hg MERCURY
 - Se SELENIUM
 - Ag SILVER
 - Zn ZINC
 - B(a)ANTH BENZO(a)ANTHRACENE
 - B(a)PYR BENZO(a)PYRENE
 - B(b)FLA BENZO(b)FLUORANTHENE
 - B(g,h,i)PER BENZO(g,h,i)PERYLENE
 - B(k)FLA BENZO(k)FLUORANTHENE
 - FL FLUORANTHENE
 - I(1,2,3-CD)PY INDENO(1,2,3-CD)PYRENE
 - 2-M 2-METHYLNAPHTHALENE
 - Ph PHENANTHRENE
 - Py PYRENE
 - T TOLUENE
 - E ETHYLBENZENE
 - X XYLENES
 - 1,2,4-TMB 1,2,4-TRIMETHYLBENZENE
 - 1,2,3-TMB 1,2,3-TRIMETHYLBENZENE
 - PCE TETRACHLOROETHENE
 - VOCs VOLATILE ORGANIC COMPOUNDS
 - PNAs POLYNUCLEAR AROMATIC COMPOUNDS
 - PCBs POLYCHLORINATED BIPHENYLS
 - MDL METHOD DETECTION LIMIT
 - UNITS ug/Kg (UNLESS NOTED)
 - VALUE EXCEEDS APPLICABLE CRITERIA
- NOTES: REFER TO TABLES FOR SPECIFIC COMPOUNDS ANALYZED

Environmental & Engineering Services

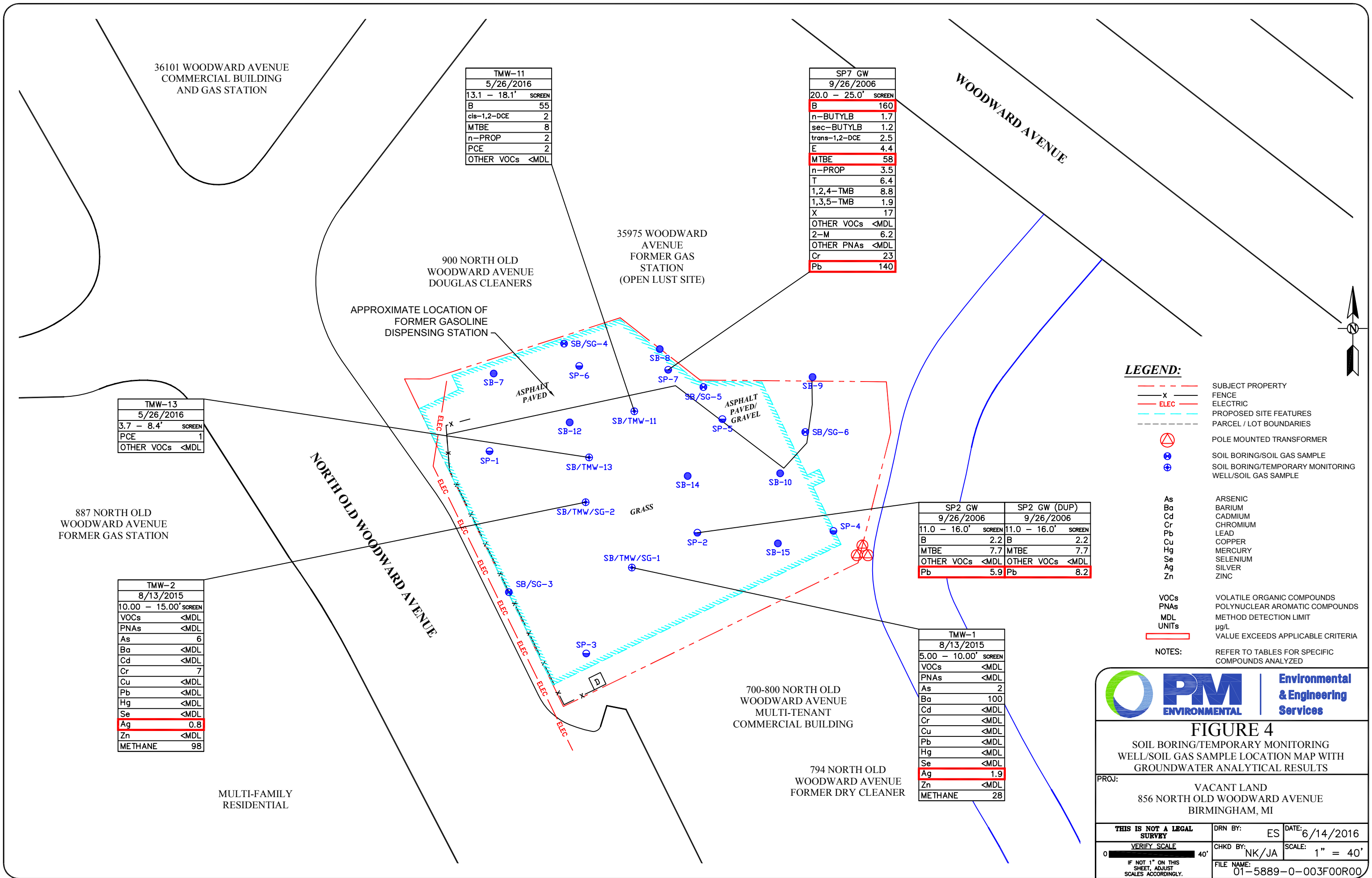
FIGURE 3
SOIL BORING/TEMPORARY MONITORING
WELL/SOIL GAS SAMPLE LOCATION MAP WITH
SOIL ANALYTICAL RESULTS


PROJ: VACANT LAND
856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI

THIS IS NOT A LEGAL SURVEY
VERIFY SCALE
0 40'
IF NOT 1" ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRN BY: ES
CHKD BY: NK/JA
FILE NAME: 01-5889-0-003F00R00

DATE: 6/14/2016
SCALE: 1" = 40'





Environmental
& Engineering
Services

FIGURE 4

SOIL BORING/TEMPORARY MONITORING
WELL/SOIL GAS SAMPLE LOCATION MAP WITH
GROUNDWATER ANALYTICAL RESULTS

PROJ:

VACANT LAND
856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI

THIS IS NOT A LEGAL
SURVEY

DRN BY: ES

DATE: 6/14/2016

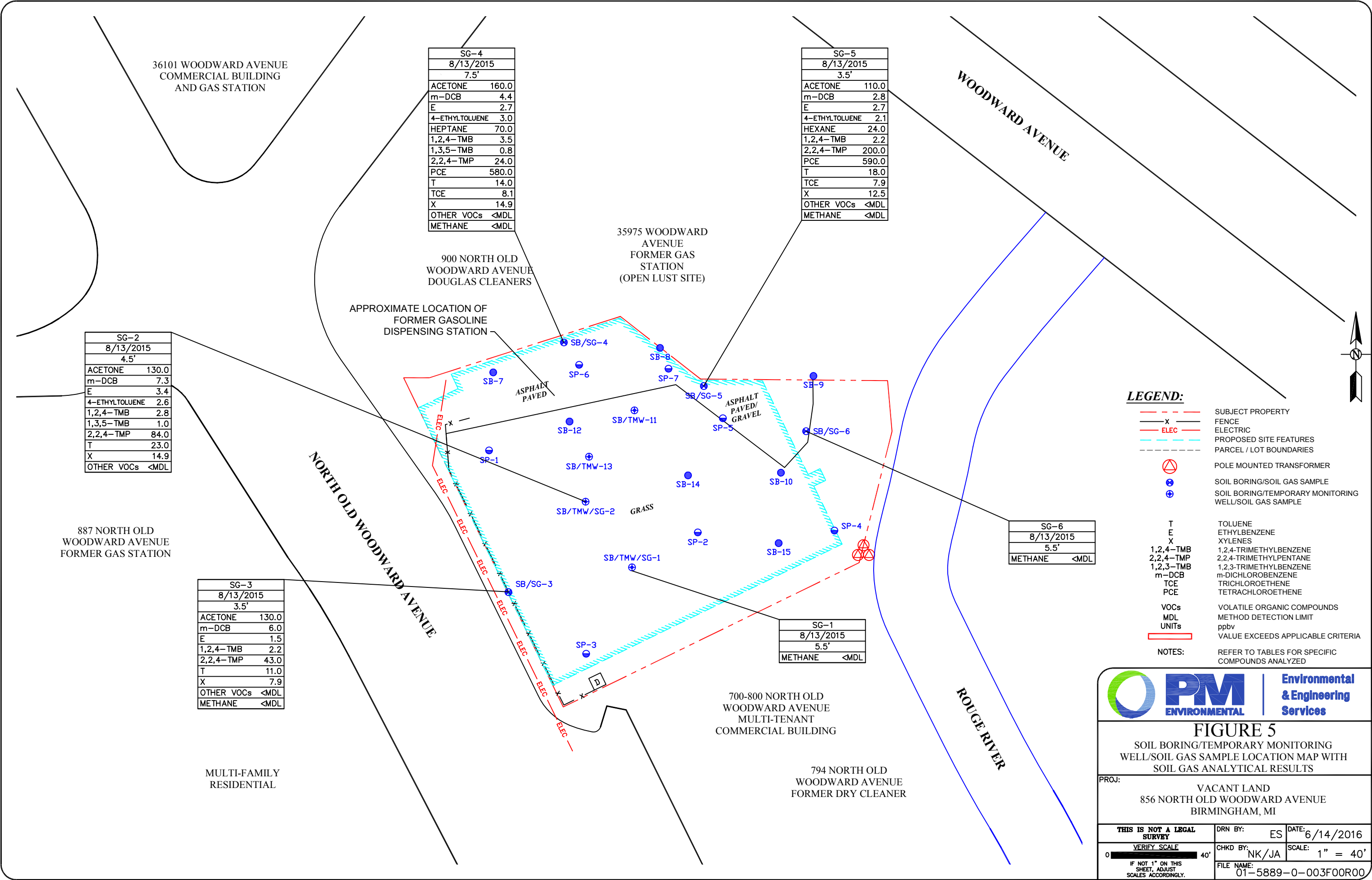
VERIFY SCALE
0 40'


CHKD BY: NK/JA

SCALE: 1" = 40'

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SCALES ACCORDINGLY.

FILE NAME:
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FIGURE 5

SOIL BORING/TEMPORARY MONITORING
WELL/SOIL GAS SAMPLE LOCATION MAP WITH
SOIL GAS ANALYTICAL RESULTS

PROJ: VACANT LAND
856 NORTH OLD WOODWARD AVENUE
BIRMINGHAM, MI

THIS IS NOT A LEGAL SURVEY	DRN BY: ES	DATE: 6/14/2016
VERIFY SCALE	CHKD BY: NK/JA	SCALE: 1" = 40'
0 40'	FILE NAME: 01-5889-0-003F00R00	

IF NOT 1" ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

Tables

TABLE 1
SUMMARY OF SOIL ANALYTICAL RESULTS
VOCs
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT #01-5889-0-0003

VOLATILE ORGANIC COMPOUNDS (µg/Kg)			Benzene	n-Butylbenzene	Cyclohexane	o,s-1,2-Dichloroethene	Ethyl benzene	2-Methylnaphthalene	Naphthalene	n-Propylbenzene	Tetrachloroethene	Toluene	Trichloroethene	1,2,3-Trimethylbenzene*	1,2,4-Trimethylbenzene	Xylenes	Other VOCs
Chemical Abstract Service Number (CAS#)			71432	104518	110827	156592	100414	91576	91203	103651	127184	108883	79016	526738	95636	1330207	Various
Sample ID	Sample Date	Sample Depth (feet bgs)	VOCs														
SP1	9/29/2006	4.0-5.0	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP2	9/29/2006	4.5-5.5*	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	78	<MDL	<MDL	<MDL	<MDL	<MDL
SP3	9/29/2006	0.0-2.0*	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP3 (DUP)			<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP5	9/29/2006	3.0-4.0	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP6	9/29/2006	7.0-8.0	130	55	<MDL	<MDL	140	<MDL	660	110	1,300	730	<MDL	<MDL	300	1,200	<MDL
SP7	9/29/2006	9.0-1.0	<MDL	<MDL	<MDL	<MDL	100	<MDL	<MDL	<MDL	<MDL	160	<MDL	<MDL	160	550	<MDL
SB-1	8/13/2015	5.5-6.5*	<50	<50	<50	<50	<50	<250	<250	<50	<50	<50	<50	<50	<50	<150	<MDL
SB-2	8/13/2015	6.0-7.0*	<50	<50	<50	<50	<50	<250	<250	<50	<50	<50	<50	<50	<50	<150	<MDL
SB-3	8/13/2015	19.0-20.0	<50	<50	<50	<50	<50	<250	<250	<50	<50	<50	<50	<50	<50	<150	<MDL
SB-4	8/13/2015	7.5-8.5	<50	<50	<50	<50	<50	<250	<250	<50	2,000	<50	<50	<50	97	380	<MDL
SB-4	8/13/2015	13.0-14.0	<50	<50	<50	<50	<50	<250	<250	<50	570	<50	<50	<50	<50	<150	<MDL
SB-5	8/13/2015	15.0-16.0	<50	<50	1,000	<50	71	<250	<250	<50	83	210	<50	100	120	400	<MDL
SB-6	8/13/2015	4.0-5.0	<50	<50	<50	<50	<50	<250	<250	<50	87	<50	<50	<50	<50	<150	<MDL
SB-7	5/26/2016	5.0-6.0	<70	<70	NA	<70	<70	<100	<300	<70	650	<70	<70	<70	<70	<170	<MDL
SB-7	5/26/2016	9.5-10.5	<80	<80	NA	80	<80	<200	<400	<80	5,880	<80	180	<80	<80	<280	<MDL
SB-8	5/26/2016	8.0-9.0	<70	<70	NA	<70	<70	100	<300	<70	<70	<70	<70	<70	<70	<170	<MDL
SB-8	5/26/2016	15.0-16.0	70	<60	NA	<60	<60	<100	<300	<60	<60	<60	<60	<60	<60	<160	<MDL
SB-9	5/26/2016	4.0-5.0	<70	<70	NA	<70	<70	<100	<300	<70	210	<70	<70	<70	<70	<170	<MDL
SB-9	5/26/2016	10.0-11.0	<70	<70	NA	<70	<70	<100	<300	<70	260	<70	<70	<70	<70	<170	<MDL
SB-10	5/26/2016	4.0-5.0	<60	<60	NA	<60	<60	<100	<300	<60	<60	<60	<60	<60	<60	<160	<MDL
SB-10	5/26/2016	10.0-11.0	<60	<60	NA	<60	<60	100	<300	<60	<60	<60	<60	<60	<60	<160	<MDL
SB-11	5/26/2016	2.5-3.5	<60	<60	NA	<60	<60	200	<300	<60	260	100	<60	<60	70	220	<MDL
SB-11	5/26/2016	10.0-11.0	70	<70	NA	<70	290	800	800	290	300	1,220	<70	150	280	1,620	<MDL
SB-12	5/26/2016	5.5-6.5	<70	<70	NA	<70	<70	200	<300	<70	2,900	<70	<70	<70	<70	<170	<MDL
SB-12	5/26/2016	10.5-11.5	<70	<70	NA	<70	<70	<100	<400	<70	<70	<70	<70	<70	<70	<170	<MDL
SB-13	5/26/2016	2.0-3.0*	<60	<60	NA	<60	<60	<100	<300	<60	<60	<60	<60	<60	<60	<160	<MDL
SB-14	5/26/2016	2.0-3.0*	<60	<60	NA	<60	<60	<100	<300	<60	120	<60	<60	<60	<60	<160	<MDL
SB-15	5/26/2016	2.0-3.0*	<70	<70	NA	<70	<70	<100	<300	<70	<70	<70	<70	<70	<70	<170	<MDL
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50)																	
Generic Soil Cleanup Criteria Tables 2 and 3: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013																	
Residential (µg/Kg)																	
Drinking Water Protection (Res DWP)	100	1,600	NL	1,400	1,500	57,000	35,000	1,600		100	16,000	100	1,800	2,100	5,600	Various	
Groundwater Surface Water Interface Protection (GSIP)	4,000 {X}	ID	NL	12,000	360	4,200	730	ID		1,200 {X}	5,400	4,000 {X}	570	570	820	Various	
Soil Volatilization to Indoor Air Inhalation (Res SVII)	1,600	ID	NL	22,000	87,000	2.70E+06	2.50E+05	ID		11,000	3.3E+05 {C}	1,000	2.6E+06 {C}	4.3E+06 {C}	6.3E+06 {C}	Various	
Ambient Air Infinite Source Volatile Soil Inhalation (Res VSI)	13,000	ID	NL	1.80E+05	7.20E+05	1.50E+06	3.00E+05	ID		1.70E+05	2.80E+06	11,000	1.60E+07	2.10E+07	4.60E+07	Various	
Ambient Air Finite VSI for 5 Meter Source Thickness	34,000	ID	NL	4.20E+05	1.00E+06	1.50E+06	3.00E+05	ID		4.80E+05	5.10E+06	25,000	3.80E+08	5.00E+08	6.10E+07	Various	
Ambient Air Finite VSI for 2 Meter Source Thickness	79,000	ID	NL	9.90E+05	2.20E+06	1.50E+06	3.00E+05	ID		1.1E+06	1.20E+07	57,000	3.80E+08	5.00E+08	1.30E+08	Various	
Ambient Air Particulate Soil Inhalation (Res PSI)	3.80E+08	2.00E+09	NL	2.30E+09	1.00E+10	6.70E+08	2.00E+08	1.30E+09		2.7E+09	2.70E+10	1.30E+08	8.20E+10	8.20E+10	2.90E+11	Various	
Direct Contact (Res DC)	1.80E+05	2.50E+06	NL	2.5E+06 {C}	2.2E+07 {C}	8.10E+06	1.60E+07	2.50E+06		2.0E+05 {C}	5.0E+07 {C}	5.0E+5 {C,DD}	3.2E+07 {C}	3.2E+07 {C}	4.1E+08 {C}	Various	
Nonresidential (µg/Kg)																	
Drinking Water Protection (Nonres DWP)	100	4,600	NL	1,400	1,500	1.70E+05	1.00E+05	4,600		100	16,000	100	1,800	2,100	5,600	Various	
Soil Volatilization to Indoor Air Inhalation (Nonres SVII)	8,400	ID	NL	41,000	4.6E+05 {C}	4.90E+06	4.70E+05	ID		21,000	6.1E+05 {C}	1,900	4.8E+06 {C}	8.0E+06 {C}	1.2E+07 {C}	Various	
Ambient Air Infinite Source Volatile Soil Inhalation (Nonres VSI)	45,000	ID	NL	2.10E+05	2.40E+06	1.80E+06	3.50E+05	ID		2.10E+05	3.30E+06	14,000	1.90E+07	2.50E+07	5.40E+07	Various	
Ambient Air Finite VSI for 5 Meter Source Thickness	99,000	ID	NL	4.30E+05	3.10E+06	1.80E+06	3.50E+05	ID		4.90E+05	3.60E+07	25,000	4.60E+08	6.00E+08	6.50E+07	Various	
Ambient Air Finite VSI for 2 Meter Source Thickness	2.30E+05	ID	NL	1.00E+06	6.50E+06	1.80E+06	3.50E+05	ID		1.1E+06	3.60E+07	58,000	4.60E+08	6.00E+08	1.30E+08	Various	
Ambient Air Particulate Soil Inhalation (Nonres PSI)	4.70E+08	ID	NL	1.00E+09	1.30E+10	2.90E+08	8.80E+07	5.90E+08		1.2E+09	1.20E+10	5.90E+07	3.60E+10	3.60E+10	1.30E+11	Various	
Direct Contact (Nonres DC)	8.40E+05 {C}	8.00E+06	NL	8.0E+06 {C}	7.1E+07 {C}	2.60E+07	5.20E+07	8.00E+06		9.3E+05 {C}	1.6E+08 {C}	6.6E+05 {C,DD}	1.0E+08 {C}	1.0E+08 {C}	1.0E+09 {C}	Various	
Screening Levels (µg/Kg)																	
Soil Saturation Concentration Screening Levels (Csat)	4.00E+05	1.00E+07	NL	6.40E+05	1.40E+05	NA	NA	1.00E+07		88,000	2.50E+05	5.00E+05	94,000	1.10E+05	1.50E+05	Various	

Applicable Criterion/RBSL Exceeded

BOLD

Value Exceeds Applicable Criterion/RBSL

bgs

Below Ground Surface (feet)

1

1,2,3-Trimethylbenzene RBSLs based on the more restrictive of 1,2,4-trimethylbenzene and 1,3,5-trimethylbenzene.

MDL

Laboratory method detection limit

NA

Not Applicable

NL

Not Listed

NLL

Not Likely to Leach

NLV

Not Likely to Volatilize

ID

Insufficient Data

*

Measured from a point approximately 10 feet below street elevation

TABLE 2
SUMMARY OF SOIL ANALYTICAL RESULTS
PNAs
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-0003

POLYNUCLEAR AROMATIC COMPOUNDS (PNAs) (µg/Kg)			Benzo(a)anthracene	Benzo(a)pyrene	Benzo(b)fluoranthene	Benzo(g,h,i)perylene	Benzo(k)fluoranthene	Chrysene	Fluoranthene	Indeno(1,2,3-cd)pyrene	2-Methylnaphthalene	Phenanthrene	Pyrene
Chemical Abstract Service Number (CAS#)			56553	50328	205992	191242	207089	218019	206440	193395	91576	85018	129000
Sample ID	Sample Date	Sample Depth (feet bgs)	PNAs										
SP1	9/29/2006	4.0-5.0	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP2	9/29/2006	4.5-5.5*	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP3	9/29/2006	0.0-2.0*	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP3 (DUP)			<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP5	9/29/2006	3.0-4.0	<MDL	<MDL	1,900	<MDL	<MDL	<MDL	3,800	<MDL	<MDL	1,800	2,900
SP6	9/29/2006	7.0-8.0	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SP7	9/29/2006	9.0-1.0	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL
SB-1	8/13/2015	5.5-6.5*	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-2	8/13/2015	6.0-7.0*	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-3	8/13/2015	19.0-20.0	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-4	8/13/2015	7.5-8.5	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-4	8/13/2015	13.0-14.0	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330	<330
SB-5	8/13/2015	15.0-16.0	740	590	910	390	380	870	1,600	<330	500	1,200	1,300
SB-6	8/13/2015	4.0-5.0	1,200	1,100	1,500	810	820	1,400	2,300	670	<330	1,000	1,900
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Soil Cleanup Criteria Tables 2 and 3: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013													
Residential (µg/Kg)													
Statewide Default Background Levels	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Drinking Water Protection (Res DWP)	NLL	NLL	NLL	NLL	NLL	NLL	NLL	7.30E+05	NLL	57,000	56,000	4.80E+05	
Groundwater Surface Water Interface Protection (GSIP)	NLL	NLL	NLL	NLL	NLL	NLL	NLL	5,500	NLL	4,200	2,100	ID	
Soil Volatilization to Indoor Air Inhalation (Res SVII)	NLV	NLV	ID	NLV	NLV	NLV	ID	1.0E+9 (D)	NLV	2.70E+06	2.8E+06	1.0E+9 (D)	
Ambient Air Infinite Source Volatile Soil Inhalation (Res VSI)	NLV	NLV	ID	NLV	NLV	NLV	ID	7.40E+08	NLV	1.50E+06	1.60E+05	6.5E+08	
Ambient Air Finite VSI for 5 Meter Source Thickness	NLV	NLV	ID	NLV	NLV	NLV	ID	7.4E+08	NLV	1.50E+06	1.60E+05	6.5E+08	
Ambient Air Finite VSI for 2 Meter Source Thickness	NLV	NLV	ID	NLV	NLV	NLV	ID	7.4E+08	NLV	1.50E+06	1.60E+05	6.5E+08	
Ambient Air Particulate Soil Inhalation (Res PSI)	ID	1.5E+06	ID	8.0E+08	ID	ID	ID	9.3E+09	ID	6.70E+08	6.7E+06	6.7E+09	
Direct Contact (Res DC)	20,000	2,000	20,000	2.5E+06	2.00E+05	2.0E+06	4.6E+07	20,000	8.10E+06	1.6E+06	2.9E+07		
Nonresidential (µg/Kg)													
Drinking Water Protection (Nonres DWP)	NLL	NLL	NLL	NLL	NLL	NLL	NLL	7.30E+05	NLL	1.70E+05	1.60E+05	4.80E+05	
Soil Volatilization to Indoor Air Inhalation (Nonres SVII)	NLV	NLV	ID	NLV	NLV	NLV	ID	1.0E+9 (D)	NLV	4.90E+06	5.1E+06	1.0E+9 (D)	
Ambient Air Infinite Source Volatile Soil Inhalation (Nonres VSI)	NLV	NLV	ID	NLV	NLV	NLV	ID	8.9E+08	NLV	1.80E+06	1.90E+05	7.8E+08	
Ambient Air Finite VSI for 5 Meter Source Thickness	NLV	NLV	ID	NLV	NLV	NLV	ID	8.8E+08	NLV	1.80E+06	1.90E+05	7.8E+08	
Ambient Air Finite VSI for 2 Meter Source Thickness	NLV	NLV	ID	NLV	NLV	NLV	ID	8.8E+08	NLV	1.80E+06	1.90E+05	7.8E+08	
Ambient Air Particulate Soil Inhalation (Nonres PSI)	ID	1.9E+06	ID	3.5E+08	ID	ID	ID	4.1E+09	ID	2.90E+08	2.9E+06	2.9E+09	
Direct Contact (Nonres DC)	80,000	8,000	80,000	7.0E+06	8.00E+05	8.0E+06	1.3E+08	80,000	2.60E+07	5.2E+06	8.4E+07		
Screening Levels (µg/Kg)													
Soil Saturation Concentration Screening Levels (Csat)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Applicable Criterion/RBSL Exceeded
BOLD Value Exceeds Applicable Criterion/RBSL
bgs Below Ground Surface (feet)
MDL Laboratory method detection limit
NA/NL/ID Not Applicable/Not Listed/Insufficient Data
NLL/NLV Not Likely to Leach/Not Likely to Volatilizae
* Measured from a point approximately 10 feet below street elevation

TABLE 3
SUMMARY OF SOIL ANALYTICAL RESULTS
PCBs AND METALS
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-0003

POLYCHLORINATED BIPHENYLS (PCBs) AND MICHIGAN TEN METALS (µg/Kg)			PCBs	Arsenic	Barium	Cadmium	Chromium	Copper	Lead	Mercury	Selenium	Silver	Zinc
Chemical Abstract Service Number (CAS#)			1336363	7440382	7440393	7440439	16065831	7440508	7439921	7439976	7782492	7440224	7440666
Sample ID	Sample Date	Sample Depth (feet bgs)	PCBs	Michigan Ten Metals									
SP1	9/29/2006	4.0-5.0	NA	NA	NA	220	8,600	NA	22,000	NA	NA	NA	NA
SP2	9/29/2006	4.5-5.5*	NA	NA	NA	420	10,000	NA	86,000	NA	NA	NA	NA
SP3 SP3 (DUP)	9/29/2006	0.0-2.0*	NA	NA	NA	220	7,000	NA	25,000	NA	NA	NA	NA
			NA	NA	NA	230	7,000	NA	25,000	NA	NA	NA	NA
SP5	9/29/2006	3.0-4.0	NA	NA	NA	200	10,000	NA	18,000	NA	NA	NA	NA
SP6	9/29/2006	7.0-8.0	NA	NA	NA	180	7,400	NA	84,000	NA	NA	NA	NA
SP7	9/29/2006	9.0-1.0	NA	NA	NA	420	11,000	NA	72,000	NA	NA	NA	NA
SB-1	8/13/2015	5.5-6.5*	<MDL	8,200	57,000	410	14,000	18,000	56,000	51	290	<100	84,000
SB-2	8/13/2015	6.0-7.0*	<MDL	8,200	61,000	350	12,000	18,000	23,000	<50	450	<100	57,000
SB-3	8/13/2015	19.0-20.0	<MDL	9,500	65,000	270	25,000	21,000	16,000	<50	300	<100	58,000
SB-4	8/13/2015	7.5-8.5	<MDL	11,000	86,000	480	15,000	33,000	82,000	110	530	<100	160,000
SB-4	8/13/2015	13.0-14.0	<MDL	7,800	47,000	270	19,000	19,000	13,000	62	220	<100	49,000
SB-5	8/13/2015	15.0-16.0	<MDL	10,000	83,000	530	16,000	49,000	82,000	<50	1,200	<100	150,000
SB-6	8/13/2015	4.0-5.0	<MDL	11,000	63,000	410	19,000	23,000	55,000	140	340	<100	72,000
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Soil Cleanup Criteria Tables 2 and 3: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013													
Residential (µg/Kg)													
Statewide Default Background Levels	NA	5,800	75,000	1,200	18,000	32,000	21,000	130	410	1,000	47,000		
Drinking Water Protection (Res DWP)	NLL	4,600	1.30E+06	6,000	30,000	5.80E+06	7.00E+05	1,700	4,000	4,500	2.40E+06		
Groundwater Surface Water Interface Protection (GSIP)	NLL	4,600	1.3E+06 {G}	7,700 {G,X}	3,300	1.8E+05 {G}	8.2E+06 {G,X}	50 {M}; 1.2	400	100 {M}; 27	3.9E+05 {G}		
Soil Volatilization to Indoor Air Inhalation (Res SVII)	3.0E+06	NLV	NLV	NLV	NLV	NLV	NLV	48,000	NLV	NLV	NLV		
Ambient Air Infinite Source Volatile Soil Inhalation (Res VSI)	2.40E+05	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 5 Meter Source Thickness	7.9E+06	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 2 Meter Source Thickness	7.9E+06	NLV	NLV	NLV	NLV	NLV	NLV	52,000	NLV	NLV	NLV		
Ambient Air Particulate Soil Inhalation (Res PSI)	5.2E+06	7.20E+05	3.30E+08	1.70E+06	2.60E+05	1.30E+08	1.00E+08	2.00E+07	1.30E+08	6.70E+06	ID		
Direct Contact (Res DC)	{T}	7,600	3.70E+07	5.50E+05	2.50E+06	2.00E+07	4.00E+05	1.60E+05	2.60E+06	2.50E+06	1.70E+08		
Nonresidential (µg/Kg)													
Drinking Water Protection (Nonres DWP)	NLL	4,600	1.30E+06	6,000	30,000	5.80E+06	7.00E+05	1,700	4,000	4,500	5.00E+06		
Soil Volatilization to Indoor Air Inhalation (Nonres SVII)	1.6E+07	NLV	NLV	NLV	NLV	NLV	NLV	89,000	NLV	NLV	NLV		
Ambient Air Infinite Source Volatile Soil Inhalation (Nonres VSI)	8.10E+05	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 5 Meter Source Thickness	2.8E+07	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Finite VSI for 2 Meter Source Thickness	2.8E+07	NLV	NLV	NLV	NLV	NLV	NLV	62,000	NLV	NLV	NLV		
Ambient Air Particulate Soil Inhalation (Nonres PSI)	6.5E+06	9.10E+05	1.50E+08	2.20E+06	2.40E+05	5.90E+07	4.40E+07	8.80E+06	5.90E+07	2.90E+06	ID		
Direct Contact (Nonres DC)	{T}	37,000	1.30E+08	2.10E+06	9.20E+06	7.30E+07	9.0E+5 (DD)	5.80E+05	9.60E+06	9.00E+06	6.30E+08		
Screening Levels (µg/Kg)													
Soil Saturation Concentration Screening Levels (Csat)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		

Applicable Criterion/RBSL Exceeded
BOLD Value Exceeds Applicable Criterion/RBSL
bgs Below Ground Surface (feet)
MDL Laboratory method detection limit (MDL)
NA/NL/ID Not Applicable/Not Listed/Insufficient Data
NLL/NLV Not Likely to Leach/Not Likely to Volatilize
{G} Metal GSIP Criteria for Surface Water Not Protected for Drinking Water Use based on 418 mg/L CaCO3 Hardness: Station ID 630003, Rouge River, near Troy, MI
* Measured from a point approximately 10 feet below street elevation

TABLE 4
SUMMARY OF GROUNDWATER ANALYTICAL RESULTS
VOCs, PNAs, METALS, AND METHANE
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-0003

VOLATILE ORGANIC COMPOUNDS (VOCs), POLYNUCLEAR AROMATIC COMPOUNDS (PNAs), MICHIGAN TEN METALS, AND METHANE (µg/L)				Benzene	n-Butylbenzene	sec-Butylbenzene	cis-1,2-Dichloroethylene	trans-1,2-Dichloroethylene	Ethylbenzene	Methyl-tert-butyl ether (MTBE)	n-Propylbenzene	Tetrachloroethylene	Toluene	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	Xylenes	VOCs	2-Methylnaphthalene	Other PNAs	Arsenic	Barium	Cadmium	Chromium	Copper	Lead	Mercury	Selenium	Silver	Zinc	Methane	
Chemical Abstract Service Number (CAS#)				71432	104518	135988	156592	156605	100414	1634044	103651	127184	108883	95636	108678	1330207	Various	91576	Various	7440382	7440393	7440439	16065831	7440508	7439921	7439976	7782492	7440224	7440666	74828	
Sample ID	Sample Date	Screen Depth (feet bgs)	Depth to Groundwater (feet bgs)	VOCs														PNAs		Michigan Ten Metals										Methane	
SP2 GW	9/26/2006	11.0-16.0	12.0	2.2	<MDL	<MDL	<MDL	<MDL	<MDL	7.7	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	NA	NA	NA	NA	<MDL	<MDL	NA	5.9	NA	NA	NA	NA	NA	
SP2 GW (DUP)	9/26/2006			2.2	<MDL	<MDL	<MDL	<MDL	<MDL	7.7	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	<MDL	NA	NA	NA	NA	<MDL	<MDL	NA	8.2	NA	NA	NA	NA	NA	
SP7 GW	9/26/2006	20.0-25.0	20.0	160	1.7	1.2	<MDL	2.5	4.4	58	3.5	<MDL	6.4	8.8	1.9	17	<MDL	6.2	<MDL	NA	NA	<MDL	23	NA	140	NA	NA	NA	NA	NA	
TMW-1	8/13/2015	5.00-10.00*	6.57*	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<3	<MDL	<5	<MDL	2	100	<0.2	<5	<4	<3	<0.2	<5	1.9	<10	28		
TMW-2	8/13/2015	10.00-15.00*	12.57*	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<3	<MDL	<5	<MDL	6	<100	<0.2	7	<4	<3	<0.2	<5	0.8	<10	98		
TMW-11	5/26/2016	13.1-18.1	16.19	55	<1	<1	2	<1	<1	8	2	2	<1	<1	<1	<3	<MDL	<5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
TMW-13	5/26/2016	3.7-8.7*	5.93*	<1	<1	<1	<1	<1	<1	<5	<1	1	<1	<1	<3	<MDL	<5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Cleanup Criteria Requirements for Response Activity (R 299.1 - R 299.50) Generic Groundwater Cleanup Criteria Table 1: Residential and Non-Residential Part 201 Generic Cleanup Criteria and Screening Levels/Part 213 Risk-Based Screening Levels, December 30, 2013 MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013																															
Residential/Nonresidential (µg/L)																															
Residential Drinking Water (Res DW)				5.0 (A)	80	80	70 (A)	100 (A)	74 (E)	40 (E)	80	5.0 (A)	790 (E)	63 (E)	72 (E)	280 (E)	Various	260	Various	10 (A)	2,000 (A)	5.0 (A)	100 (A)	1,000 (E)	4.0 (L)	2.0 (A)	50 (A)	34	2,400	ID	
Nonresidential Drinking Water (Nonres DW)				5.0 (A)	230	230	70 (A)	100 (A)	74 (E)	40 (E)	230	5.0 (A)	790 (E)	63 (E)	72 (E)	280 (E)	Various	750	Various	10 (A)	2,000 (A)	5.0 (A)	100 (A)	1,000 (E)	4.0 (L)	2.0 (A)	50 (A)	98	5,000 (E)	ID	
Groundwater Surface Water Interface (GSI)				200 (X)	ID	ID	620	1,500 (X)	18	7,100 (X)	ID	60 (X)	270	17	45	41	Various	19	Various	10	2,000 (G)	6.4 (G,X)	240 (G)	30 (G)	47 (G,X)	0.0013	5.0	0.2 (M); 0.06	400 (G)	NA	
Residential Groundwater Volatilization to Indoor Air Inhalation (Res GVII) ²				5,600	ID	ID	93,000	85,000	1.10E+05	4.7E+7 (S)	ID	25,000	5.3E+5 (S)	56,000 (S)	61,000 (S)	1.9E+5 (S)	Various	25,000 (S)	Various	NLV	NLV	NLV	NLV	NLV	NLV	56 (S)	NLV	NLV	NLV	(K)	
Nonresidential Groundwater Volatilization to Indoor Air Inhalation (Nonres GVII) ²				35,000	ID	ID	2.10E+05	2.00E+05	1.7E+5 (S)	4.7E+7 (S)	ID	1.70E+05	5.3E+5 (S)	56,000 (S)	61,000 (S)	1.9E+5 (S)	Various	25,000 (S)	Various	NLV	NLV	NLV	NLV	NLV	NLV	56 (S)	NLV	NLV	NLV	(K)	
Screening Levels (µg/L)																															
Residential Groundwater Vapor Intrusion Screening Levels (GW _{VI-res}) ³				27	91	16	83	360	700	2.50E+05	92	94	36,000	1,700	1200	10,000	Various	940	Various	NL	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Nonresidential Groundwater Vapor Intrusion Screening Levels (GW _{VI-nr}) ³				140	380	68	350	1,500	2600	1.00E+06	390	460	1.50E+05	7,300	5,100	10,000	Various	3,900	Various	NL	NL	NL	NL	NL	NL	NL	ID	NL	NL	NL	520
Water Solubility				1.75E+06	NA	NA	3.50E+06	6.30E+06	1.69E+05	4.68E+07	NA	2.00E+05	5.26E+05	56,000	61,000	1.86E+05	Various	25,000	Various	NA	NA	NA	NA	NA	NA	56	NA	NA	NA	NA	NA
Flammability and Explosivity Screening Level				68,000	ID	ID	5.30E+05	2.30E+05	43,000	ID	ID	ID	61,000	56,000 (S)	ID	70,000	Various	ID	Various	ID	ID	ID	ID	ID	ID	ID	ID	ID	ID	ID	28,000

- Applicable Criteria/RBSL Exceeded
- BOLD**

Value Exceeds Applicable Criteria
- bgs

Below Ground Surface (feet)
- MDL

Laboratory Method Detection Limit
- ²

Tier 1 GVII Criteria based on 3 meter (or greater) groundwater depth
- ³

(2013 Vapor Intrusion Guidance) Screening Levels based on depth to groundwater less than 3.0 meters and not in contact with building foundation
- NA/NL/ID

Not Applicable/Not Listed/Insufficient Data
- NLV

Not Likely to Volatilize
- {G}

Metal GSIP Criteria for Surface Water Not Protected for Drinking Water Use based on 418 mg/L CaCO3 Hardness: Station ID 630003, Rouge River, near Troy, MI
- *

Measured from a point approximately 10 feet below street elevation

TABLE 5
SUMMARY OF SOIL GAS ANALYTICAL RESULTS
VOCs AND METHANE
856 NORTH OLD WOODWARD AVENUE, BIRMINGHAM, MICHIGAN
PM PROJECT # 01-5889-0-0003

VOLATILE ORGANIC COMPOUNDS (VOCs) AND METHANE (ppbv)			Acetone	m-Dichlorobenzene	Ethylbenzene	4-Ethyltoluene	Heptane	Hexane	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	2,2,4-Trimethylpentane	Tetrachloroethylene	Toluene	Trichloroethylene	m,p-Xylene	o-Xylene	Xylenes (total)	Other VOCs	Methane
Chemical Abstract Service Number (CAS#)			67641	541731	100414	622968	142825	110543	95636	108678	540841	127184	108883	79016	1330207	95476	1330207	Various	74828
Sample ID	Sample Date	Sample Depth (feet bgs)	VOCs																Methane
SG-1	8/13/2015	5.5*	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	ND
SG-2	8/13/2015	4.5*	130.0	7.3	3.4	2.6	<0.80	<0.80	2.8	1.0	84.0	<0.16	23.0	<0.16	11.0	3.9	14.9	ND	NA
SG-3	8/13/2015	3.5	130.0	6.0	1.5	<0.80	<0.80	<0.80	2.2	<0.80	43.0	<0.16	11.0	<0.16	5.7	2.2	7.9	ND	ND
SG-4	8/13/2015	7.5	160.0	4.4	2.7	3.0	70.0	<0.80	3.5	0.8	24.0	580.0	14.0	8.1	11.0	3.9	14.9	ND	ND
SG-5	8/13/2015	3.5	110.0	2.8	2.7	2.1	<0.80	24.0	2.2	<0.80	200.0	590.0	18.0	7.9	9.3	3.2	12.5	ND	ND
SG-6	8/13/2015	5.5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	A	NA	NA	ND
MDEQ Guidance Document For The Vapor Intrusion Pathway, Policy and Procedure Number: 09-017, Appendix D Vapor Intrusion Screening Values, May 2013																			
Residential Screening Levels (ppbv)																			
Vapor Intrusion Shallow Sub-Slab Soil Gas Screening Levels (≤ 1.5m bgs) (SG _{VI-SS})			82,000	16	640	NDC	28,000	6,600	1,500	1,500	25,000	170	44,000	12	760	760	760	Various	1.25E+04 (g)
Vapor Intrusion Deep Soil Gas Screening Levels (SG _{VI})			8.20E+05	160	6,400	NDC	2.80E+05	66,000	15,000	15,000	2.50E+05	1,700	4.40E+05	120	7,600	7,600	7,600	Various	1.25E+04 (g)
Nonresidential Screening Levels (ppbv)																			
Vapor Intrusion Shallow Sub-Slab Soil Gas Screening Levels (≤ 1.5m bgs) (SG _{VI-SS})			1.40E+06	280	13,000	NDC	4.70E+05	1.10E+05	25,000	25,000	4.20E+05	3,300	7.40E+05	210	13,000	13,000	13,000	Various	1.25E+04 (g)
Vapor Intrusion Deep Soil Gas Screening Levels (SG _{VI})			1.40E+07	2,800	1.30E+05	NDC	4.70E+06	1.10E+06	2.50E+05	2.50E+05	4.20E+06	33,000	7.40E+06	2,100	1.30E+05	1.30E+05	1.30E+05	Various	1.25E+04 (g)

- Applicable Criteria/RBSL Exceeded
- BOLD

Value Exceeds Applicable Criteria
- bgs

Below Ground Surface (feet)
- MDL

Laboratory Method Detection Limit (MDL)
- NA

Not Applicable
- NDC

"No Defined Criteria" by the Michigan Department of Environmental Quality (MDEQ)
- *

Measured from a point approximately 10 feet below street elevation

Appendix A



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-7

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		ASPHALT		-	0.0	
		SP- (Loose) SAND (moist) Brown, fine, trace gravel		-	0.0	
2				-	0.0	
		SC- (Medium Dense) CLAYEY SAND (moist) Brown, fine		-	0.0	
4				-	0.0	
		CL- (Medium Stiff) CLAY (moist) Brown	SS-1 5.0 - 6.0'	-	0.0	
6				-	0.0	
				-	0.0	
8				-	0.0	
		SM- (Medium Dense) SILTY SAND (moist) Brown, fine	SS-2 9.5 - 10.5'	-	0.0	
10				-	0.0	
		CL- (Medium Stiff) CLAY (moist) Gray		-	0.0	
12				-	0.0	
			SS-3 13.0 - 14.0'	-	0.0	
14				-	0.0	
				-	0.0	
16				-	0.0	
				-	0.0	
18				-	0.0	
				-	0.0	
20						

Completion Notes: EOB @ 20' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ.
The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-8

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		ASPHALT				
		SC- (Medium Dense) CLAYEY SAND (moist)		-	0.0	
		Brown/Gray, fine, (with glass/gravel 1 - 5' bgs)		-	0.0	
2				-	0.0	
				-	0.7	
4				-	2.9	
				-	6.2	
6				-	13.5	
				-	7.2	
8			SS-1	-	17.0	
		CL- (Medium Stiff) CLAY (moist)	8.0 - 9.0'	-	12.6	
		Gray		-	8.1	
10				-	6.4	
				-	2.7	
12				-	0.9	
				-	0.4	
14				-	0.2	
			SS-2	-		
16			15.0 - 16.0'			
		REFUSAL @ 16' bgs				

Completion Notes: EOB @ 16' bgs. Hole filled with soil cuttings and bentonite.

1. The indicated stratification lines are approximate in situ.
The transitions between materials may be gradual.
2. Boring backfilled with natural soils unless otherwise noted.



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-9

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		ASPHALT		-	0.0	
		SP- (Loose) SAND (moist) Brown, fine, (with gravel and construction debris 0 - 9.5' bgs)		-	0.0	
2				-	0.0	
				-	0.0	
4			SS-1 4.0 - 5.0'	-	0.0	
				-	0.0	
6				-	0.0	
				-	0.0	
8				-	0.0	
				-	0.0	
10		SM- (Medium Dense) SILTY SAND (moist) Brown, fine, (with construction debris)	SS-2 10.0 - 11.0'	-	0.0	
		CL- (Stiff) CLAY (moist) Brown		-	0.0	
12				-	0.0	
				-	0.0	
14		CL- (Soft) CLAY (moist) Gray/Brown	SS-3 14.0 - 15.0'	-	0.0	
				-	0.0	
16				-	0.0	
				-	0.0	
18				-	0.0	
				-	0.0	
20						

Completion Notes: EOB @ 20' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ.
The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-10

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		GRASS/TOP SOIL		-	0.0	
		SC- (Medium Dense) CLAYEY SAND (moist)		-	0.0	
2		Brown/Gray, fine (with gravel and construction debris)		-	0.0	
				-	0.0	
4			SS-1 4.0 - 5.0'	-	0.0	
				-	0.0	
6		SP- (Loose) SAND (moist)		-	0.0	
		Brown, fine (with gravel and construction debris), black staining 10-11' bgs.		-	0.0	
8				-	0.0	
				-	0.0	
10			SS-2 10.0 - 11.0'	-	0.0	
				-	0.0	
12				-	0.0	
				-	0.0	
14				-	0.0	
				-	0.0	
16			SS-3 16.5 - 17.5'	-	0.0	
		CL- (Medium Stiff) CLAY (moist)		-	0.0	
18		Brown		-	0.0	
				-	0.0	
20				-	0.0	

Completion Notes: EOB @ 20' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ.
The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.



Well Log .

Project No.: 01-5889-0-003

Well No.: SB/TMW-11

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			Groundwater Well Completion Details
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		GRASS/TOP SOIL		-	0.0	
		SP- (Loose) SAND (moist) Brown, fine (with construction debris, gravel and concrete 3.5 - 4' bgs), black staining 3-3.5' and 8-11' bgs.		-	0.0	
2				-	0.0	
			SS-1 2.5 - 3.5'	-	0.0	
				-	0.0	
4				-	0.0	
				-	0.0	
6				-	0.0	
				-	0.0	
8				-	0.0	
				-	0.0	
10				-	0.0	
			SS-2 10.0 - 11.0'	-	0.0	
				-	0.0	
12		SM- (Medium Dense) SILTY SAND (moist) Brown, fine (with construction debris 11.5 - 12' bgs)		-	0.0	
		SP- (Loose) SAND (moist) Brown, fine, trace gravel		-	0.0	
14				-	0.0	
				-	0.0	
16		SP- (Loose) SAND (saturated) Brown, fine, trace gravel		-	0.0	
				-	0.0	
18		REFUSAL @ 18' bgs				

Completion Notes: EOB @ 18' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ. The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-12

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE		No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts PID (ppm)	
0		Ground Surface			
		ASPHALT		- 0.0	
		SC- (Medium Dense) CLAYEY SAND (moist)		- 0.0	
2		Brown, fine		- 0.0	
				- 0.0	
				- 0.0	
4				- 0.0	
				- 0.0	
			SS-1	- 0.0	
6		CL- (Medium Stiff) CLAY (moist)	5.5 - 6.5'	- 0.0	
		Brown/Gray		- 0.0	
		SC- (Medium Dense) CLAYEY SAND (moist)		- 0.0	
8		Brown, fine		- 0.0	
				- 0.0	
10		SM- (Medium Dense) SILTY SAND (moist)	SS-2	- 0.0	
		Brown, fine	10.5 - 11.5'	- 0.0	
12		CL- (Medium Stiff) CLAY (moist)		- 0.0	
		Gray		- 0.0	
			SS-3	- 0.0	
14			13.0 - 14.0'	- 0.0	
				- 0.0	
16				- 0.0	
				- 0.0	
18				- 0.0	
				- 0.0	
20					

Completion Notes: EOB @ 20' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ. The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.



Well Log .

Project No.: 01-5889-0-003

Well No.: SB/TMW-13

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			Groundwater Well Completion Details
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				<p>1" PVC Casing</p> <p>1" 10-Slot PVC Screen</p> <p>Ground Surface</p> <p>Approximate Water Level (5.93')</p> <p>3.74'</p> <p>8.74'</p>
		GRASS/TOP SOIL				
		SP- (Loose) SAND (moist) Brown, fine, trace gravel		-	0.0	
				-	0.0	
2			SS-1 2.0 - 3.0'	-	0.0	
				-	0.0	
4				-	0.0	
				-	0.0	
6		SP- (Loose) SAND (saturated) Brown, fine, trace gravel	SS-2 5.0 - 6.0'	-	0.0	
				-	0.0	
8		CL- (Soft) CLAY (moist) Gray		-	0.0	<p>NOTE: MEASUREMENTS FROM 10 FEET BELOW STREET ELEVATION</p>
				-	0.0	
10		SM- (Medium Dense) SILTY SAND (moist) Brown, fine		-	0.0	

Completion Notes: EOB @ 10' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ. The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-14

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		GRASS/TOP SOIL				
		SC- (Medium Dense) CLAYEY SAND (moist) Brown, fine, black staining 1.5 - 2.5' bgs		-	0.0	
				-	0.0	
2			SS-1 2.0 - 3.0'	-	0.0	
				-	0.0	
4				-	0.0	
				-	0.0	
6			SS-2 6.0 - 7.0'	-	0.0	
		CL- (Stiff) CLAY (moist) Gray		-	0.0	
8				-	0.0	NOTE: MEASUREMENTS FROM 10 FEET BELOW STREET ELEVATION
				-	0.0	
10				-	0.0	

Completion Notes: EOB @ 10' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ.
The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.



Boring Log .

Project No.: 01-5889-0-003

Boring No.: SB-15

Project Name: Vacant Land

Date Drilled: 5/26/2016

Facility ID#:

Drill Rig: 6712 DT

Logged By: JC

Sampling Method: 2 1/4"MC

SUBSURFACE PROFILE			SAMPLE			No Well Installed
Depth (ft.)	Boring Profile	Description and Comments	Sample # Depth	Blow Counts	PID (ppm)	
0		Ground Surface				
		GRASS/TOP SOIL				
		SC- (Medium Dense) CLAYEY SAND (moist) Brown, fine		-	0.0	
				-	0.0	
2			SS-1 2.0 - 3.0'	-	0.0	
				-	0.0	
4				-	0.0	
				-	0.0	
6		CL- (Medium Stiff) CLAY (moist) Brown (construction debris 7 - 8')		-	0.0	
				-	0.0	
			SS-2 7.0 - 8.0'	-	0.0	NOTE: MEASUREMENTS FROM 10 FEET BELOW STREET ELEVATION
8		CL- (Soft) CLAY (moist) Gray		-	0.0	
				-	0.0	
10						

Completion Notes: EOB @ 10' bgs. Hole filled with soil cuttings and bentonite.

- The indicated stratification lines are approximate in situ. The transitions between materials may be gradual.
- Boring backfilled with natural soils unless otherwise noted.

Appendix C

Assessors Map



Appendix D



SOURCE: USGS MAPS

LOCATION MAP

SCALE: 1" = 2,000'±



SOURCE: GOOGLE EARTH PRO

AERIAL MAP

SCALE: 1" = 100'±

PLAN REFERENCE MATERIALS:

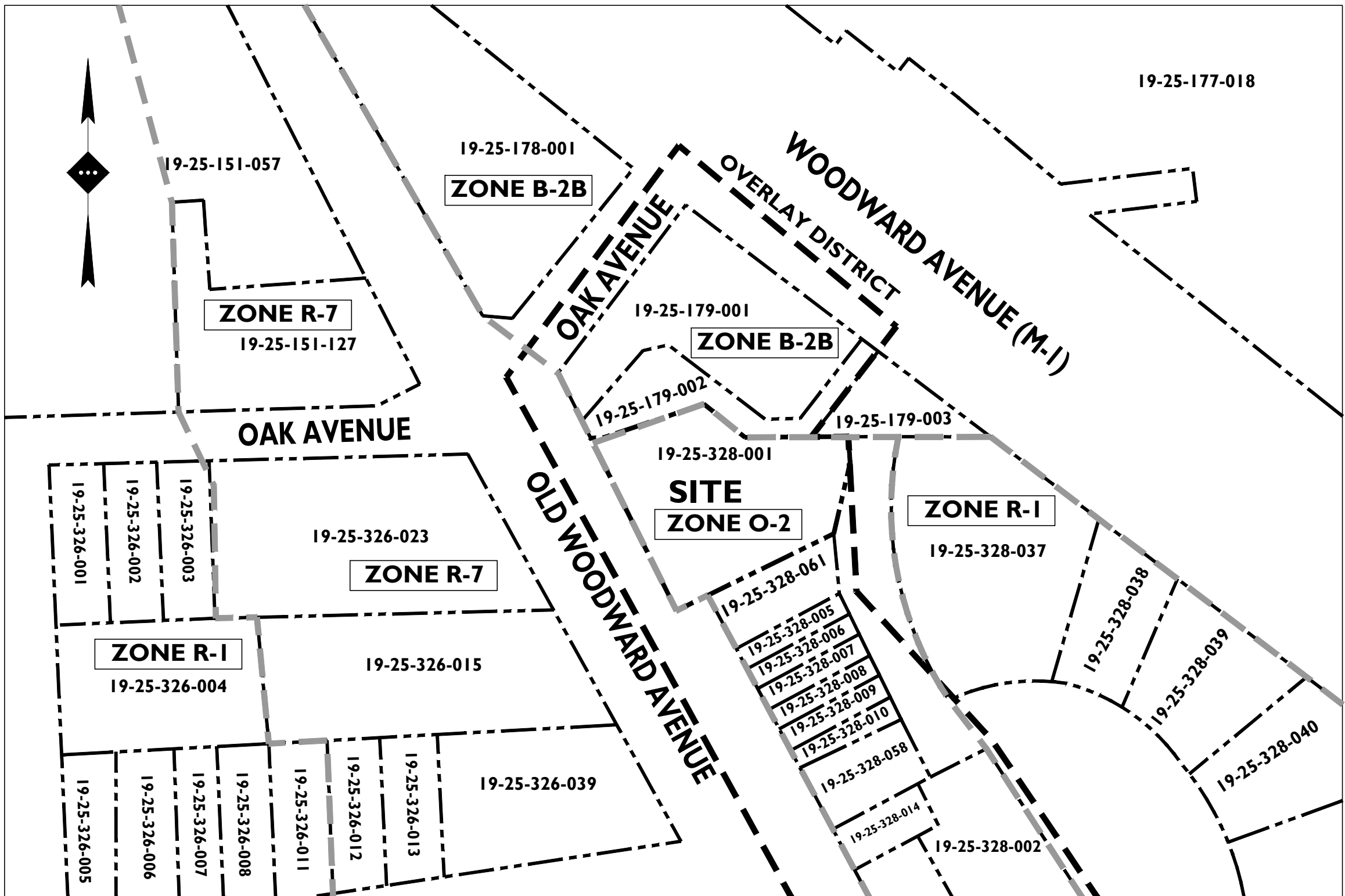
- THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
 - ALTA/ACSM & TOPOGRAPHIC SURVEY PREPARED BY KEM-TEC ASSOCIATES, LAST REVISED 11/05/2015.
 - ARCHITECTURAL PLANS PREPARED BY MARUSICH ARCHITECTURE
 - GEOTECHNICAL REPORT PREPARED BY G2 CONSULTING GROUP
 - TRAFFIC REPORT PREPARED BY STONEFIELD ENGINEERING & DESIGN, LLC
 - BASILINE ENVIRONMENTAL ASSESSMENT PREPARED BY PM ENVIRONMENTAL
 - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO
 - ZONING MAP OBTAINED FROM THE CITY OF BIRMINGHAM ZONING MAP & OAKLAND COUNTY PROPERTY VIEWER
 - LOCATION MAP OBTAINED FROM USGS MAPS ONLINE
- ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.



Know what's below
Call before you dig.

SITE DEVELOPMENT PLANS FOR 856 OLD NORTH WOODWARD PROPOSED 4 STORY MULTI-FAMILY BUILDING WITH RETAIL

PARCEL ID: 19-25-328-001
856 NORTH OLD WOODWARD AVENUE
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

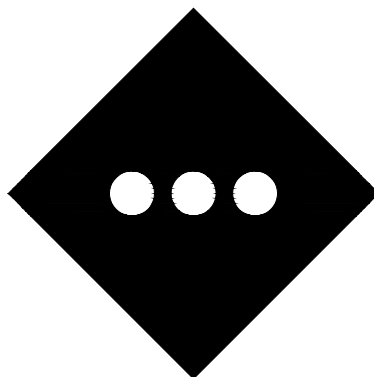


SOURCE: BIRMINGHAM ZONING MAPS & OAKLAND COUNTY PROPERTY GATEWAY

ZONING MAP

SCALE: 1" = 100'±

PLANS PREPARED BY:



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2350 Franklin Road, Suite 210, Bloomfield Hills, MI 48302

Phone 248.247.1115

APPLICANT/OWNER

FLS PROPERTIES #5, LLC
2950 WALNUT LAKE ROAD
WEST BLOOMFIELD, MICHIGAN 48323

SURVEYOR

KEM-TEC ASSOCIATES
22556 GRATIOT AVENUE
EASTPOINTE, MICHIGAN 48021

REVISION	DATE	BY	DESCRIPTION
5	04/12/2016	JAM	REVISED PER CITY COMMENTS & ZONING BOARD SUBMISSION
4	03/10/2016	JAM	REVISED PER CITY COMMENTS & ZONING BOARD SUBMISSION
3	02/17/2016	JAM	REVISED PER CITY COMMENTS
2	01/06/2016	JAM	REVISED PER CITY REVIEW LETTER COMMENTS
1	11/11/2015	JAM	SUBMISSION FOR PRELIMINARY SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

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856 OLD NORTH WOODWARD
PROPOSED 4 STORY MULTI-FAMILY
BUILDING WITH RETAIL

PARCEL ID: 19-25-328-001
856 NORTH OLD WOODWARD ROAD
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN

MICHIGAN LICENSE No. 6201061061
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc.

SCALE: AS SHOWN PROJECT ID: M-15120

TITLE:

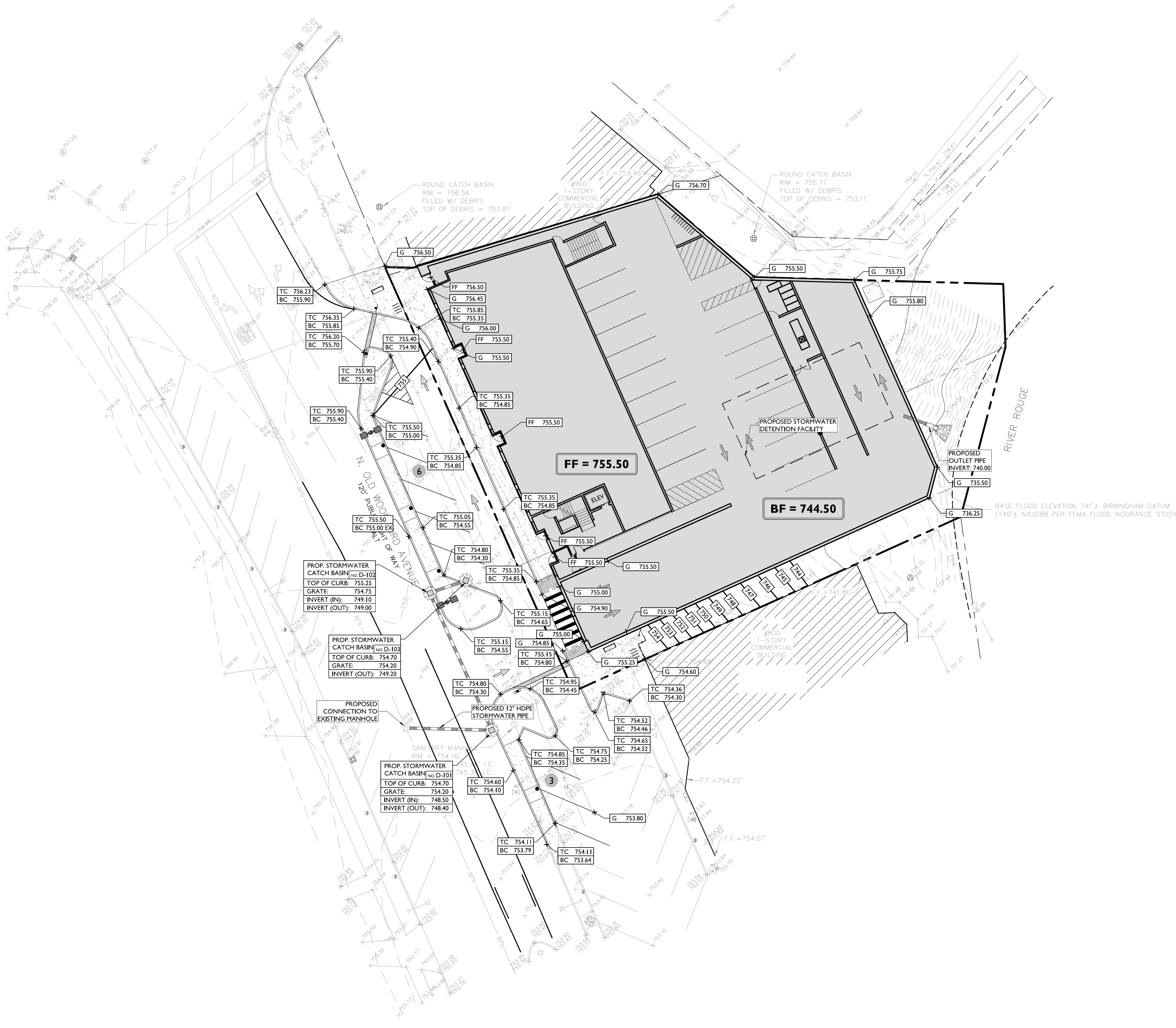
COVER SHEET

DRAWING:

C-1

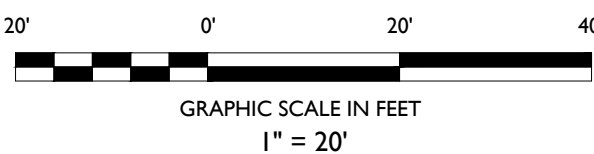


V:\PROJECTS\151324-856-TEC-856-N. OLD WOODWARD, BIRMINGHAM, MICHIGAN\LOT 20-24 GRAD.DWG



SYMBOL	DESCRIPTION
	PROPERTY LINE
	PROPOSED GRADING CONTOUR
	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
	PROPOSED GRADE SPOT SHOT
	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
	PROPOSED FLUSH CURB SPOT SHOT
	PROPOSED DEPRESSED CURB / BOTTOM OF CURB SPOT SHOT
	PROPOSED TOP OF WALL / BOTTOM OF WALL SPOT SHOT

- GRADING NOTES**
- ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
 - THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
 - PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
 - THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
 - MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
 - CURB GUTTER: 0.50%
 - CONCRETE SURFACES: 1.00%
 - ASPHALT SURFACES: 1.00%
 - A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC, IF THIS CONDITION CANNOT BE MET. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.
- ADA NOTES**
- THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
 - THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
 - THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
 - THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP. AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALKUP PATH, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL, THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
 - THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL, WHERE PROVIDED. CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARE SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
 - ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30\"/>



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856 OLD NORTH WOODWARD
PROPOSED 4 STORY MULTI-FAMILY BUILDING WITH RETAIL

PARCEL ID: 19-35-378-001
856 NORTH OLD WOODWARD ROAD
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN

MICHIGAN LICENSE NO. 6201061061
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc.

SCALE: 1" = 20' PROJECT ID: M-15120

TITLE:

GRADING PLAN

DRAWING:

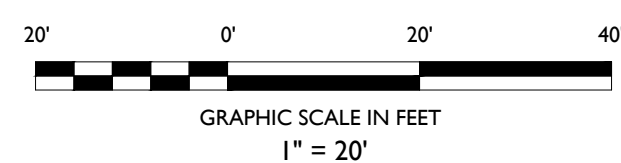
C-4



NOT TO SCALE



1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO LOCATE ALL HORIZONTAL AND VERTICAL LOCATIONS OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC.
2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY DEPTED WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
3. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF ANY DISCREPANCY IN LOCATION OF EXISTING UTILITY OR ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC. ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY LINES BY A MINIMUM OF 18 INCHES. IF ANY DISCREPANCY IN SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
4. THE CONTRACTOR SHALL CONDUCT TEST PIT LOCATIONS TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
5. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNMENT AGENCIES.
6. CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADIENT. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLAN SETS, FIELD NOTES, AND PHOTOGRAPHS OF EXISTING UTILITIES THAT HAVE BEEN CAPOED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
7. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE FIELD LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.




SYMBOL

DESCRIPTION

ISSUE	DATE	BY	DESCRIPTION
5	04/12/2016	JAM	REVISED PER CITY COMMENTS & ZONING BOARD SUBMISSION
4	03/10/2016	JAM	REVISED PER CITY COMMENTS & ZONING BOARD SUBMISSION
3	02/17/2016	JAM	REVISED PER CITY COMMENTS
2	01/06/2016	JAM	REVISED PER CITY REVIEW LETTER COMMENTS
1	11/11/2015	JAM	SUBMISSION FOR PRELIMINARY SITE PLAN APPROVAL

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SITE DEVELOPMENT PLANS

**856 OLD NORTH WOODWARD
PROPOSED 4 STORY MULTI-FAMILY
BUILDING WITH RETAIL**

PARCEL ID: 19-25-328-001
856 NORTH OLD WOODWARD ROAD
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN

MICHIGAN LICENSE No. 6201061061
LICENSED PROFESSIONAL ENGINEER



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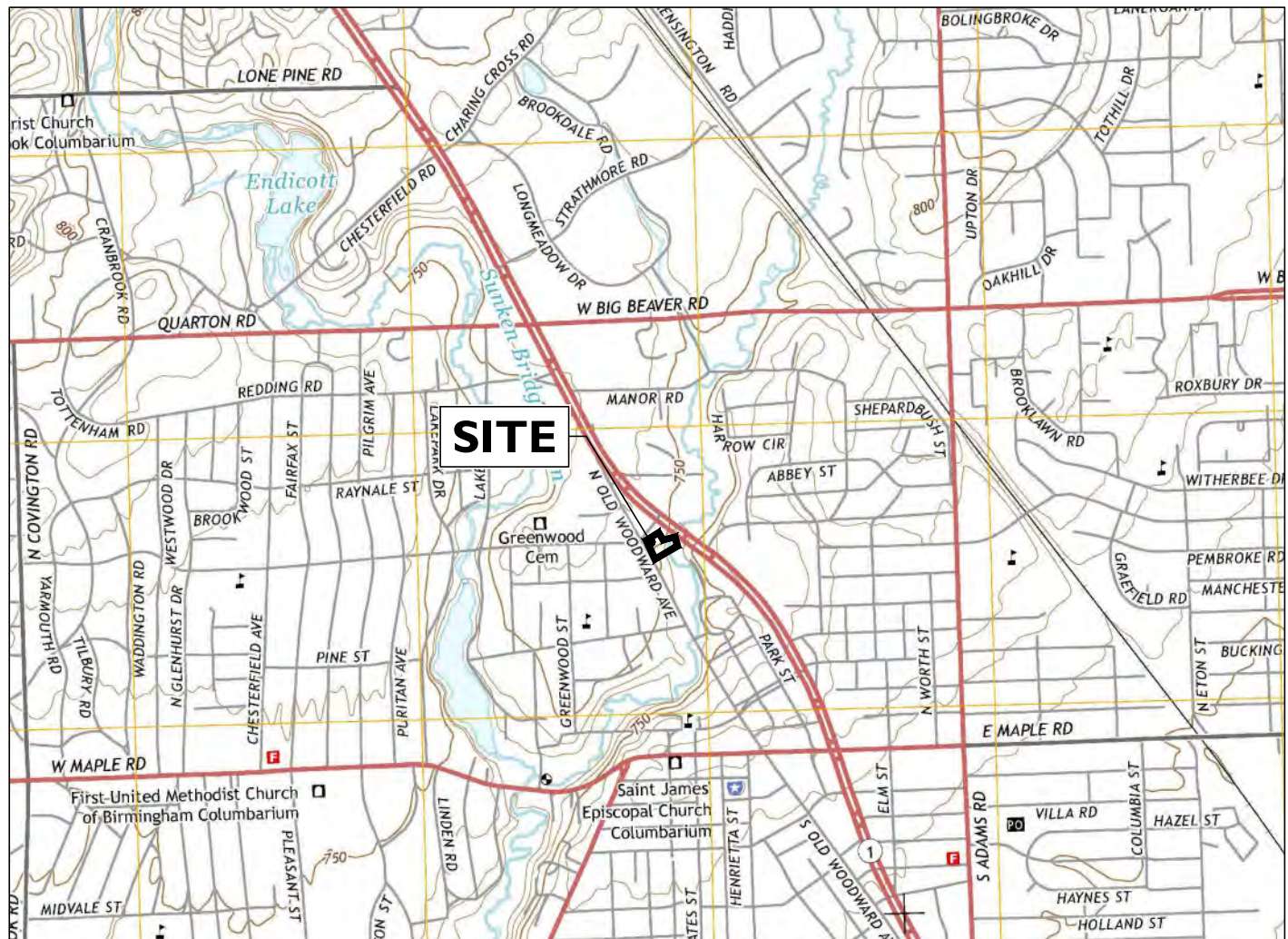
SCALE:	1" = 20'	PROJECT ID: M-15120
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TITLE:

UTILITY PLAN

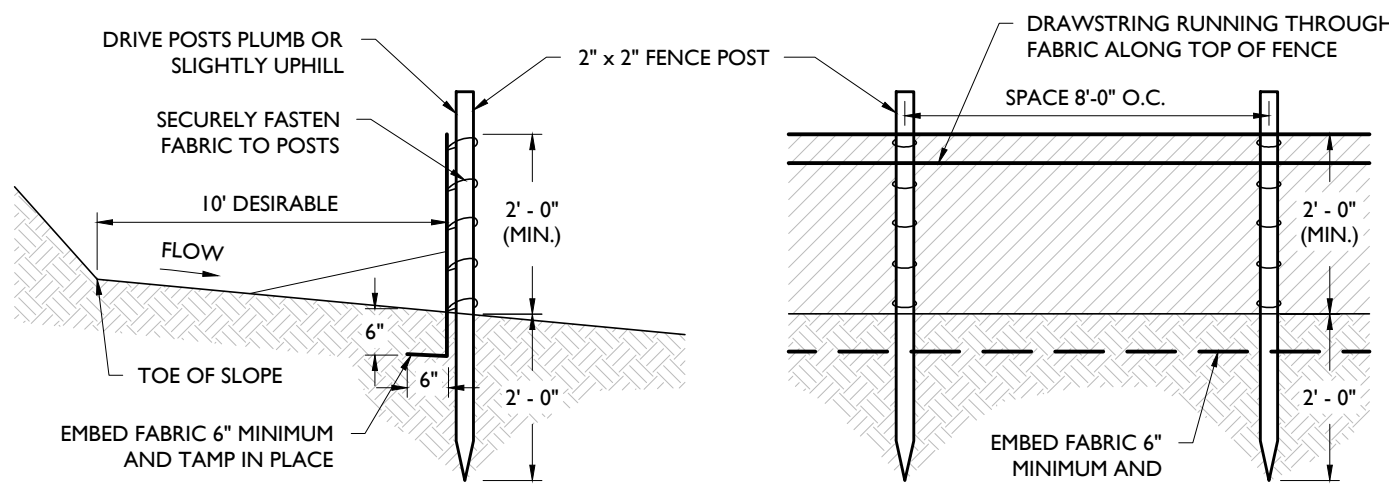
DRAWING:

C-5



LOCATION MAP

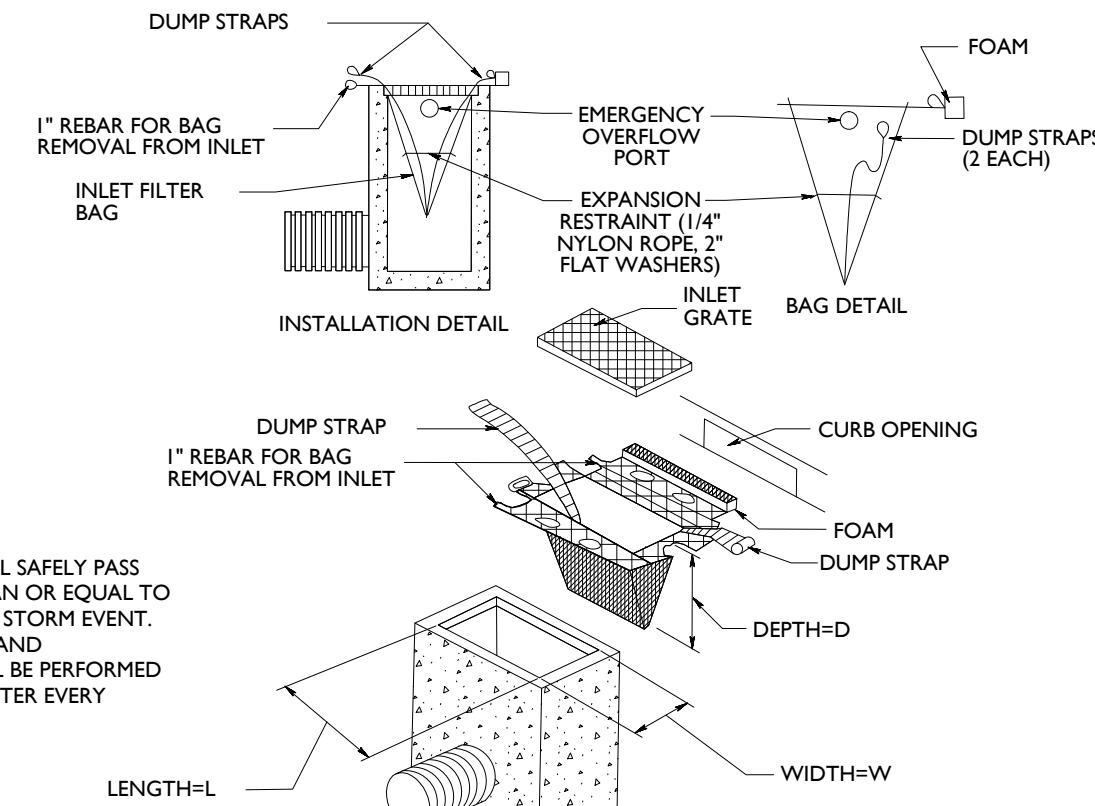
SCALE: 1" = 2000'±



- NOTES:
1. SECURELY FASTEN GEOTEXTILE TO FENCE POST BY USE OF WIRE TIES, HOG RINGS, STAPLES OR POCKETS. FOUR TO SIX FASTENERS PER POST.
 2. GEOTEXTILE FABRIC TO BE EMBEDDED 6" (MIN.) AND TAMP IN PLACE.
 3. SECURELY FASTEN ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE TO A POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.
 4. SET SILT FENCE WITHIN PROJECT LIMITS. 10'-0" IS DESIRABLE.

SILT FENCE DETAIL

NOT TO SCALE



- NOTES:
1. THE FILTER BAG SHALL SAFELY PASS FLOWS GREATER THAN OR EQUAL TO THE 1-YEAR 24-HOUR STORM EVENT.
 2. SEDIMENT REMOVAL AND MAINTENANCE SHALL BE PERFORMED FREQUENTLY AND AFTER EVERY STORM EVENT.

INLET FILTER BAG DETAIL

NOT TO SCALE

SYMBOL

— LOD —	LIMIT OF DISTURBANCE
— SF —	SILT FENCE
⊗	PROPOSED INLET FILTER

DESCRIPTION

59 - URBAN LAND

SOIL CHARACTERISTICS	
HYDROLOGIC SOIL GROUP	D
DEPTH TO RESTRICTIVE LAYER	MORE THAN 200 INCHES
SOIL PERMEABILITY	N/A
DEPTH TO WATER TABLE	MORE THAN 80 INCHES

SEQUENCE OF CONSTRUCTION

1. INSTALL SILT FENCE AND CONSTRUCTION ENTRANCE (2 DAYS).
2. DEMOLISH EXISTING STRUCTURES, PAVEMENT, AND GRAVEL (45 DAYS).
3. ROUGH GRADING AND TEMPORARY SEEDING (20 DAYS).
4. EXCAVATE AND INSTALL UNDERGROUND BASIN, WATER QUALITY UNIT, DRAINAGE PIPING, AND INLETS (20 DAYS).
5. INSTALL INLET FILTERS (1 DAY).
6. BUILDING CONSTRUCTION AND SITE IMPROVEMENTS (275 DAYS).
7. CONSTRUCT RIGHT OF WAY IMPROVEMENTS (180 DAYS).
8. LANDSCAPING IMPROVEMENTS AND FINAL SEEDING (7 DAYS).
9. REMOVE SOIL EROSION MEASURES (1 DAY).

NOTE: TIME DURATIONS ARE APPROXIMATE AND ARE INTENDED TO ACT AS A GENERAL GUIDE TO THE CONSTRUCTION TIMELINE. ALL DURATIONS ARE SUBJECT TO CHANGE BY CONTRACTOR. CONTRACTOR SHALL SUBMIT CONSTRUCTION SCHEDULE TO TOWNSHIP AND ENGINEER. CONTRACTOR SHALL PHASE CONSTRUCTION ACCORDINGLY.

FLOOD HAZARD AREA NOTES:

1. THERE ARE NO RIPARIAN ZONES ON SITE.
2. THERE ARE FLOODWAYS ON SITE.
3. PORTIONS OF THE SITE ARE WITHIN THE 100-YR FLOOD AREA.
4. ALL ELEVATIONS SHOWN ARE BASED ON THE CITY OF BIRMINGHAM DATUM.

ENVIRONMENTAL NOTES:

1. THERE ARE NO WETLANDS ON SITE.
2. THE ROUGE RIVER IS LOCATED ON SITE.
3. REFER TO STORMWATER MANAGEMENT REPORT FOR SOIL INFORMATION AND LAND USE FOR SURROUNDING AREA.

PARCEL AREA

24,719± SQUARE FEET = 0.57± ACRES

BASIS OF BEARING

SOUTH 23°57'44" EAST, BEING THE NORTHERLY RIGHT OF WAY LINE OF N. OLD WOODWARD AVENUE.

BENCHMARK

NORTHWEST BOLT OF STREET LIGHT, LOCATED ON THE EASTERLY SIDE OF N. OLD WOODWARD AVENUE. ELEVATION = 756.31' (CITY OF BIRMINGHAM DATUM)

FLOOD NOTE

SUBJECT PARCEL LIES WITHIN:

SPECIAL FLOOD HAZARD AREA (ZONE AE); BASE FLOOD ELEVATIONS DETERMINED.

FLOODWAY AREAS IN ZONE AE: THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.

ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

AS SHOWN ON FLOOD INSURANCE RATE MAP; MAP NUMBER 26125C0537F, COMMUNITY - PANEL NUMBER 260168 0537 F, DATED SEPTEMBER 29, 2006, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

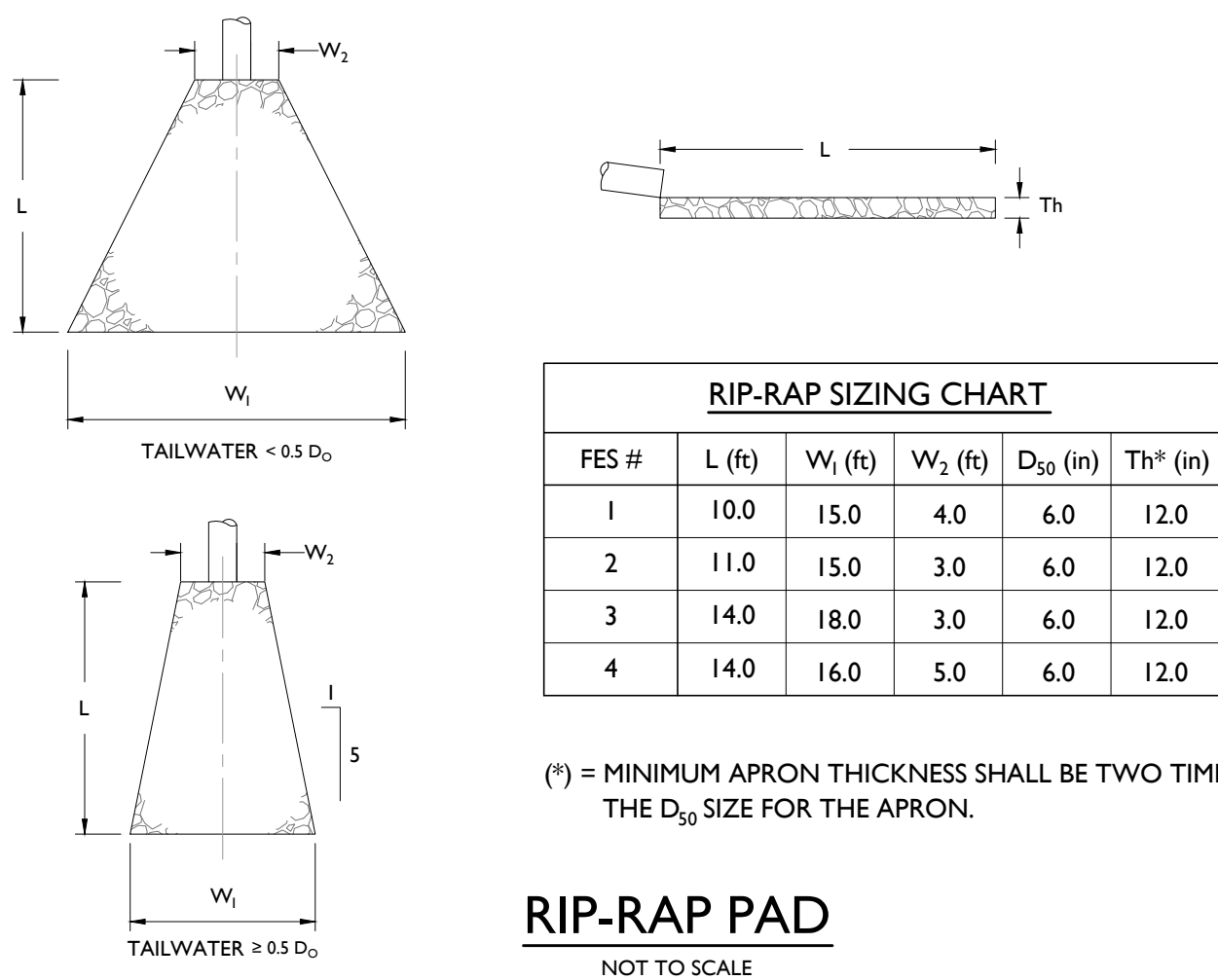
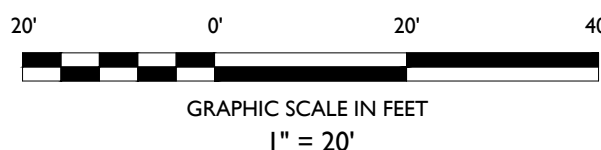
PROPERTY DESCRIPTION

LAND SITUATED IN THE CITY OF BIRMINGHAM, COUNTY OF OAKLAND, STATE OF MICHIGAN IS DESCRIBED AS FOLLOWS:

LOTS 3 AND 4, ASSESSOR'S PLAT No. 29 AS RECORDED IN LIBER 6, PAGE 45 OF PLATS, OAKLAND COUNTY RECORDS, ALSO PART OF THE NORTHWEST 1/4 OF SECTION 25, TOWN 2 NORTH, RANGE 10 EAST, CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT DISTANT SOUTH 88 DEGREES 16 MINUTES 00 SECONDS EAST 10.15 FEET FROM THE NORTHWEST CORNER OF SAID LOT 3; THENCE SOUTH 88 DEGREES 16 MINUTES 00 SECONDS EAST 124.70 FEET; THENCE NORTH 49 DEGREES 21 MINUTES 00 SECONDS WEST 46.41 FEET; THENCE SOUTH 73 DEGREES 32 MINUTES 00 SECONDS WEST 93.28 FEET TO BEGINNING.

EROSION AND SEDIMENT CONTROL NOTES

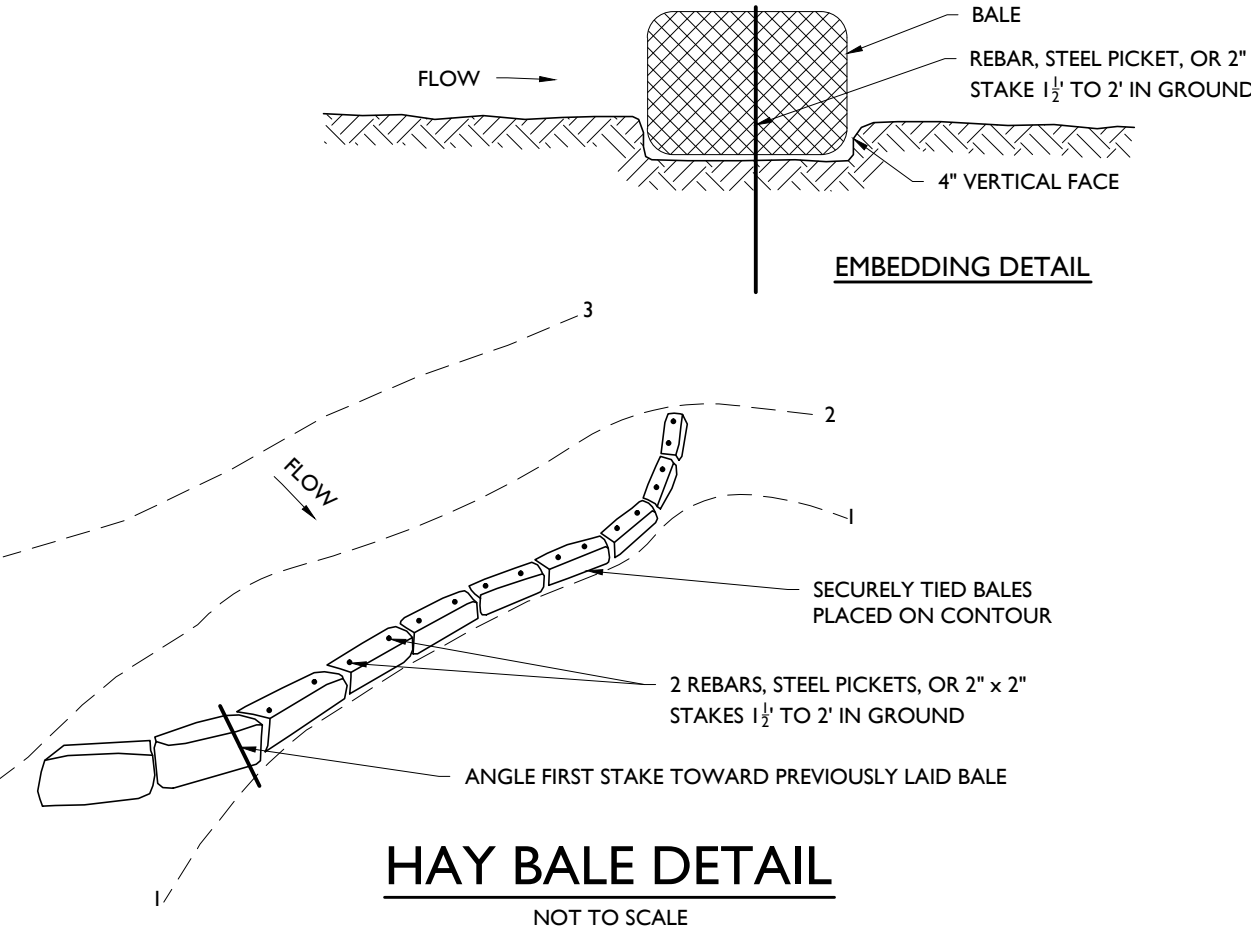
1. THE CONTRACTOR IS RESPONSIBLE FOR SOIL EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL AND COMPLIANCE WITH LOCAL, STATE, AND FEDERAL AIR QUALITY STANDARDS.
3. THE CONTRACTOR IS RESPONSIBLE TO INSPECT ALL SOIL EROSION MEASURES WEEKLY AND AFTER A PRECIPITATION EVENT GREATER THAN 1 INCH. THE CONTRACTOR SHALL MAINTAIN AN INSPECTION LOG ON SITE AND DOCUMENT CORRECTIVE ACTION AS REQUIRED TAKEN THROUGHOUT THE COURSE OF CONSTRUCTION.



(*) = MINIMUM APRON THICKNESS SHALL BE TWO TIMES THE D₅₀ SIZE FOR THE APRON.

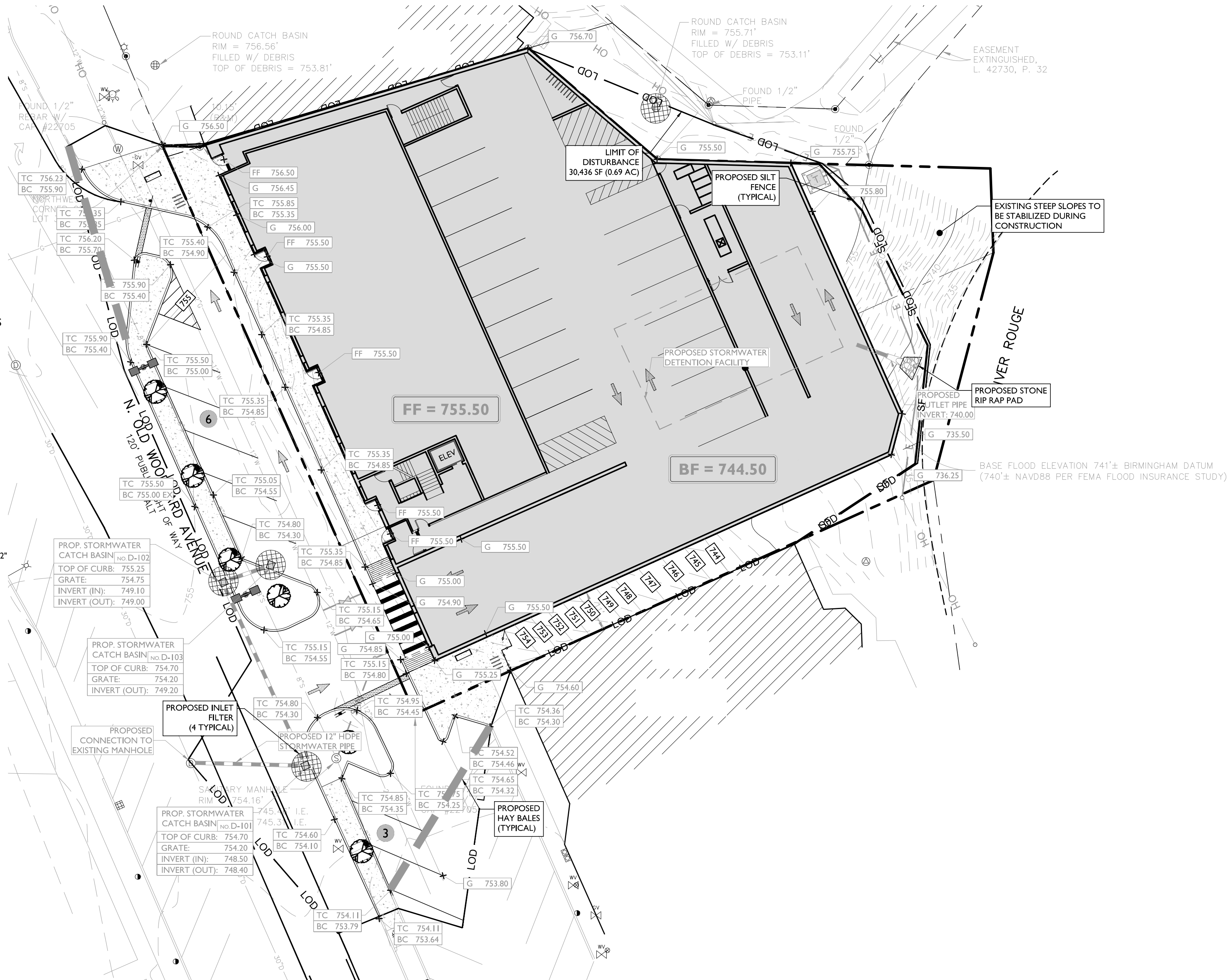
RIP-RAP PAD

NOT TO SCALE



HAY BALE DETAIL

NOT TO SCALE



SITE DEVELOPMENT PLANS

856 OLD NORTH WOODWARD PROPOSED 4 STORY MULTI-FAMILY BUILDING WITH RETAIL

PARCEL ID: 19-35-378-001
856 NORTH OLD WOODWARD ROAD
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN

MICHIGAN LICENSE No. 6201061061
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc.

SCALE: 1" = 20' PROJECT ID: M-15120

SOIL EROSION &
SEDIMENT CONTROL
PLAN

DRAWING:

C-6

STONEFIELD
engineering & design, llc.

Rutherford, NJ · Farmingdale, NY · Bloomfield Hills, MI

www.stonefieldeng.com

2350 Franklin Road, Suite 210, Bloomfield Hills, MI 48302
Phone 248.247.1115

Appendix E

Table 1: 856 North Old Woodward Ave, Birmingham - Eligible Activities Cost Estimates (incl. School Tax Capture)

Item/Activity	Brownfield Quantity	Greenfield Quantity	Units	Unit Cost (Brownfield)	Unit Cost (Greenfield)	Brownfield (Contaminated) Site Cost	Greenfield (Uncontaminated) Site Cost	Eligible Brownfield Cost (cost difference)
Baseline Environmental Assessments								
(a) Phase I ESA, Phase II ESA, BEA, DDCC	1	0	ea	\$ 16,155.00	\$ 2,000.00	\$ 16,155	\$ 2,000	\$ 14,155
Due Care Activities								
(a) Excavation of hazardous material	6,705	6,705	tons	\$ 63.35	\$ 23.00	\$ 424,762	\$ 154,215	\$ 270,547
(b) Transportation of contaminated soils								
Transport of soil to a Type II Landfill	13,390	13,390	tons	\$ 7.00	\$ 0.00	\$ 93,730	\$ -	\$ 93,730
Transport of hazardous material	6,705	6,705	tons	\$ 47.55	\$ 0.00	\$ 318,823	\$ -	\$ 318,823
(c) Disposal of contaminated soils								
Disposal of soil to a Type II Landfill	13,390	13,390	tons	\$ 11.50	\$ 0.00	\$ 153,985	\$ -	\$ 153,985
Disposal of hazardous material	6,705	6,705	tons	\$ 150.00	\$ 0.00	\$ 1,005,750	\$ -	\$ 1,005,750
(d) Excavation Equipment Decon and Decon Wastewater Handling	1	-	ea	\$ 7,500.00	\$ 0.00	\$ 7,500	\$ -	\$ 7,500
(e) Additional delineation and sampling of Tetrachloroethylene soil concentrations								
Mobilization, onsite labor for oversight, screening, and sample collection	1	0	ea	\$ 2,550.00	\$ 0.00	\$ 2,550	\$ -	\$ 2,550
Consultant equipment and supplies	1	0	ea	\$ 600.00	\$ 0.00	\$ 600	\$ -	\$ 600
Data evaluation and project management for reporting	1	0	ea	\$ 3,500.00	\$ 0.00	\$ 3,500	\$ -	\$ 3,500
Drilling and operations	1	0	ea	\$ 5,275.00	\$ 0.00	\$ 5,275	\$ -	\$ 5,275
Lab analysis of 36 samples for VOCs	36	0	samples	\$ 70.00	\$ 0.00	\$ 2,520	\$ -	\$ 2,520
Project management associated with hazardous material	1	0	ea	\$ 7,500.00	\$ 0.00	\$ 7,500	\$ -	\$ 7,500
(f) Associated excavation oversight, excavation verification sampling, and reporting								
Mobilization, oversight, and sample collection	1	0	ea	\$ 12,375.00	\$ 0.00	\$ 12,375	\$ -	\$ 12,375
Consultant equipment and supplies	1	0	ea	\$ 1,200.00	\$ 0.00	\$ 1,200	\$ -	\$ 1,200
Data Evaluation, project management, and report preparation	1	0	ea	\$ 4,500.00	\$ 0.00	\$ 4,500	\$ -	\$ 4,500
Sampling for VOCs, PNAs, PCBs, Michigan 10 metals	28	0	samples	\$ 350.00	\$ 0.00	\$ 9,800	\$ -	\$ 9,800
Up to one sample for TCLP	1	0	samples	\$ 600.00	\$ 0.00	\$ 600	\$ -	\$ 600
(g) Management and disposal of up to 30,000 gallons of contaminated groundwater								
On-site storage management	1	1	ea	\$ 7,500.00	\$ 0.00	\$ 7,500	\$ -	\$ 7,500
Disposal	30,000	30,000	gallons	\$ 1.40	\$ 0.01	\$ 42,000	\$ 240	\$ 41,760
(h) Installation of a vapor barrier and gaskets resistant to chemical breakdown								
Installation of chemically resistant gaskets	10	0	ea	\$ 1,000.00	\$ 0.00	\$ 10,000	\$ -	\$ 10,000
Design, bid specification, and coordination	1	0	ea	\$ 5,000.00	\$ 0.00	\$ 5,000	\$ -	\$ 5,000
Vapor barrier installation and initial testing	1	0	ea	\$ 125,000.00	\$ 0.00	\$ 125,000	\$ -	\$ 125,000
Vapor installation oversight	1	0	ea	\$ 10,000.00	\$ 0.00	\$ 10,000	\$ -	\$ 10,000
Post installation testing	1	0	ea	\$ 7,500.00	\$ 0.00	\$ 7,500	\$ -	\$ 7,500
Project management and reporting	1	0	ea	\$ 15,000.00	\$ 0.00	\$ 15,000	\$ -	\$ 15,000
(i) Costs associated with project management brownfield financial management	1	0	ea	\$ 3,000.00	\$ 0.00	\$ 3,000	\$ -	\$ 3,000
(j) Post-construction due care plan and associated management and reporting	1	0	ea	\$ 5,000.00	\$ 0.00	\$ 5,000	\$ -	\$ 5,000
							Sub-total	\$ 2,130,515
Preparation of Brownfield Plan								
(a) Brownfield Plan/381 Workplan	1	0	ea	\$ 9,000.00	\$ -	\$ 9,000	\$ -	\$ 9,000
Project Sub-Total								\$2,153,670
15% Contingency*								\$ 319,577
Project Sub-Totals with Contingency								\$2,473,247
3% Interest								\$ 508,364
Total Cost of Developer Eligible Activities to be Funded Through TIF								\$ 2,981,610
BRA Requested Deduction								\$ 325,000
Revised Total								\$ 2,656,610

*Excludes contingencies for Baseline Environmental Assessment Activities and Brownfield Plan Preparation

Table 2: TIF Table

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
			YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10	YR11	YR12	YR13	YR14	
Base Taxable Value		\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	\$ 322,450	
Estimated New Taxable Value (estimated increase of 1%/year)		\$ 2,500,000	\$ 2,500,000	\$ 5,000,000	\$ 5,050,000	\$ 5,100,500	\$ 5,151,505	\$ 5,203,020	\$ 5,255,050	\$ 5,307,601	\$ 5,360,677	\$ 5,414,284	\$ 5,468,426	\$ 5,523,111	\$ 5,578,342	\$ 5,634,125	
Incremental Difference (New Taxable Value <i>minus</i> Taxable Value)		\$ 2,177,550	\$ 2,177,550	\$ 4,677,550	\$ 4,727,550	\$ 4,778,050	\$ 4,829,055	\$ 4,880,570	\$ 4,932,600	\$ 4,985,151	\$ 5,038,227	\$ 5,091,834	\$ 5,145,976	\$ 5,200,661	\$ 5,255,892	\$ 5,311,675	
Local Taxes - Millage																	
County Operating	4.0900	\$ 8,906	\$ 19,131	\$ 19,336	\$ 19,542	\$ 19,751	\$ 19,962	\$ 20,174	\$ 20,389	\$ 20,606	\$ 20,826	\$ 21,047	\$ 21,271	\$ 21,497	\$ 21,725	\$ 21,953	\$ 654,721
OIS Allocated	0.1999	\$ 435	\$ 935	\$ 945	\$ 955	\$ 965	\$ 976	\$ 986	\$ 997	\$ 1,007	\$ 1,018	\$ 1,029	\$ 1,040	\$ 1,051	\$ 1,062	\$ 1,073	\$ 32,000
OIS Voted	3.1634	\$ 6,888	\$ 14,797	\$ 14,955	\$ 15,115	\$ 15,276	\$ 15,439	\$ 15,604	\$ 15,770	\$ 15,938	\$ 16,108	\$ 16,279	\$ 16,452	\$ 16,626	\$ 16,803	\$ 16,983	\$ 506,392
OCC Voted	1.5819	\$ 3,445	\$ 7,399	\$ 7,479	\$ 7,558	\$ 7,639	\$ 7,721	\$ 7,803	\$ 7,886	\$ 7,970	\$ 8,055	\$ 8,140	\$ 8,227	\$ 8,314	\$ 8,403	\$ 8,493	\$ 253,228
City Operating	11.4943	\$ 25,029	\$ 53,765	\$ 54,340	\$ 54,920	\$ 55,507	\$ 56,099	\$ 56,697	\$ 57,301	\$ 57,911	\$ 58,527	\$ 59,149	\$ 59,778	\$ 60,413	\$ 61,054	\$ 61,699	\$ 1,839,990
Refuse	0.9170	\$ 1,997	\$ 4,289	\$ 4,335	\$ 4,381	\$ 4,428	\$ 4,475	\$ 4,523	\$ 4,571	\$ 4,620	\$ 4,669	\$ 4,719	\$ 4,769	\$ 4,820	\$ 4,871	\$ 4,922	\$ 146,792
Library	1.1000	\$ 2,395	\$ 5,145	\$ 5,200	\$ 5,256	\$ 5,312	\$ 5,369	\$ 5,426	\$ 5,484	\$ 5,542	\$ 5,601	\$ 5,661	\$ 5,721	\$ 5,781	\$ 5,843	\$ 5,904	\$ 176,086
County Pk & Rec	0.2410	\$ 525	\$ 1,127	\$ 1,139	\$ 1,152	\$ 1,164	\$ 1,176	\$ 1,189	\$ 1,201	\$ 1,214	\$ 1,227	\$ 1,240	\$ 1,253	\$ 1,267	\$ 1,280	\$ 1,294	\$ 38,579
HCMA	0.2146	\$ 467	\$ 1,004	\$ 1,015	\$ 1,025	\$ 1,036	\$ 1,047	\$ 1,059	\$ 1,070	\$ 1,081	\$ 1,093	\$ 1,104	\$ 1,116	\$ 1,128	\$ 1,140	\$ 1,153	\$ 34,353
OCPTA	0.9998	\$ 2,177	\$ 4,677	\$ 4,727	\$ 4,777	\$ 4,828	\$ 4,880	\$ 4,932	\$ 4,984	\$ 5,037	\$ 5,091	\$ 5,145	\$ 5,200	\$ 5,255	\$ 5,311	\$ 5,366	\$ 160,046
Total Local Taxes (capturable)	24.0019	\$ 52,265	\$ 112,270	\$ 113,470	\$ 114,682	\$ 115,906	\$ 117,143	\$ 118,392	\$ 119,653	\$ 120,927	\$ 122,214	\$ 123,513	\$ 124,826	\$ 126,151	\$ 127,490	\$ 128,823	\$ 3,842,187
School Taxes																	
School Operating	18.0000	\$ 39,196	\$ 84,196	\$ 85,096	\$ 86,005	\$ 86,923	\$ 87,850	\$ 88,787	\$ 89,733	\$ 90,688	\$ 91,653	\$ 92,628	\$ 93,612	\$ 94,606	\$ 95,610	\$ 96,623	\$ 830,126
SET	6.0000	\$ 13,065	\$ 28,065	\$ 28,365	\$ 28,668	\$ 28,974	\$ 29,283	\$ 29,596	\$ 29,911	\$ 30,229	\$ 30,551	\$ 30,876	\$ 31,204	\$ 31,535	\$ 31,870	\$ 32,204	\$ 402,194
Total School Taxes	24.0000	\$ 52,261	\$ 112,261	\$ 113,461	\$ 114,673	\$ 115,897	\$ 117,134	\$ 118,382	\$ 119,644	\$ 120,917	\$ 122,204	\$ 123,503	\$ 124,816	\$ 126,141	\$ 127,480	\$ 128,827	\$ 1,608,776
Non-Capturable Millages																	
School Debt	3.9000	\$ 8,492	\$ 18,242	\$ 18,437	\$ 18,634	\$ 18,833	\$ 19,034	\$ 19,237	\$ 19,442	\$ 19,649	\$ 19,858	\$ 20,069	\$ 20,283	\$ 20,498	\$ 20,716	\$ 20,936	\$ 261,426
City Debt	1.3156	\$ 2,865	\$ 6,154	\$ 6,220	\$ 6,286	\$ 6,353	\$ 6,421	\$ 6,489	\$ 6,558	\$ 6,628	\$ 6,699	\$ 6,770	\$ 6,842	\$ 6,915	\$ 6,988	\$ 7,063	\$ 88,188
Zoo Authority	0.0998	\$ 217	\$ 467	\$ 472	\$ 477	\$ 482	\$ 487	\$ 492	\$ 498	\$ 503	\$ 508	\$ 514	\$ 519	\$ 525	\$ 530	\$ 536	\$ 6,690
Art Institute	0.1996	\$ 435	\$ 934	\$ 944	\$ 954	\$ 964	\$ 974	\$ 985	\$ 995	\$ 1,006	\$ 1,016	\$ 1,027	\$ 1,038	\$ 1,049	\$ 1,060	\$ 1,071	\$ 13,380
Total Non-Capturable Millages	5.5150	\$ 12,009	\$ 25,797	\$ 26,072	\$ 26,351	\$ 26,632	\$ 26,916	\$ 27,203	\$ 27,493	\$ 27,786	\$ 28,081	\$ 28,380	\$ 28,682	\$ 28,986	\$ 29,294	\$ 29,600	\$ 369,683
Local Annual Tax Increment Revenue																	
3 Mills of SET to State Brownfield Redevelopment Fund	3.0000	\$ 6,533	\$ 14,033	\$ 14,183	\$ 14,334	\$ 14,487	\$ 14,642	\$ 14,798	\$ 14,955	\$ 15,115	\$ 15,276	\$ 15,438	\$ 15,602	\$ 15,768	\$ 15,935	\$ 16,103	\$ 15,935
School Annual Tax Increment Revenue (after State BF Fund)		\$ 45,729	\$ 98,229	\$ 99,279	\$ 100,339	\$ 101,410	\$ 102,492	\$ 103,585	\$ 104,688	\$ 105,803	\$ 106,929	\$ 108,066	\$ 109,214	\$ 110,374	\$ 111,545	\$ 112,721	\$ 111,545
Annual Tax Increment Revenue		\$ 97,994	\$ 210,499	\$ 212,749	\$ 215,021	\$ 217,317	\$ 219,635	\$ 221,976	\$ 224,341	\$ 226,730	\$ 229,142	\$ 231,579	\$ 234,040	\$ 236,525	\$ 239,035	\$ 241,568	\$ 239,035
Annual Cumulative Incremental Taxes		\$ 97,994	\$ 308,493	\$ 521,241	\$ 736,263	\$ 953,579	\$ 1,173,214	\$ 1,395,191	\$ 1,619,532	\$ 1,846,262	\$ 2,075,404	\$ 2,306,982	\$ 2,541,022	\$ 2,777,547	\$ 3,016,583	\$ 3,259,151	\$ 3,016,583
MDEQ Reimbursed Expenses																	
Local Taxes		\$ 52,265	\$ 112,270	\$ 113,470	\$ 114,682	\$ 115,906	\$ 117,143	\$ 118,392	\$ 119,653	\$ 120,927	\$ 122,214	\$ 123,513	\$ 124,826	\$ 126,151	\$ 127,490	\$ 128,823	\$ 1,413,058
School Taxes		\$ 45,729	\$ 98,229	\$ 99,279	\$ 100,339	\$ 101,410	\$ 102,492	\$ 103,585	\$ 104,688	\$ 105,803	\$ 106,929	\$ 108,066	\$ 109,214	\$ 110,374	\$ 111,545	\$ 112,721	\$ 1,243,552
Unreimbursed Eligible Expenses		\$ 2,656,610	\$ 2,558,616	\$ 2,348,117	\$ 2,135,369	\$ 1,920,347	\$ 1,703,031	\$ 1,483,396	\$ 1,261,419	\$ 1,037,078	\$ 810,348	\$ 581,206	\$ 349,628	\$ 115,588	\$ -	\$ -	\$ 2,656,610

Tax Ratio	Millages	Percentage
Local Tax	24.0019	50.00%
School Tax	24.0000	50.00%
Total	48.0019	100.00%

Proposed 10-year tax capture limit, as imposed by the BBRA

Exhibit C

Brownfield Request for Cost Reimbursement For Eligible Activities

Date: _____

Listed below are total costs expended for each eligible activity category for the expenses being submitted with this request. Attached is evidence of each cost item, including proof of payment and detailed invoices.

Eligible Activity Category		Total Cost
1.	Phase I/Phase II/BEA	
2.	Due Care Activities	
3.	Additional Response Activities	
4.	Brownfield Plan preparation	
5.	Interest	
	Total Cost Reimbursement Request	

I certify that the information submitted on and with this Request for Cost Reimbursement is accurate and is an eligible cost described in the Brownfield Plan for this project approved by the City Council of the City of Birmingham.

Developer: _____

Signature: _____

Title: _____

Address: _____



MEMORANDUM

Engineering Dept.

DATE: September 27, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: N. Old Woodward Ave. Parking Structure
Structural Repairs

For the past twenty-five years, the Engineering Dept. has attempted to conduct a parking structure restoration project once per construction season. Due to the varying nature of the work needed in the different buildings, the size of the projects can vary from half of a structure to two whole structures (for our newest buildings). Restoration work primarily involves concrete patching and waterproofing, but can also include other things such as masonry repairs, plumbing repairs, etc. Following this procedure, it has been our goal to return to each structure roughly every six years.

In 2015, restoration work was conducted at both the Peabody St. and Chester St. Structures. The project was known as Contract #4-15(PK). It was advertised and bid out, and awarded to DRV Contractors, LLC. When the 2015/16 fiscal year budget was originally prepared, it recommended \$650,000 to be expended in concrete restoration and waterproofing at the N. Old Woodward Ave. Parking Structure, since no work of this sort had been done here since 2010. Once the Ad Hoc Parking Development Committee was formed, and discussions began entertaining the demolition of this building, this project was cancelled.

The work required in the 2015 restoration contract with DRV was successfully completed, and we were prepared to close the contract earlier this summer. About the same time, we were notified by SP+ staff that the concrete fascia wall was shifting on the south face of the N. Old Woodward Ave. Parking Structure. The fascia wall is supported by a series of connections wherein the wall is attached with bolts to the edge of the concrete floor slabs on each level. I confirmed after a site visit that the edge of the concrete was being damaged on both Levels 2 and 3 as a result of apparent load shifting. I asked for a structural analysis from our parking consulting engineer, Walker Restoration. They advised that it would be wise to modify and add additional support angles to those that have been added in the past to ensure that the wall and/or concrete decks are not further damaged. I authorized Walker to prepare a work bulletin to act as a change order to the 2015 contract so that a price for the additional work could be solicited by DRV Contractors.

The attached Work Bulletin #4¹ was subsequently prepared by Walker. In addition to structural supports, Walker recommended other high priority work that should be completed at this time:

1. Repair of a small number of trip hazards within the stair towers.
2. Removal of various sized broken concrete chips contained on the fascia walls that are currently wedged in place, or close to falling.
3. Repair of a broken drain pipe.
4. Removal of previous concrete patching material on the ceilings (several locations).

The fourth item was subsequently addressed by SP+ local staff, at my direction. The others would require more expertise, so we asked DRV to bid this work on the bulletin. The prices submitted by DRV was reviewed to their other contracts completed previously, which were bid out, including the 2015 contract, as well as the 2010 contract at the N. Old Woodward Ave. Structure (also completed by DRV). Both Walker and the Engineering Dept. feel that the prices submitted by DRV are fair and a good representation of the value of the work involved. Given the time of year, we feel it is important that we proceed with the work as soon as possible, rather than taking the time to solicit other prices. Adding this work to Contract #4-15(PK) will save the City time and money in administrative costs.

The total cost of the suggested work sums to \$17,481. The work can be broken down further into the following categories:

Repairing or supplementing bolted angle connections (for fascia wall support) =	\$11,189
Removing small broken sections of fascia wall =	\$4,200
Repairing trip hazards in stair towers =	\$920
Plumbing repairs =	\$172
Mobilization =	<u>\$1,000</u>
TOTAL	\$17,481

Clearly, this is work that would have been done this year had the routine concrete restoration project not been cancelled. By cancelling the project, the City saved the cost of this project estimated at \$650,000. However, assuming the existing building must remain in service for approximately two years (at least), the Engineering Dept. recommends that we proceed with these relatively minor repairs to ensure the safety of the public, and the integrity of the building. All costs will be charged to the Parking System Fund, account number 585-538.005-981.0100.

SUGGESTED RESOLUTION:

To authorize Work Bulletin #4 to the Peabody St. & Chester St. Structure Restoration Project, Contract #4-15(PK), accepting a proposal from DRV Contractors LLC to perform exterior fascia repairs and other high priority repairs to the N. Old Woodward Ave. Parking Structure for a total cost of \$17,481, charged to account number 585-538.005-981.0100.

¹ Previous work bulletins issued on this contract involved relatively small price adjustments or design clarifications that arose once construction was underway.

BULLETIN TO CONTRACTOR



WALKER
RESTORATION CONSULTANTS

PAGE 1

DATE OF ISSUANCE

September
22, 2016

BULLETIN NO.

4

Walker Restoration Consultants
525 Avis Drive, Suite 1
Ann Arbor, MI 48108

PROJECT:

Peabody and Chester St. Parking Structure
Repairs – 2015

Voice: 734.663.1070

Fax: 734.663.1717

www.walkerparking.com

OWNER:

City of Birmingham

CONTRACTOR:

DRV Contractors, LLC

BULLETIN FOR:

N. Old Woodward Parking Structure – Exterior
Wall Panel Repairs and High Priority Repairs

CONTRACT #:

4-15(PK)

WALKER PROJECT NUMBER:

20-1517.00

☒

Request for Pricing Only
Submit a cost proposal for this work.

☐

Minor Changes in the Work
If the Work described in this Bulletin results in no change to the Contract Sum and/or
Time, proceed with this Work; otherwise submit an itemized Change Proposal.

☐

Construction Change Directive
With the Owner's Authorization below to proceed, this Bulletin becomes a
Construction Change Directive.

This bulletin and the attached details formalize the additional work scope to perform the following summary of work in the N. Old Woodward parking structure in Birmingham, Michigan. This is an added work scope to the above-referenced project.

- Install supplemental wall panel connections at exterior slab edge floor locations
- Install replacement wall panel connections at exterior slab edge ceiling locations
- Modify existing wall panel connections with new anchors at exterior slab edge ceiling locations
- Perform partial depth floor slab repairs at stair tower interiors
- Remove loose concrete fragments from exterior wall panels around the full perimeter of the facility (from inside the facility, no man-lift required)
- Replace one section of missing drain pipe

The contractor shall include all additional costs associated with respect to the work scope defined in this bulletin including, but not limited to, supervision, labor, materials, access, barricading, mobilization, dust control, phasing, and incidentals necessary to complete the work. The contractor shall provide a proposal based on the details and the work description below.

If the Contractor pricing is accepted, this work will be added to the City of Birmingham, Peabody / Chester St. Parking Structure Repairs – 2015 Contract # 4-15(PK).

SCOPE OF WORK

WI 3.1 CONCRETE FLOOR REPAIR – PARTIAL DEPTH

- A. See existing Scope of Work, Material and Execution in Peabody / Chester St. Parking Structure Repairs – 2015 Contract # 4-15(PK) Construction Documents.

WI 4.9A REMOVE LOOSE CONCRETE – EXTERIOR PANELS

- A. See existing Work Item 4.9 Scope of Work, Material and Execution in Peabody / Chester St. Parking Structure Repairs – 2015 Contract # 4-15(PK) Construction Documents, except modified as follows:
 - 1. Work consists of removal of loose concrete fragments from exposed aggregate reinforced concrete exterior wall panels located on floors 1 through 4 of all four perimeter elevations of the N. Old Woodward parking structure.
 - 2. Removal work will be conducted from the interior of the facility; no man-lift is required. A spotter shall be utilized on the exterior of the facility, to assist the worker(s) on the interior to locate all loose concrete fragments, and to secure the area at grade from possible falling concrete fragments during removals.
 - 3. Work consists of removal only, no cleaning and coating of exposed embedded steel required.

WI 25.3 MECHANICAL – PIPE AND HANGERS

- A. See existing Scope of Work, Material and Execution in Peabody / Chester St. Parking Structure Repairs – 2015 Contract # 4-15(PK) Construction Documents.

WI 26.1 REMOVE & REPLACE FAILED PRECAST CONNECTION

A. Scope of Work

- 1. Work consists of furnishing all labor, materials, equipment, supervision and incidentals necessary to locate failed precast façade panel connections and replace them with new connections. Refer to Detail 26.1 for specific requirements.

B. Materials

- 1. Structural steel connections shall be ASTM A36 steel. Steel shall be shop primer painted gray in color. No application of top coat paint is required.
- 2. Anchors shall be as called out on repair Detail; all connection hardware shall be galvanized.

C. Execution

- 1. Contractor shall fully restrain existing precast panels (to have connections repaired / replaced) prior to start of work.

PAGE 3

2. Remove deteriorated connections and anchors, install replacement connections and anchors to securely reinstall existing façade panels to the structure.

WI 26.2 SUPPLEMENT EXISTING PRECAST CONNECTION

A. Scope of Work

1. Work consists of furnishing all labor, materials, equipment, supervision and incidentals necessary to locate impaired pre-cast façade panel connections and supplement them with additional connection material. Refer to Detail 26.2 for specific requirements.

B. Materials

1. Structural steel connections shall be ASTM A36 steel. Steel shall be shop primer painted gray in color. No application of top coat paint is required.
2. Anchors shall be as called out on repair Detail; all connection hardware shall be galvanized.

C. Execution

1. Contractor shall fully restrain existing precast panels (to have connections repaired / replaced) prior to start of work.
2. Clean edge of existing connection angle to expose bare uncorroded steel suitable for welding.
3. Weld new plate onto existing connection angle as shown in the repair detail.
4. Drill hole into concrete floor slab/curb to install rod anchor.
5. Use low profile Jamb nut to secure new plate section to anchor rod.
6. Cut off excess length of anchor rod, tack weld jamb nut to rod to secure in place.

WI 26.5 REPLACE PRECAST CONNECTION BOLTS

- A. Refer to Work Item "Remove & Replace Failed Precast Connection" for similar scope of Work, materials and procedure associated with this Work Item. Contractor shall locate existing supplemental angles that have had their connection bolts break off. This work item includes locating all broken bolts, and drilling two new holes into steel angle and into concrete, and installing replacement anchor rods. Payment is for replacing set of 2 bolts.

PROPOSAL

State Unit Prices in the table below.

Unit prices stated by the Contractor shall include all materials installed and completed in place in accordance with all applicable portions of the repair documents and shall include all costs connected with such items including, but not limited to: materials, labor, mobilization, supervision, overhead and profit for General Contractor and/or Subcontractors.

Quantities shown in the schedules have been carefully estimated, but are not guaranteed; they are approximate. Payment to the Contractor will be made only for the actual quantities of work performed and accepted in accordance with the Contract unit prices and provisions in the contract documents.

The Owner reserves the right to delete one or more line items contained within the Work Item Schedules, to best meet the Owner's requirements. At the discretion of the Owner, the quantities of Work to be performed may be decreased or increased.

All work is to be performed according to the existing Construction Documents and Specifications for "Peabody / Chester St. Parking Structure Repairs - 2015", and this Bulletin 4.

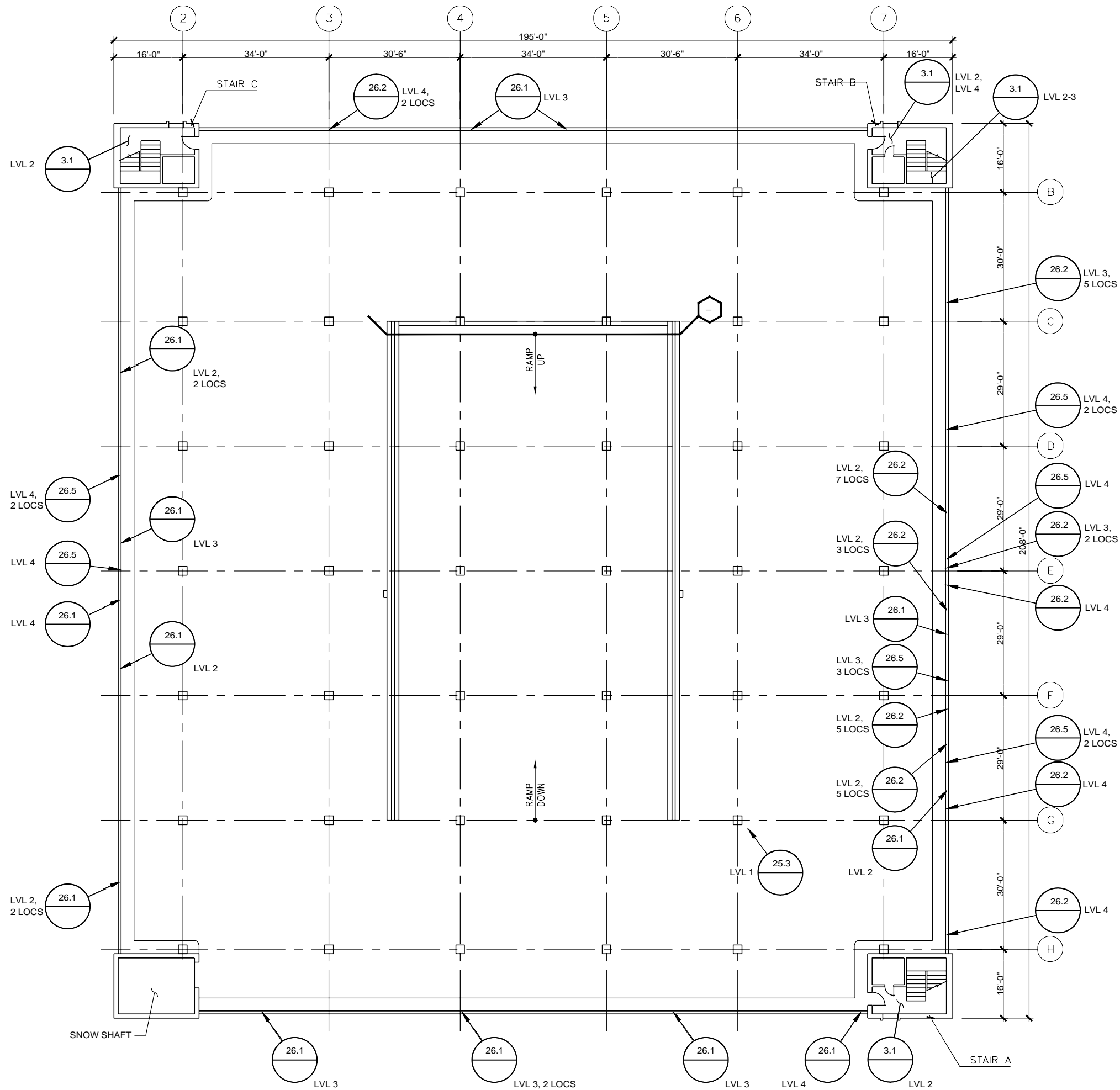
Submit unit pricing for work in this bulletin to Walker Restoration Consultants (Matt Hunt) and the City of Birmingham (Paul O'Meara) as follows:

Bulletin #4 Pricing Form:

Description	Units	Quantity	Unit Price	Extension
MOBILIZATION	L.S.	1	\$1,000.00	\$1,000.00
WI 3.1 CONCRETE FLOOR REPAIR – PARTIAL DEPTH	L.F.	40	\$ 23.00	\$ 920.00
WI 4.9A REMOVE LOOSE CONCRETE – EXTERIOR PANELS ***** (PROVIDE APPROXIMATE QUANTITY IN SPACE PROVIDED BELOW TABLE)	L.S.	1	\$ 4,200.00	\$ 4,200.00
WI 25.3 MECHANICAL – PIPE AND HANGERS	L.F.	4	\$ 43.00	\$ 172.00
WI 26.1 REMOVE & REPLACE FAILED PRECAST CONNECTION	EA.	16	\$ 189.00	\$ 3,024.00
WI 26.2 SUPPLEMENT EXISTING PRECAST CONNECTION	EA.	35	\$ 215.00	\$ 7,525.00
WI 26.5 REPLACE PRECAST CONNECTION BOLTS	EA.	8	\$80.00	\$ 640.00
	TOTAL BULLETIN #4			\$17,481.00

*****ON SITE REVIEW OF EXISTING CONDITIONS BY DRV INDICATES APPROXIMATELY 185
(INSERT NUMBER) LOCATIONS OF LOOSE CONCRETE FRAGMENTS, WHICH IS THE BASIS OF THE LUMP SUM PRICING PROVIDED.

Please contact our office if you have questions regarding these repairs, thank you.

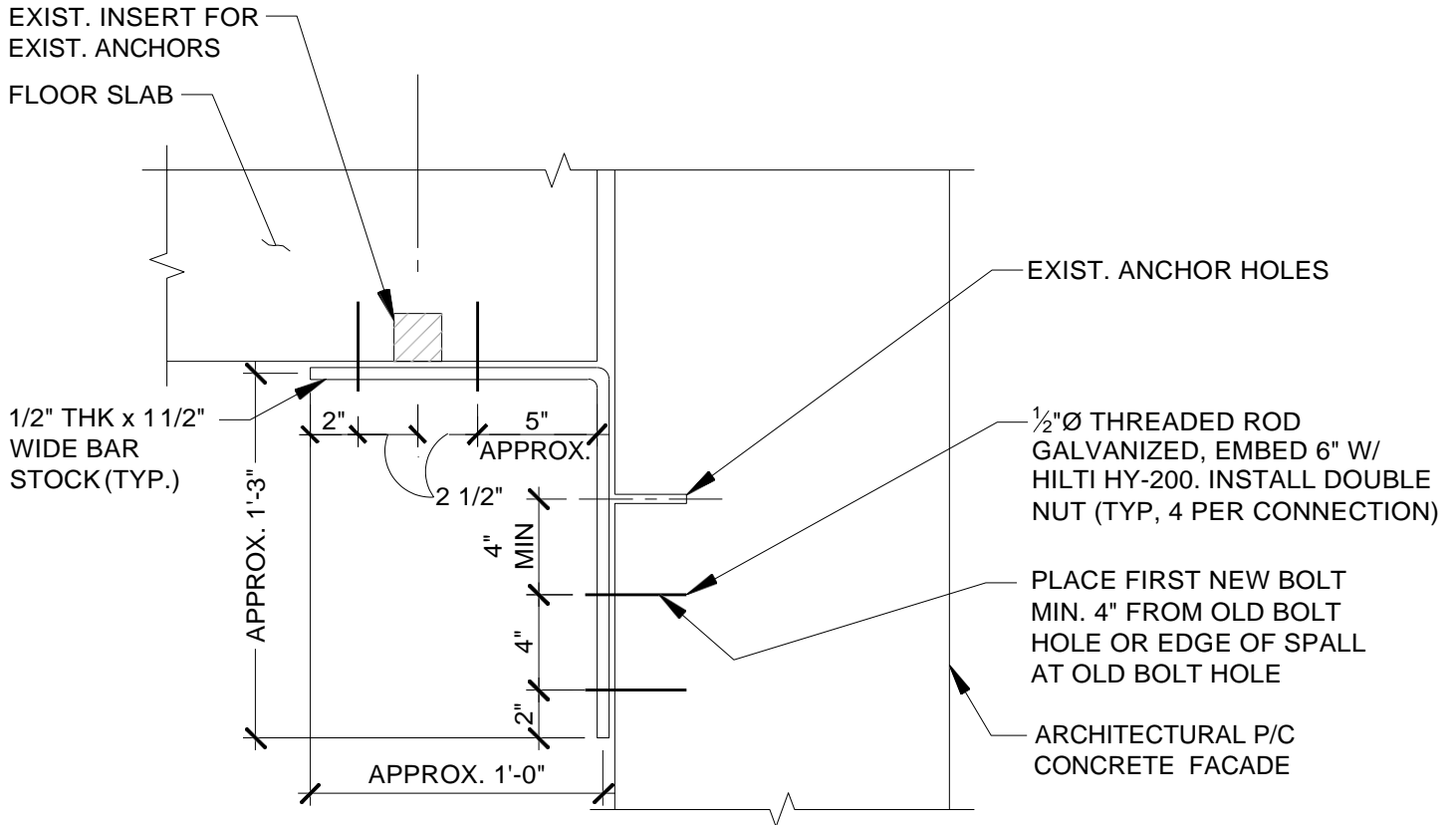


NOTE TO CONTRACTOR:
ALL LOCATIONS OF 26.1, 26.2, 26.5 ARE MARKED WITH YELLOW PLASTIC CAUTION TAPE TIED TO THE EXISTING CONNECTION TO BE WORKED ON.



25.3

PIPE AND HANGERS



NOTES:

1. REMOVAL OF EXIST. FAILED ANCHOR & ANCHOR BOLTS IS INCIDENTAL TO THIS WORK.
2. DETAIL SHOWS TYP. ANGLE INSTALLATIONS. CONTRACTOR SHALL BE PAID FOR EACH ANGLE INSTALLED.
3. ANCHORS SHALL BE CENTERED ON P/C ELEMENTS.
4. DETAIL SHOWS APPROXIMATE REPRESENTATIVE CONDITION. ACTUAL CONFIGURATION & DIMENSIONS WILL VARY IN-FIELD. CONTRACTOR MUST V.I.F. ALL DIMENSIONS BEFORE FABRICATION OF CONNECTION.
5. PRIMING OF ANGLES IS INCIDENTAL TO THIS WORK.

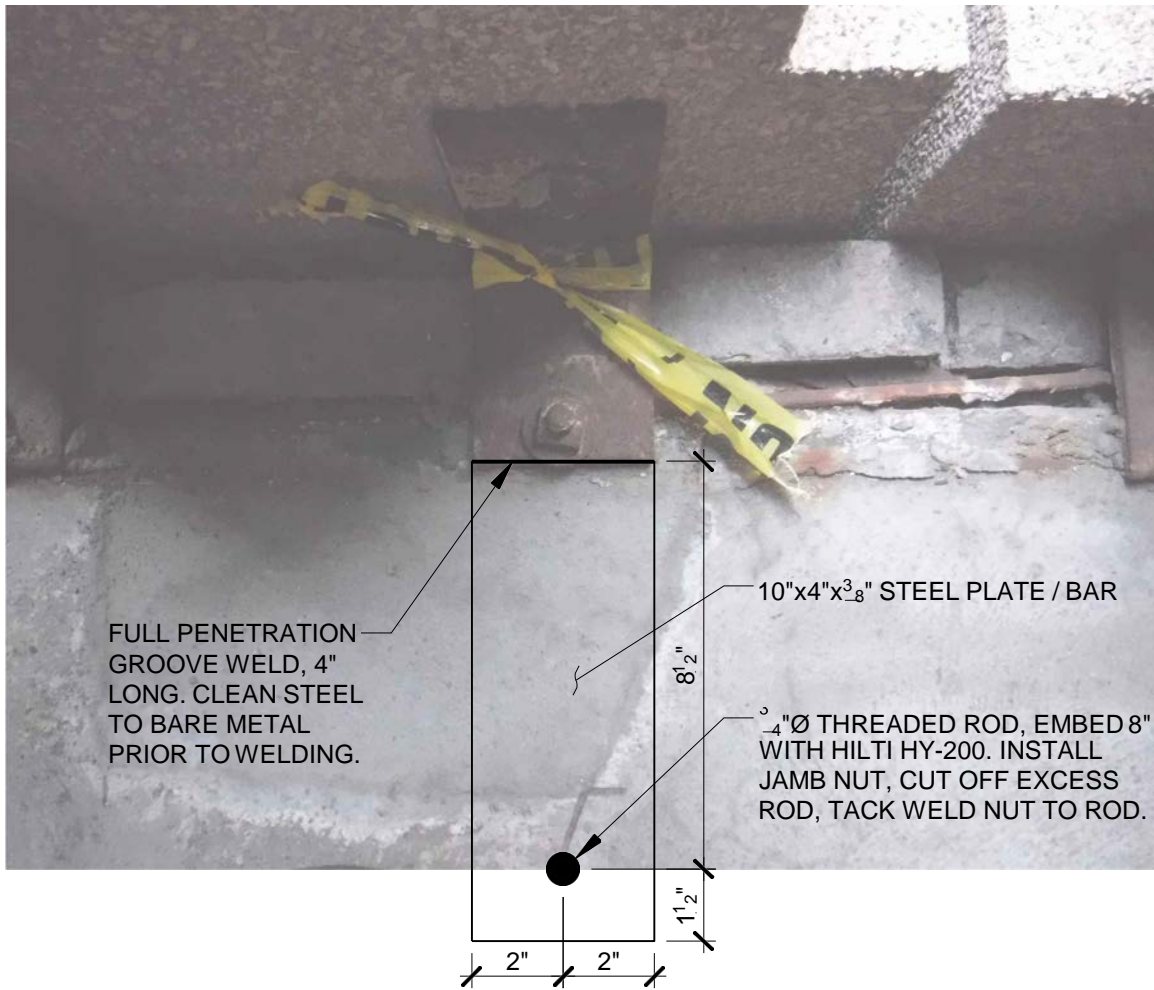
REMOVE AND REPLACE FAILED PRECAST CONNECTION

26.1



REMOVE AND REPLACE FAILED PRECAST CONNECTION

26.1.1



SUPPLEMENT EXISTING PRECAST CONNECTION

26.2



26.5

REPLACE PRECAST CONNECTION BOLTS

DATE: October 4, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana L. Ecker, Planning Director

SUBJECT: Parking in the Right-of-Way at 33766 & 33772 Woodward Ave

The property located at 33766 Woodward is a two-tenant commercial building consisting of the spaces addressed as 33766 & 33772 Woodward. The space addressed as 33766 is currently occupied by "Wild Bill's Smoke shop". The property located at 33772 Woodward Avenue is currently vacant, but was formerly occupied as retail Art Gallery/Frame shop. The applicant recently leased the building with the intended use to be a retail dog food shop. The applicant is currently seeking permission to include 1 of the parking spaces in the City's right-of-way along Woodward to assist them in meeting their parking requirement to allow them to lease the space. There are 4 existing off-street parking spaces located in the parking area near the rear of the building that the applicant has obtained permission to rent. In addition, the applicant was previously approved to credit two (2) of the right-of-way spaces towards the parking requirement for this property. If approved, the combined parking spaces will meet the off-street parking requirement and thus the property will be permitted to be occupied by the currently proposed use.

The existing site is zoned B-2B, General Business. The proposed retail use is permitted in this zone district.

The applicant's request to utilize 1 additional parking space in the right-of-way towards their total parking would create a total of 7 off-street parking spaces. The applicant is required to provide 7 parking spaces based on the retail floor area of the two tenant spaces (2,035 square feet, 1 parking space/300 square feet of floor area for retail use).

Article 4, section 4.43 (G) (1) of the Zoning Ordinance states:

- G. The required off-street parking facilities for buildings used for other than residential purposes may be provided by the following method:
1. By providing the required off-street parking on the same lot as the building being served, or where practical, and **with the permission of the City Commission**, the area in the public right-of-way abutting the property in question may be included as a portion of the required parking area if such area is improved in accordance with plans which have been approved by the engineering department.

In accordance with Article 4, section 4.43(G)(1) of the Zoning Ordinance, the applicant may include the right-of-way parking spaces adjacent to their building in their required parking calculation if approved by the City Commission. The inclusion of these spaces will enable the applicant to fulfill the remainder of their parking requirement without pursuing a variance.

The Engineering Division will review the Woodward right-of-way in front of 33766 & 33772 Woodward, and will determine if any repairs need to be made.

SUGGESTED RESOLUTION:

To approve the use of one parking space on Woodward Avenue to fulfill a portion of the off-street parking requirements per Article 4, section 4.43 (G)(1) of the Zoning Ordinance for 33766 & 33772 Woodward Avenue, subject to the recommended repairs being completed as required by the Engineering Department.

Google Maps 33772 Woodward Ave



Imagery ©2016 Google, Map data ©2016 Google 20 ft



33772 Woodward Ave

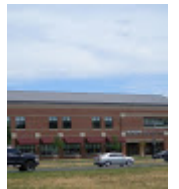
Birmingham, MI 48009



At this location

Birmingham

Art Gallery · Woodward Ave





MEMORANDUM

Planning Division

DATE: October 3, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: 2017 Initial Screening for Bistro Applicants

On September 12, 2011, the City Commission established a new process that altered the bistro application process from the previous "first come, first served" policy. The policy for the 2017 bistro license application process is now as follows:

1. Deadline for the initial review of 2017 bistro applications is October 1, 2016.
2. The City Commission will consider only those initial reviews that are filed with the Planning Department on or before October 1, 2016.

All bistro applications submitted for initial review must contain only the following information in 5 pages or less:

- A brief description of the bistro concept proposed, including type of food to be served, price point, ambience of bistro, unique characteristics of the operation, if any, and an explanation of how this concept will enhance the current mix of commercial uses in Birmingham;
- Proposed location, hours of operation and date of opening;
- Name of owner/operator and outline of previous restaurant experience; and
- Evidence of financial ability to construct and operate the proposed bistro.

3. All bistro applications received by October 1, 2016 that meet the requirements outlined above will be reviewed by the City Commission on October 10, 2016 for prioritization based on the proposed bistro concept, proposed location within the City, potential impact on the City, and the capability of the proposed owner/operator. Each applicant will be given a time limit to verbally present their concepts to the City Commission. No PowerPoint presentations, display boards or other visual aids will be permitted.

4. The City Commission will prioritize all initial applications received, and will direct the top applications to the Planning Board for full site plan and design review and Special Land Use Permit review.

5. All bistro applications forwarded to the Planning Board for full review will be required to provide additional information as required for review of the bistro as a SLUP including site plans, floor plans, sample menus, interior design details, evidence of financial capability, as well as any other information requested by the Planning Board.

6. All detailed applications directed to the Planning Board from the City Commission will be reviewed during public hearings conducted during a single Planning Board meeting within 90 days of the initial review by the City Commission.

7. All bistro applications will be evaluated by the Planning Board based on the criteria set forth in Chapter 10, Alcoholic Liquors, Division 4, Selection Criteria, and up to two applications will be recommended for approval to the City Commission. All applications will be assigned a priority ranking by the Planning Board.

8. All bistro applications reviewed by the Planning Board will be forwarded to the City Commission for a detailed review and approval/denial in the order of the ranking assigned by the Planning Board.

9. The City Commission will conduct public hearings to review the selected bistro applications and determine which, if any, bistros to approve for 2017, up to a maximum of two approvals.

In accordance with the process outlined above, the following applicants each submitted a five page summary for the initial review process, prior to the October 1, 2016 deadline established by the City Commission:

- Adachi;
- Lincoln Yard; and
- Whole Foods Market.

The Adachi bistro is proposed in the Downtown Birmingham Overlay District. The Lincoln Yard bistro is proposed in the Rail District (MX Zone). The Whole Foods bistro is proposed adjacent to the Rail District (MX Zone), and the applicant is currently seeking an ordinance amendment to define the boundaries of the Rail District to include the Whole Foods property.

As outlined in the bistro process for 2017, each of the bistro applications that meet the requirements established by the City Commission will be reviewed, and are attached. All financial information submitted as a part of the initial screening process has been provided to the Police Department for review. Each applicant will be given a time limit to verbally present their concepts to the City Commission, without the use of PowerPoint presentations, display boards or other visual aids. A suggested time frame would be a five minute presentation of the concept by the applicant, with a five minute period for questions from the City Commission. The City Commission will then prioritize all initial applications, and direct the top applications to the Planning Board for full site plan and design review and Special Land Use Permit review.

Details on the location and number of existing bistros are also attached for your review.

Suggested Action:

To direct the following bistro applications, **in the priority order below**, to the Planning Board for full site plan and design review and Special Land Use Permit review:

1. _____
2. _____



Location

The *Ford-Peabody* Mansion is located on the Southeast corner of Brown Street and South Old Woodward, an area lacking retail establishments and pedestrian traffic. Our restaurant location in the Ford-Peabody Mansion will continue and increase the viability of an Historic asset, activate this corner and serve as a link to the South Old Woodward corridor directly increasing Birmingham's overall "Walkability" score.

Name Inspiration

The historic architecture and landscape of the Ford-Peabody Mansion served as the inspiration for our name Adachi. Adachi is the most famous garden in Japan; a garden so elaborate and detailed it is considered a living work of art and is formally known as "The Adachi Museum of Art." The Adachi Garden has six different types of gardens. We anticipate reflecting many aspects of these six different and beautiful gardens, through landscape and through the artwork that will be placed within the restaurant.

Our Vision

Our vision is to create a garden-themed restaurant that would be a casual elegant place to indulge in Asian Cuisine taking advantage of the Mansion's architecture and landscaped front yard for outdoor dining. We want Birmingham visitors and residents alike to experience the beauty of the building and its garden. Adachi is intended to be a destination.

The best local example of a similar historic adaptive re-use in an urban setting (as we are proposing) is The Whitney Detroit.

The Restaurant

We intend this restaurant to be an award-winning restaurant showcasing Eastern Asian and Southeast Asian regional cuisine. We will offer surprising, simple and flavorful dishes that are to be served and shared. A full sushi bar will provide an assortment of sushi, sashimi and nigiri options prepared by our experienced chefs display the art of sushi making. The floor plan divides our stylish intimate chic restaurant into a main dining room, cocktail lounge, and sushi bar. Specialties includes the signature Crispy Rice with Toppings (Hand-Cut Spicy Tuna, Seared Kobe Beef Tartare and Spicy Shrimp Tempura); Crab-Crusted Ahi Tuna with Japanese Hot Mustard Soy Glaze; Miso Bronzed Black Cod Seasonal Vegetables, along with many others.

By seamlessly melding many of the cooking techniques and flavors found throughout the entirety of Asia, Adachi creates a menu that allows customers to choose the dining experience they desire. Adachi's extensive cross-cultural Asian menu spans many diverse Asian flavors and price points. Adachi also provides a progressive list of premium sakes, an assembly of Asian beers, champagnes, sparkling wines, white wines and red wines to complement the cuisine.

We also intend to provide one of the most diverse and healthy kids menu in the market. I have noticed that not all the restaurants in Birmingham have kid's menus or even high-chairs. This goes against what we believe in as restaurant owners as we want to appeal to the masses, and that extends to the children.

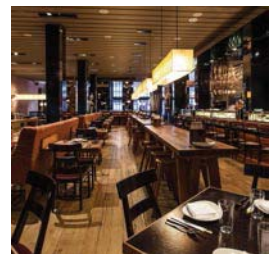
Restaurant Hours (lunch & diner)

Monday – Wednesday 11:30 am – 10:30 pm

Thursday - Saturday 11:30 am - 11:30 pm

Sundays 11:30 am - 10:00 pm

It is our expectation to open summer of 2017



About Us/Ownership

Kenny Koza has over 15 years of experience in the hospitality industry. He is an owner and the operating partner of 11 hotels, 5 full service/fine dining restaurants, and 3 fast casual restaurants. Some familiar names to recognize in his ownership include Marriott Hotels, Sheraton Hotels, Hilton Hotels, Baskin Robins, and Dunkin Donuts, among others. He has created brands such as Center Square, which are convenience stores, and restaurant brands that include Hopunion Gastropub, Taps Bar and Grill, The Fork, and Urban Steak.

Brian Friedman is a seasoned real estate developer and investor, who is also a co-founder and Managing Partner of Foxhall Partners, a commercial real estate firm that specializes in opportunistic, value-added, and core-plus equity and participating debt investments in the Washington, D.C. metropolitan area, with primary focus on urban and infill neighborhoods. Friedman has spear headed dozens of real estate developments including purchasing two iconic Washington D.C. hotels the Carlye and Savoy and converting both into Kimpton Hotels, a leading Boutique Brand. His two Kimpton Hotels are state of the art and truly one of a kind, with locations that are impossible to beat. One of his hotels, the Kimpton Carlyle Hotel in Dupont Circle, is in one of the highest profile areas in all of Washington, D.C., featuring the Riggsby, a Michael Schlow restaurant. The hotel has received many awards and most recently received the "Certificate of Excellence, 2016" by TripAdvisor. Friedman's other hotel, Kimpton Glover Park, is in close proximity to the best of what downtown D.C. has to offer. Kimpton Glover Park features Casalore, the newest Michael Schlow restaurant.

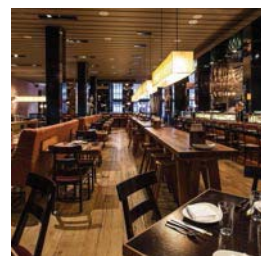
Michael Schlow will further advance our culinary vision. Adachi founders have teamed up with, one of the most influential and respected chef/restaurateurs in America today. His ability to capture a variety of global cuisines and techniques has led to appearances on The Tonight Show with Jimmy Fallon, Bravo's Top Chef Masters, The Today Show, Good Morning America, The Rachel Ray Show, CBS This Morning, Nightline, and The Food Network. He is the recipient of many awards including being named "Best Chef in the Northeast" by the James Beard Foundation, "Best Chef in the Country" by Sante Magazine, as well as the "Culinary Award of Excellence" given out by Robert Mondavi to only 6 culinary geniuses each year. His restaurants have been recognized as some of the best in the world by Esquire, Food & Wine, Conde Nast Traveler, and Gourmet. He is the author "It's About Time, Great Recipes for Everyday Life," and is regularly requested to appear and speak about the restaurant and hospitality industry. Michael Schlow will aid and facilitate every aspect of the restaurant business such as hiring, training, design and implementation.

We have dedicated staff in all of our projects that are trained and ready to move up in their fields. Our Hospitality culture has grown due to our ability to promote within, which is how we continue to grow successfully. Our greatest assets are our employees, and without them we could not do what we do successfully.

It would be an honor to have the privilege to operate a restaurant in Birmingham and we hope you find the prospect as appealing as we do.

Sincerely,

Kenny Koza





Lunch & Dinner Menu

Starters

Edamame Sea Salt	5
Organic Miso soup Tofu, Seweed	4
Organic Field Greens Miso, Ponzu or Carrot Ginger Vinaigrette	6
Seasonal Chopped Salad Yuzu Balsamic Vinaigrette	6
Cucumber Sunomono Pickled Cucumber, Sesame Seeds	6
Seaweed Salad Soy Vinaigrette	4
Warm Baby Spinach & Mushrooms Ponzu Dressing	6
Crispy Calamari Salad Frisee, Aji Amarillo, Cilantro Dressing	12
Lobster Salad Avocado, Mizuna, Shitake, Tofu-Lime Dressing	18
Roasted Shishito Peppers Sweet Soy	7

Shared Plates

Adashi Crispy Rice topped with Spicy Tuna or Yellowtail Tartare	18
Creamy Shrimp Tempura or Creamy Sea Bass Tempura	16
Tuna Tartare on Crispy Wontons	16
Salmon Carpaccio Black Truffles, Ponzu	18
Hamachi Fusion Soy Yuzu, Truffle Essence	18
Kobe Wagyu Carpaccio Crisp Shitake, Yuzu Dressing, Chive Oil	24
Foie Gras on Seared Tuna White Truffle Oil	20
Spicy Seared Albacore Crispy Onions, Ponzu	18
Lobster Tacos Mango Salsa, Yuzu Guacamole	18
Edamame Dumplings Lobster, Mushroom Mirin Broth or Sake Butter	20
Kobe Style Potstickers Scallion Ponzu	16
Chef's Tempura Selection Seafood or Vegetable	16

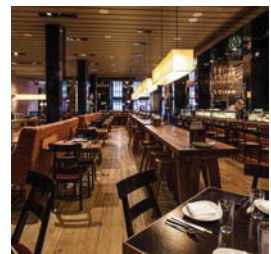
Entrees

Miso Bronzed Black Cod Seasonal Vegetables	28
Grilled Tiger Prawns Pearl Onions, Sweet Potatoes, Kumquat Glaze	24
Lobster Tail Sake Truffle Butter Sauce	42
Steamed Chilean Sea Bass Ichimi, Ginger, Shiitake Broth	32
Pan Seared Salmon, Seasonal Vegetables	26
Spicy Braised Short Ribs, Plum Wine Reduction, Wasabi Cauliflower Puree	32
Organic Chicken Breast Orange Jus, Seasonal Vegetables	22
Roasted Duck Breast Ginger Vinaigrette, Roasted Shishito Peppers	32
Grilled Lamb Chops Ichimi Glaze, Shishito Potato Mash	32
Peppercorn Filet Mignon Toban Yaki Shishito Potato Mash	36

Signature Rolls

Dragon Roll Shrimp Tempura, Eel, Baked Crab & Tempura Flakes	16
Spicy Shrimp Tempura Hand Roll	8
Baked Lobster Roll	18
Adachi Roll Salmon Sashimi on Snow Crab & Avocado Roll with Black Truffle	18
Double Tuna Roll Tuna Sashimi on Spicy Tuna Roll with Wasabi Tobiko & Aioli	16
Sunfire Roll Lobster, Snow Crab, Cucumber & Cilantro topped with Mango, Avocado & Ichimi	24

Adachi also provides a progressive list of premium sakes, an assembly of Asian beers, champagnes, sparkling wines, white wines and red wines to complement the cuisine.

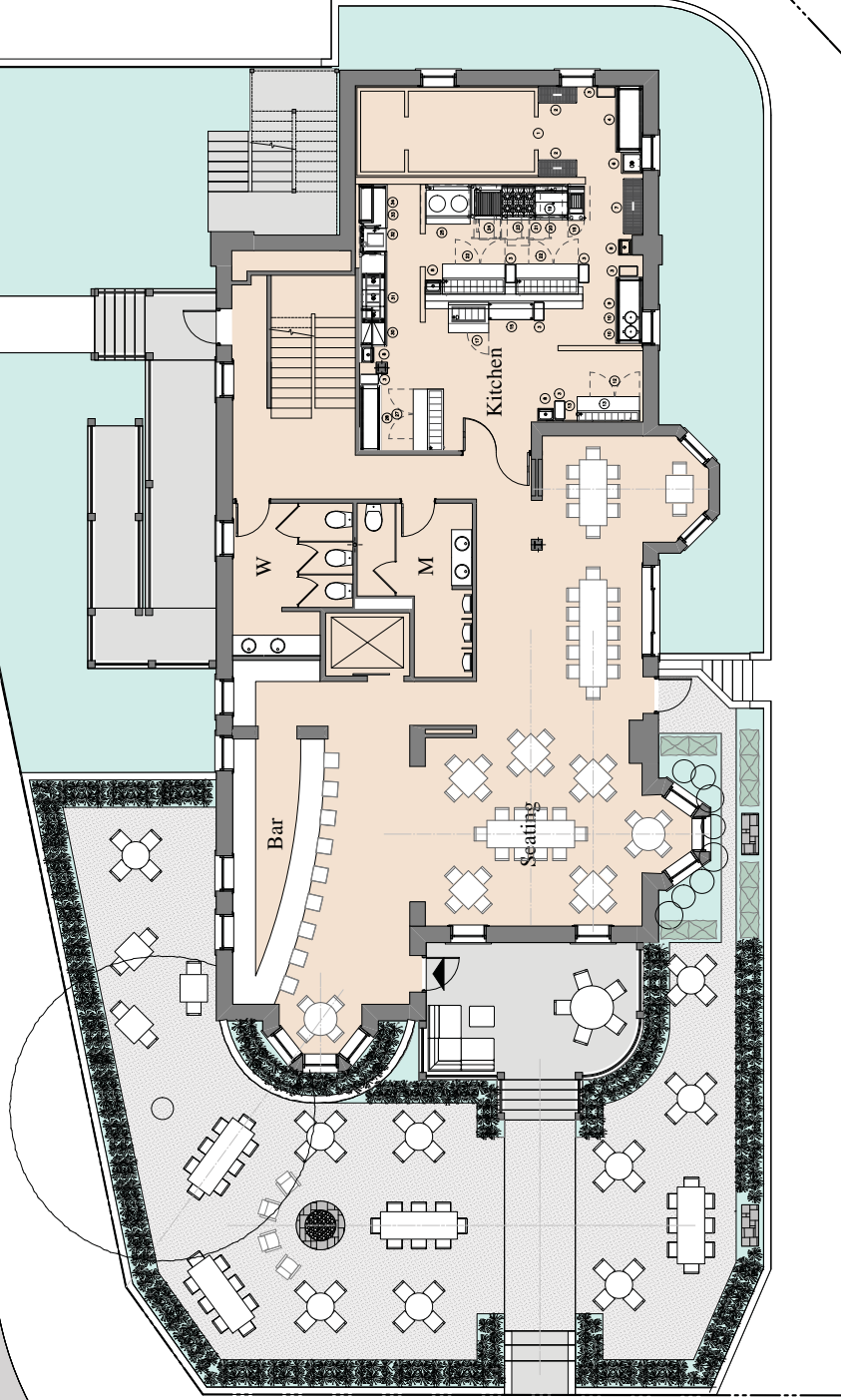




325 South Old Woodward

East Brown Street

South Old Woodward



1st Floor - New





325 South Old Woodward





LINCOLN

YARD

AT 2159 E. LINCOLN, BIRMINGHAM



THE CONCEPT IS STRAIGHTFORWARD



IMAGINE THE KIND OF COMFORT FOOD YOU'D HAVE GROWN UP WITH

if your mom lived on a commune outside San Diego and your dad was a biker who raised chickens. There, you've got the picture ... now, imagine that it's in a bustling district of Birmingham that leverages the light-industrial buildings that lined the streets that flanked the rail line on the city's border. Bingo. You've got something that you can only find here: a light-industrial building that serves light-industrial food in a neighborhood that's truly charming. Welcome to Lincoln Yard. This is a joint born from a local restaurant group that was built to repurpose. This is the kind of place that's wide open: in structure ... in menu ... and in attraction. The parents looking for dinner after dropping their Birmingham bantam off for practice? Check. The digital artist who's looking to take a muffin and a pour-over coffee back to her desk before pouring over the data that awaits her? Check. The kid who bet his best friend a smoothie that he could land an ollie off a transition at the skate park? Check. The couple who met at Midtown Cafe on a Thursday night in '85 and still make it a date every Thursday night? Check, please. This is a former bus garage that has what it takes to be a stop in itself.

THIS IS LINCOLN YARD.

AMBIANCE: WARM, AIRY & RUSTIC

Casual, bright, open-format dining includes plenty of natural light, high ceilings, vast garage doors and a window-wall running the expanse of the space. Organic materials with light-wood tables and natural textures lend warmth to salvaged industrial materials befitting a garage structure. A small, organic garden will add to the menu offerings, as well as the natural decor of the Yard. Several shipping containers on the rooftop will provide a bar and cubby spaces for dining. The boxcar vibe offers a nod to the rail freight that comes from the line itself. Charming activation of an outdoor alley garden will provide intimate place making for dining as well.

TYPE OF FOOD/PRICING: \$\$ AMERICAN/TRADITIONAL

As Chef Cozadd develops the menu, some of our traditional Joints' comfort-food items, as well as a fair share of vegetarian and gluten-free options, will be included. Unique to this location will be a focus on light, clean eating with a variety of locally sourced, seasonal specials, featuring Lincoln Yard's own harvest offerings in addition to local farmer's market goods. Pricing will be comparable to other Union Joints, with mid-range pricing that yields to an active family. There will be starters, sides, a kids menu, and the traditional Joints' Mac & Cheese. A pick-up area will serve grab and go coffee, pastries, and dinner for the family at home or the rec center across the street.

HOURS OF OPERATION/OPENING DATE:

Approximate hours will be 8AM-12AM, serving breakfast through dinner daily, with the kitchen closing at 11PM. The coffee and libations bar will serve until approximately midnight. Opening date is TBD, based on project approval, construction and permits. Experience has shown, our team will be prepared to open within one year of building acquisition and final architectural plans.

CURT CATALLO

Owner/President

Union Joints LLC/Union AdWorks

With over 20 years growing the restaurants, Catallo is the business and marketing developer leading the Joints operation. He has also served as president and creative director of his ad agency, Union AdWorks, since 2010. Previously at BBDO Detroit, which shuttered in 2009 due to the economic downturn and their automotive client's status, Catallo set precedence with an opportunity. Pitching the experience of the BBDO group he directed to the FCA client, the business was awarded and Union AdWorks was launched. He brought 35 talented employees to start it up, which has nearly doubled in six years.

ANN STEVENSON

Co-Owner/Designer

Union Joints LLC

An Art & Design graduate of Bennington College, VT, Stevenson has worked for 20 years in commercial, restaurant, office and retail interior design. She has been the owner/operator of Clarkston Union's sister store, Union General, for 19 years; concurrently managing the interior design projects for the Union restaurants and agency. In 2013, she received The Detroit Home Magazine design awards for the Commercial Interiors of Vinsetta Garage and Union AdWorks, as well as named Metro Times editor's choice in 2014 for Best Reuse of an Existing Building for Vinsetta Garage. Working closely with our architect, builder, carpenters, painters, and marketing staff, Stevenson is responsible for the overall look of each Union business. As the lead designer, her role includes space planning, selecting furniture, fixtures and artwork along with all décor finishes and materials.



THE CLARKSTON UNION

2,700 sq. ft. — 90 employees

Opened in 1995, the Union is the place that mac built. The Union's Mac & Cheese has taken in top honors. Last year, the legendary dish won the Detroit News' Mac & Cheese Taste Panel competition. It has been featured on the cover of the Wall Street Journal, in countless publications, and on Diners, Drive-Ins and Dives with Kid Rock and Guy Fieri. With the Mac as its undisputed foundation, the first Union Joint works to surprise devout regulars and the continual wave of first-timers with a scratch-built menu and weekly specials of seasonal, locally sourced comfort dishes.

UNION GENERAL

BOUTIQUE + CUPCAKERY

900 sq. ft. — 8 employees

Housed since 1997 in the 1850s building that served as a church parsonage, the General is more than the Clarkston Union's store next door. It's a true standalone destination. From baked goods that have the most loyal following to coffee, Ray's ice cream, bath and body products, stationary, books, toys, gifts and goods. It's a one-of-a-kind store that delights with a rare combination of old-school charm.

THE UNION WOODSHOP

6,100 sq. ft. — 116 employees

Opened in 2009, the Union Woodshop is a handcrafted joint that delivers big time small-town BBQ. The Woodshop immediately made its mark as a joint that put out the most legitimate kind of BBQ with the highest level of culinary care. The care was recognized by the Detroit Free Press, where the Woodshop was honored with the prestigious Restaurant of the Year for 2011. Featured in Food & Wine magazine and on the Food Network, this Joint wasted little time making a big name for itself where Chef, Aaron Cozadd, and his team take down-home food very seriously.

THE WOODSHOP SHOP

2,400 sq. ft. — Union Woodshop employees

When the Shop opened in 2012 above the Union Woodshop restaurant, it was about more than giving waiting patrons a place to sit while their names moved up the list; it's another reason to spend time in downtown Clarkston. The combination of retail, billiards, foosball and shuffleboard bowling make it a place worth hanging out in even when you're not waiting for a table.

CASE STUDY

INCOME MEANS ECONOMIC REVENUE:

Union Joints employs over 400 hard-working, income-earning staff in Metro Detroit with 1/3 residing in the zip code of the location they work. Since opening in 2012, Vinsetta Garage has provided over \$6.2M in income to its 165 staffers alone.

A MISSION OF EMPLOYING MORE:

Most of our chefs started as dishwashers our servers stay for the long haul. We offer competitive wages, health insurance and a retirement savings plan to our employees

GIVING BACK:

Union Joints is highly active in charitable causes from SCAMP to AFG to Detroit Public Theater and all points in between, contributing to local organizations, food drives, and much more.

ERICH LINES

Managing Partner, Union Joints LLC
A dorm mate from Catallo's Cranbrook days, Lines has worked for Union Joints since its 1996 inception with the Clarkston Union. From his roles managing special events to General Manager and Managing Partner for the group, his dedication to the growth of the restaurant operation, front to back of the house, is unparalleled. From hiring the restaurant's staff to promoting the business, his capacity to get the lights on in time through the development and launch of five new Joints is nothing short of impossible. Serving as the ringleader and host to 17 consecutive Clarkston Oktoberfests has made him a local personality to hungry and thirsty gatherers far and wide, and the purveyor of Union Joints' culture.

AARON COZADD

Executive Chef, Union Joints LLC
Chef Cozadd joined the Clarkston Union as a line cook prior to attending New York's Culinary Institute of America. Graduating with honors, he returned to Michigan and put his skills to work at the fine dining Coach Insignia in Detroit's Renaissance Center before the Union lured him back in 2009. He bases the Joints' menus on local produce, classical French and American techniques along with wood-fired cooking. A Top Chef casting finalist, Cozadd projects his passion whether it's visiting a table or taking Guy Fieri through menu items as the Food Network's cameras roll for Diners, Drive Ins and Dives. His unique approach includes taking casual, comfort food to dish out a blend of fresh, house-made concoctions that are at once familiar and surprising.



VINSETTA GARAGE 5,200 sq. ft. — 112 employees

Partnering with KC Crain of Crain Communications, Vinsetta Garage took in its first customers in July 2012, the space that once housed the oldest garage east of the Mississippi began bustling with a new kind of custom work. Original at every level, this joint sets the stage: a car place that now turns its skills to cooking with the same seriousness and handcrafted care. While the mechanics have long since moved their tools out of the station, the menu is built on the kind of custom Detroit eats they would have called their own back in the day. With burgers, Union Mac & Cheese, coal-fired pies and the like, the crew works to keep the legend of Woodward Avenue alive.

FENTON FIRE HALL 14,269 sq. ft. — 108 employees

In 2012, as part of Fenton's Downtown Development Association (DDA) initiative, Union Joints was awarded the Fire Hall in the city's objective to bestow the landmark to a worthy business. We restored the 1938 landmark into a full restaurant with rooftop dining that also pays homage to its original purpose. Throughout construction and since opening in December 2013, the Fenton Fire Hall Taproom and Kitchen has been out to deliver the kind of grub that's as honest as the building it's served in. A wood-fired grill, 48 beers on tap and all the care that the Union Joints family can put into a place, it's our honor to serve. The Fire Hall was awarded the regional prize for the Michigan Municipal League in 2014.

PUMPHOUSE CUSTARD 173 sq. ft. — 14 employees

It's fair to say that the city of Fenton wasn't sure what use their former pumping station could serve on the banks of the Shiawassee River. Our vision was accepted and the building was awarded to us by the Fenton DDA. In a few short months, we hit our midsummer grand opening target date (July 2014), giving the city one more reason to make patronizing the town and its businesses an event in and of itself.

HONCHO now hiring

When the key Union Joints' players embarked on a reconnaissance trip to Mexico City last year to research the next restaurant development, the menu and aesthetic for Honcho Latin American Street Food was conceived. Negotiating the preferred location took an entrepreneurial strategy of owner, Curt Catallo, to approach the existing business in the desired downtown Clarkston spot. He convinced them to relocate, helping to facilitate a remodel, and move to a building up the street that he owned. Demo and construction began early this year and Honcho is slated to begin soft openings in early October.

MOST MACKED MAC & CHEESE:

Union Joints is the little house that Mac & Cheese built. We've sold more than 2-million Mac & Cheese orders Joints wide — more than 1-million Macs at the Clarkston Union alone since opening in 1995.

COMMUNITY SERVICE:

When you bring a 130-year-old building back to life and up to code — you have given the community something in return before you even open the doors for business.

NO VALET SERVICE REQUIRED:

The most exclusive part about this joint is the shared-parking arrangement: only we will have with our good friends and neighbors/landlords at Armstrong-White.

FIELD NOTES

AWARDS/ APPEARANCES

**DETROIT FREE PRESS
RESTAURANT OF THE YEAR**
UNION WOODSHOP

BEST BARS IN AMERICA
ESQUIRE TV
VINSETTA GARAGE

**BITE THIS WITH NADIA G
COOKING CHANNEL**
VINSETTA GARAGE

**MLIVE
BEST MAC & CHEESE
IN MICHIGAN**
CLARKSTON UNION

**MLIVE
BEST ICE CREAM
ON THE PLANET**
VINSETTA GARAGE

**USA TODAY
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AND DIVES**
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HUFFINGTON POST
VINSETTA GARAGE

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BEST OF DETROIT**
UNION JOINTS



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BEFORE
& AFTER



FIRE HALL
BEFORE
& AFTER



**WILSON
WOODSHOP**
BEFORE
& AFTER



**WILSON
WOODSHOP**
BEFORE
& AFTER

WE ARE A RESTAURANT GROUP WITH REPURPOSING ON OUR MENU.

FINANCIAL VIABILITY

Union Joints LLC is a multimillion-dollar revenue-generating restaurant group. The group currently operates four restaurants with an additional Joint opening in October 2016. Individual financial statements are available upon your request. Financial inquiries may be made to the following:

Curt Catallo

Owner, President
Union Joints/Union AdWorks
90 North Main St.
Clarkston, MI 48346
(248) 343-3332
catallo@unionadworks.com

Anil Thakady

Chief Financial Officer
Union Joints/Union AdWorks
90 North Main St.
Clarkston, MI 48346
(313) 969-7390
Thakady@unionadworks.com

Bryan Dobbs

Vice President & Alternate
Group Manager
Middle Market Banking -
East Oakland Loan Group
188 N. Old Woodward
Mail Code 5300
Birmingham, MI 48009
(248) 988-2625 (desk)

IT'S A CALLING FOR US Today, we are not in the restaurant business; the restaurant business is in us. We are restorers, preservationists, and business people. And when it comes to restoring buildings, we are gluttons for punishment. It's a calling that's practically paramount to the restaurant business itself. There's something to be said about re-purposing — reinventing, reinvigorating and restoring — a historic building with our on-staff contractor, that provides a level of satisfaction that exceeds anything that completing a new construction could give you. For us, restaurants are the perfect vehicle to ensure that historic buildings will continue making history and serving as structural icons of their communities. To us, at the end of the day, that's what it's all about. **THANK YOU.**

Union Joints



Whole Foods Birmingham Bistro

**2100 East Maple Road
Birmingham, Michigan 48009**

**Proposal for Bistro License
October 1, 2016**

**Submitted by:
Kelly A. Allen
Adkison, Need, Allen, & Rentrop, PLLC
39572 Woodward Ave., Suite 222
Bloomfield Hills, MI 48304**

WHOLE FOODS BIRMINGHAM BISTRO (WORKING NAME)

Whole Foods is a store unique in character, philosophy, and spirit. Whole Foods is likely the best source for healthy eating and cooking in the country. But “healthy” means a whole lot more at Whole Foods. It goes beyond “good for you” to also encompass the “greater good.”

Whole Foods stocks organic produce, fresh seafood, prime meats, shelf staples, and natural body care and safe cleaning products. Whole Foods also has a full calendar of special events, such as speakers and Oktoberfest celebrations. Honestly, a customer could spend hours at Whole Foods and not run out of opportunities!

Whole Foods will be operating its full service grocery with licenses which allow for the sale of beer, wine, and spirits “to go.” Whole Foods seeks a Bistro license to enable the customer to enjoy a glass of wine or beer with lunch or dinner. This is a perfect complement to a slice of hand-tossed pizza from a brick oven, fresh sushi, hot soup, salad, or an item from the “hot bar.” Whole Foods has perfected the art of fresh, “homemade” prepared foods and meals made to order. Whole Foods’ meals will be available to enjoy on site in two sections of the store; the Bistro, and the other cafeteria-style area of the store.

Whole Foods Birmingham Bistro will be a laid-back “flex casual” style of dining. Guests will order their choices at the counter. When the order is ready, a Whole Foods team member will deliver the order to the guest’s table. A guest may also have a seat at the small bar to order beverages, coffee, juices, and gelatos. Many guests prefer to enjoy their meal at the bar. Of course, Whole Foods has a strict procedure in place to ensure that alcohol beverages are served only to those guests who are over the age of 21. Whole Foods operates with liquor licenses in Michigan at seven of their stores; of these, six stores operate with Class C licenses similar to this Bistro proposal.

The idea behind Whole Foods Birmingham Bistro is to further enhance the neighborhood store feeling. The addition of the Bistro will instantly convert the venue into a gathering place for families to enjoy a healthy meal with an adult beverage. Whole Foods will truly be a one-stop shop, offering all the best things the community of Birmingham will love.

HOURS: Whole Foods hours of operation will be seven days a week from 8:00 a.m. to 10:00 p.m.

OPENING: The anticipated opening date of Whole Foods is November of 2017.

Financial feasibility information can be made available upon request.

WHOLE FOODS BIRMINGHAM BISTRO

DAILY SPECIALS

Monday – All MN drafts \$4
 Tuesday – Select \$2 drafts (with burger purchase)
 Wednesday – Half off wines by the glass
 Thursday – All drafts \$4 (All day!)
 Saturday & Sunday – \$3 Micheladas & mimosas
 All Day Every Day – \$3 Staff Pick Drafts

HAPPY HOUR

Monday – Friday, 4-6pm
 Select \$3 wine + Select \$3 draft beer

DRINKS \$5

BEER-MOSA – Destihl Hefeweizen with fresh squeezed orange juice
 MIMOSA – Prosecco with fresh squeezed orange juice
 MICHELADA – Lager, cholula, lime

BOTTLES & CANS \$2

Central Waters Mudpuppy Porter
 Lagunitas Pils
 Founders All Day IPA
 Destihl Hefeweizen
 Two Brothers Ebel's Weiss
 Bell's Amber Ale
 Loon Juice Cider
 Great Lakes Commodore Perry IPA
 Left Hand Milk Stout
 Two Brothers Prairie Path – Gluten Free

WINE BY THE GLASS

SPARKLING

Riondo Prosecco \$5
 Henriot Brut \$8

WHITE WINE

Clos Du Bois Chardonnay \$5
 Ruffino Pinot Grigio \$5
 Hogue Riesling \$5
 Apothic White Blend \$5
 William Fevre Chablis \$8
 Kim Crawford Sauvignon Blanc \$8

RED WINE

La Vieille Ferme Rose \$5
 Cabernet Sauvignon \$5
 Alamos Malbec \$5
 Apothic Red Blend \$5
 Tenuta di Ghizzano Toscana \$8
 Bouchard Pinot Noir \$8
 Meomi Pinot Noir \$8
 Ghost Pines Cabernet Sauvignon \$8

SIDES \$2.50 each

FRENCH FRIES
 POTATO CHIPS

LOADED BAKED POTATO TOTS
 BROCCOLI TOTS

BREAKFAST

Served all day!

SIDE OF BACON OR SAUSAGE \$2

2 EGGS ANY STYLE \$6
 Served with home fries & toast

3 EGG OMELETTE \$7
 Choice of three ingredients: mushroom, onion, spinach, peppers, tomato, ham, bacon, mozzarella, cheddar or Swiss cheese. Served with home fries & toast

BREAKFAST SANDWICH \$5
 Fried egg, cheddar cheese, choice of buttermilk biscuit. Add bacon, sausage patty or Black Forest ham \$1

SINGLE BUTTERMILK PANCAKES  \$2 each
 Served with maple syrup & butter

STACK OF PANCAKES  \$6
 3 buttermilk pancakes served with maple syrup & butter

BISCUITS AND GRAVY \$5
 Split buttermilk biscuit topped with sausage cream gravy

BREAKFAST POUTINE \$6
 Hand-cut French fries, beef gravy, white cheddar cheese curds topped with 2 fried eggs. Add Black Forest ham \$1

SNACK BASKETS

FRIED CHEESE CURDS  \$5
 Served with classic ranch dipping sauce

LOADED TATER TOT NACHOS \$5
 Bacon, sour cream, chive and cheese stuffed tater tots topped with taco meat, cheese sauce, sour cream, olives, jalapeño & green onions

POUTINE \$5
 Hand-cut French fries topped with beef gravy & white cheddar cheese curds

SANDWICHES

*All sandwiches served with choice of side

CLASSIC GRILLED CHEESE  \$5
 Cheddar cheese on sourdough

BLACKENED CHICKEN PO' BOY \$8
 Chicken breast, spicy remoulade, shredded lettuce, tomato & pickle on ciabatta

WALLEYE PO' BOY \$8
 Breaded walleye, spicy remoulade, lettuce, tomato & pickle on a ciabatta

GRILLED PORTOBELLO  \$8
 Marinated portobello mushroom, balsamic aioli, lettuce, tomato, red onion & avocado on a toasted sesame bun

BEET REUBEN  \$8
 Smoked beets, sauerkraut, Thousand Island & Swiss cheese on marble rye

BURGERS

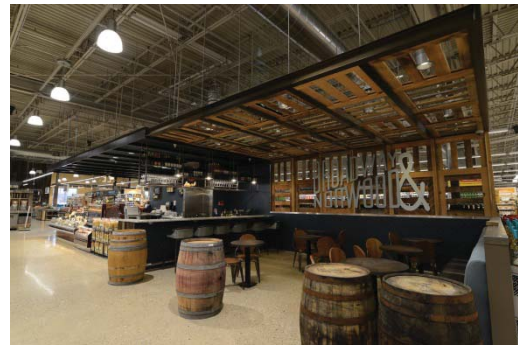
*All burgers served with choice of side

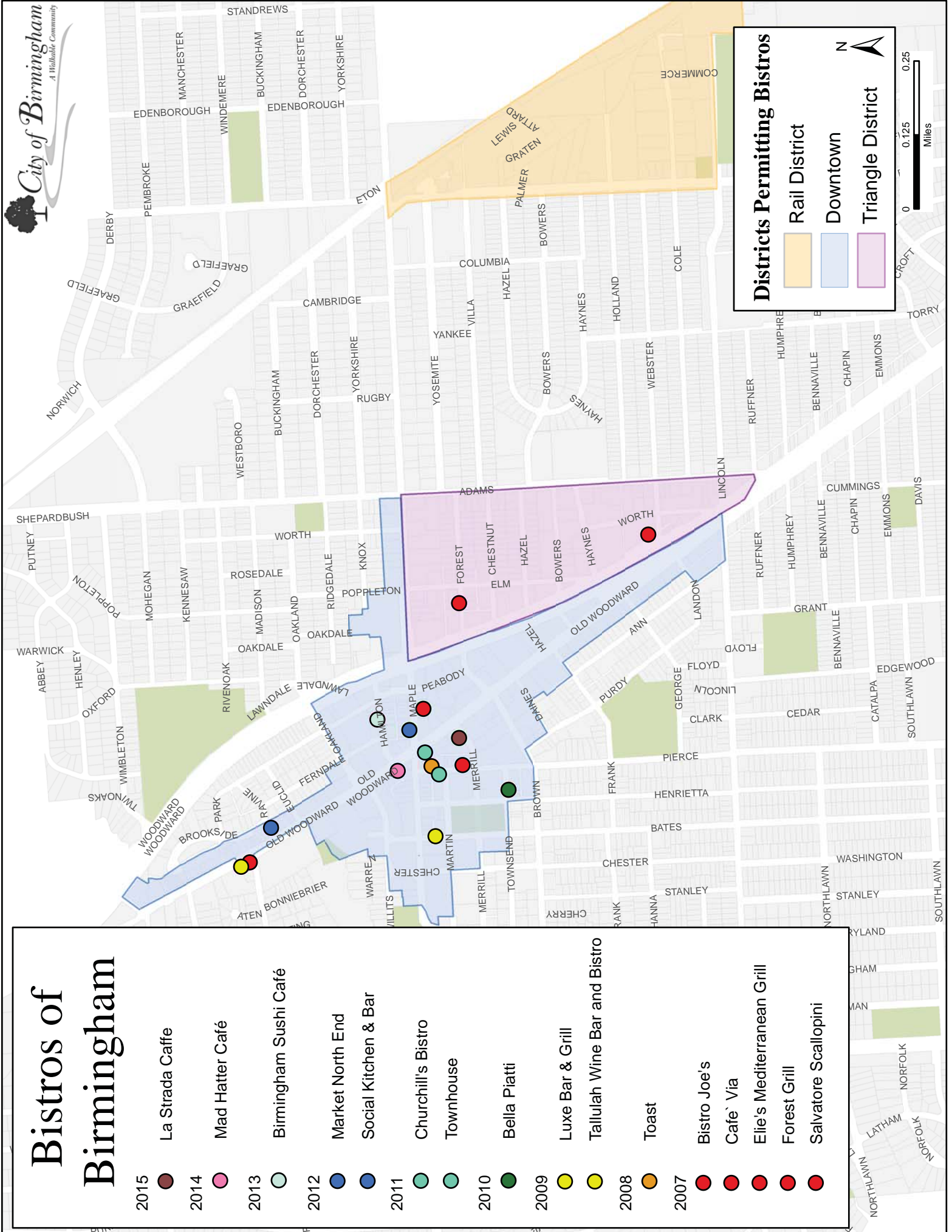
CLASSIC BURGER \$8
 American cheese, lettuce, tomato & red onion on a sesame seed bun

BLUE BURGER \$8
 Blue cheese, mushrooms, lettuce, tomato & red onion on a sesame seed bun

UP IN SMOKE BURGER \$8
 Chipotle pepper, cheddar cheese, bacon, lettuce, tomato & red onion on a sesame seed bun

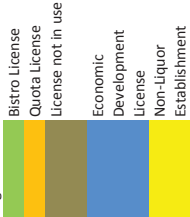
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	A	B	C	D	E	F	G	H	I	J	K	L
71	Odoba	795 East Maple Road	n						60		60	N
72	Sanders	167 North Old Woodward	n				6				6	N
73	Shish Kabob Express	34186 Woodward Avenue	n								None	0
74	Stacked Deli	233 North Old Woodward Avenue	n								None	0
75	Starbucks	135 South Old Woodward	n				8				8	N
76	Succo Fresco Café	600 North Old Woodward	n		18		18				16	N
77	Sweet Earth	141 W. Maple	n				4				4	N
78	Sy Thai Cafe'	315 Hamilton Row	n								None	0
79	Toss-Ups	34623 Woodward Avenue	n								None	0
80	Touch of India Cuisine	297 East Maple Road	n								None	0
81	Try it Raw	213 East Maple Road	n								None	0
82	* Temporarily closed for renovations											
	**Mitchell's and Camerons are sharing one											
83	license. The other license is being held by the											
84	company.											
85												
86												
87												
88												
89												
90												
91												

Legend





MEMORANDUM

Planning Division

DATE: October 4, 2016

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana L. Ecker, Planning Director

SUBJECT: Ownership Transfer Request
185 N. Old Woodward – Mad Hatter Bistro

The Mad Hatter was originally approved to operate as a bistro under a Special Land Use Permit on February 24, 2014 by the City Commission. Mad Hatter is owned by Tea Parlor, Inc. doing business as Mad Hatter.

On September 30, 2016, the owners of the Mad Hatter Bistro, Tea Parlor Inc., submitted a Special Land Use Permit amendment application to the Planning Department to transfer ownership of the existing bistro from the current owners, Tea Parlor Inc. to RAM Restaurant Group Inc. This SLUP Amendment application is to allow the transfer of the liquor license for use at 185 N. Old Woodward, Mad Hatter. No changes are proposed to the layout, design, name or operation of the existing Mad Hatter's restaurant.

In the past, as there are no changes to the layout or operation of the establishment, the City Attorney has directed that applications that request the transfer of ownership only proceed directly to the City Commission for review.

Please find attached the draft SLUP Amendment resolution, as well as a draft of the SLUP contract to be executed between the City and the proposed new owners, RAM Restaurant Group.

SUGGESTED ACTION:

To approve Special Land Use Permit Amendment for Mad Hatter at 185 N. Old Woodward to approve the transfer in ownership of the existing liquor license and bistro from the current owners, Tea Parlor Inc. to RAM Restaurant Group, Inc.

MAD HATTER
185 N. Old Woodward
SPECIAL LAND USE PERMIT AMENDMENT
2016

WHEREAS, MAD HATTER filed an application pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code to transfer ownership of their bistro as defined in Article 9, section 9.02 of Chapter 126, Zoning, of the City Code from the current owners, Tea Parlor Inc. to RAM Restaurant Group Inc.;

WHEREAS, The land for which the Special Land Use Permit is sought is located on the west side of N. Old Woodward between Maple and Willits;

WHEREAS, The land is zoned B-4, and is located within the Downtown Birmingham Overlay District, which permits bistros with a Special Land Use Permit;

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;

WHEREAS, The Planning Board on December 11, 2013 reviewed the application for Final Site Plan and Special Land Use Permit and recommended approval with the following conditions:

1. The applicant obtain a variance for the 70% glazing requirement from the Board of Zoning Appeals ("BZA");
2. The applicant obtain a variance to extend the outdoor dining platform in front of the neighboring storefront from the BZA;
3. The applicant submit specification sheets on the planters prior to review by the City Commission;
4. The applicant will be required to enter into a license agreement with the City for use of the public right-of-way, and to provide the required insurance. Liquor liability insurance will also be required for the service of liquor in the right-of-way, as well as an outdoor dining permit;
5. The applicant will need to return to the Historic District Commission for changes they have made to the platform; and
6. The applicant meets all Fire Dept. requirements.

WHEREAS, The applicant has agreed to comply with all conditions for approval as recommended by the Planning Board on December 11, 2013;

WHEREAS, The Historic District Commission on December 18, 2013 reviewed the application for a Historic Design and Sign review and voted to approve the proposed changes to the historic building.

WHEREAS, The Board of Zoning Appeals on January 14, 2014 reviewed the appeal for two variances regarding the first floor glazing requirement and the placement of the outdoor dining platform and granted the applicant both variances;

WHEREAS, On February 24, 2014 the Birmingham City Commission approved a Special Land Use Permit for Mad Hatter;

WHEREAS, The original stockholder in Mad Hatter, Tea Parlor, Inc., wishes to sell all stock in Mad Hatter to RAM Restaurant Group, Inc. thereby transferring ownership of Mad Hatter, thus requiring a Special Land Use Permit Amendment in accordance with Article 7, section 7.36 of Chapter 126, Zoning of the City Code;

WHEREAS, The Birmingham City Commission has reviewed Mad Hatter's 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 the Mad Hatter application for a Special Land Use Permit authorizing the operation of a bistro at 185 N. Old Woodward in accordance with Chapter 10, Alcoholic Liquors, 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. Mad Hatter 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 hours of operation for outdoor dining shall cease at 12:00 a.m.;
4. Mad Hatter shall provide for the removal of disposable materials resulting from the operation and maintain the area in a clean and orderly condition by providing the necessary employees to guarantee this condition, and by the placement of a trash receptacle in the outdoor seating area;
5. Mad Hatter shall enter into a contract with the City outlining the details of the proposed bistro option.

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, Mad Hatter 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 Mad Hatter to comply with all the ordinances of the city may result in the Commission revoking this Special Land Use Permit.

MAY IT BE FURTHER RESOLVED that Mad Hatter, which does business at 185 N. Old Woodward, Birmingham, Michigan, 48009, is located in the Principal Shopping District which was designated as a Redevelopment Project Area, pursuant to Section 521a (1)(b) of the Michigan Liquor Control Code of 1988, being MCL 36.1521a(1)(b), by Birmingham City Commission Resolution adopted September 24, 2007; and

MAY IT BE FURTHER RESOLVED that Mad Hatter is recommended for the transfer of ownership of the bistro, with a Class C Liquor License, at 185 N. Old Woodward, Birmingham, Michigan, 48009, above all others, pursuant to Chapter 10, Alcoholic Liquors, of the Birmingham City Code, subject to final inspection.

I, Laura M. 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 October 10, 2016.

Laura M. Pierce, City Clerk



LAW OFFICES

ADKISON, NEED, ALLEN, & RENTROP

PROFESSIONAL LIMITED LIABILITY COMPANY

PHILLIP G. ADKISON
KELLY A. ALLEN
SALAM F. ELIA
GREGORY K. NEED
G. HANS RENTROP

39572 Woodward, Suite 222
Bloomfield Hills, Michigan 48304
Telephone (248) 540-7400
Facsimile (248) 540-7401
www.ANAfirm.com

OF COUNSEL:
KEVIN M. CHUDLER
LINDA S. MAYER

September 30, 2016

Via Electronic Mail

Mr. Joseph Valentine
City Manager
City of Birmingham
151 Martin St.
Birmingham, MI 48012

Ms. Jana Ecker
Planning Director
City of Birmingham
151 Martin St.
Birmingham, MI 48012

Re: Request to Assign Mad Hatter Bistro Contract and Special Land Use Permit

Dear Mr. Valentine and Ms. Ecker:

The Mad Hatter, located at 185 N. Old Woodward, is currently owned by Tea Parlor, Inc., and operates as a Bistro pursuant to a Bistro Contract and a Special Land Use Permit ("SLUP").

Tea Parlor, Inc. is selling its assets to RAM Restaurant Group, Inc. ("RAM"). Our firm represents RAM.

There will be no changes to the Mad Hatter. The name, the concept, the layout, and the menu will remain the same. Therefore, RAM requests that the Bistro Contract and the SLUP be assigned from Tea Parlor, Inc., d/b/a Mad Hatter, to RAM Restaurant Group, Inc., d/b/a Mad Hatter.

An application to transfer the ownership of the liquor license was filed with the Birmingham Police Department on September 22, 2016. RAM also applied to transfer the liquor license with the Michigan Liquor Control Commission (Request Id. No. 852987).

Enclosed for the City's review are the following:

1. SLUP Application – Bistro
2. Executed Bistro Contract
3. Executed Outdoor Dining Contract

We will provide any required fee to the City upon request.

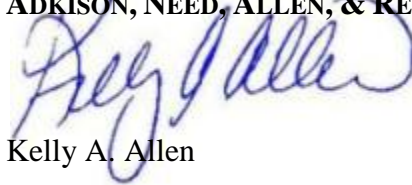
We ask that this matter be placed on a City Commission Agenda as soon as possible, hopefully in conjunction with the City Commission's consideration of the transfer of the liquor license.

If you have any questions or need any further information, please do not hesitate to contact me.

As always, thank you for your attention and hard work!

Very truly yours,

ADKISON, NEED, ALLEN, & RENTROP, PLLC



Kelly A. Allen

KAA/kjf
Enclosures

cc: Commander Chris Busen
Andrew Dickow



Special Land Use Permit Application - Bistro

Planning Division

1. Applicant

Name: RAM Restaurant Group
Address: 185 N. Old Woodward

Phone Number: _____
Fax Number: _____
Email Address: _____

Property Owner

Name: Richard Slater
Address: P.O. Box 99699
Troy, MI 48098
Phone Number: 248-269-9484
Fax Number: _____
Email Address: rslater8388@yahoo.com

2. Applicant's Attorney/Contact Person

Name: Kelly A. Allen
Address: 39572 Woodward Avenue, Suite 222
Bloomfield Hills, MI 48304
Phone Number: 248-540-7400
Fax Number: 248-540-7401
Email Address: kallen@anafirm.com

Project Designer/Developer

Name: None - No changes
Address: _____

Phone Number: _____
Fax Number: _____
Email Address: _____

3. Required Attachments All previously provided unless noted below.

- Warranty Deed with legal description of property
- Floor Plan of Bistro Operation
- Proof of ability to finance the proposed project -Attached
- Required fee (see Fee Schedule for applicable amount) -Enclosed
- Photographs of existing site and buildings
- Samples and/or specification sheets of all materials to be used
- Landscape Plan showing all existing and proposed elements
- Catalog sheets for all proposed lighting & outdoor furniture
- Completed Checklist
- Certified Land Survey
- Signed Contract -Attached
- Fifteen (15) folded copies of plans including color elevations showing all materials and an itemized list of all changes for which approval is requested with the changes marked in color
- One (1) additional set of plans mounted on a foam board, including a color rendering of each elevation

4. Project Information

Address/Location of Property: 185 N. Old Woodward

Name of Bistro: Mad Hatter
Sidwell #: _____
Current Use: Bistro
Proposed Use: Bistro
Area in Acres: _____
Current Zoning: B-4/Downtown Overlay
Zoning of Adjacent Properties: _____
Is there a current SLUP in effect for this site?: Yes

Name of Historic District site is in, if any: CBD
Date of HDC Approval, if any: 9/18/2013
Date of Application for Preliminary Site Plan: _____
Date of Preliminary Site Plan Approval: _____
Date of Application for Final Site Plan: _____
Date of Final Site Plan Approval: 11/13/2013
Date of Revised Final Site Plan Approval: _____
Date of Final Site Plan Approval: 11/13/2013
Date of DRB approval, if any: _____
Date of Last SLUP Amendment: None

5. Details of the Nature of Work Proposed (Site plan & design elements)

No changes.

6. Buildings and Structures existing on site Previously provided - no changes.

Number of Buildings on site: _____ Use of Buildings: _____
Height of Building & # of stories: _____ Height of rooftop mechanical equipment: _____

7. Floor Use and Area (in square feet) Previously provided - no changes.

Structures:

Restaurant Space: _____ Retail space: _____
Office space: _____ Number of Residential Units: _____
Total floor area: _____ Rental or Condominium: _____

8. Bistro Operation Previously provided - no changes.

Number of Indoor Seats: _____ Type of Cuisine: _____
Number of Outdoor Seats: _____ Bar Area? _____
Entertainment Proposed: _____ Number of Seats at bar: _____
Years of Experience in Birmingham: _____ Years of Experience outside of Birmingham: _____
Previous LCC Complaints? _____ Full Service Kitchen? _____
Tables provided along street façade: _____ Percentage of glazing proposed: _____
Required front setback: _____ Proposed front setback: _____
Required rear setback: _____ Proposed rear setback: _____
Required total side setback: _____ Proposed total side setback: _____

9. Outdoor Dining Facility Platform previously approved - no changes.

Location (sidewalk right-of-way or on-street parking space): _____ Number of tables/chairs: _____
_____ Material of tables/chairs: _____
Hours of operation: _____ Table umbrellas height and material: _____
Width of unobstructed sidewalk between door and café (5' required): _____ Number and location of parking spaces: _____
_____ Screenwall material: _____
Platform proposed: _____ Enclosure material: _____
Trash receptacles: _____

10. Required and Proposed Parking Not required.

Number of parking spaces: _____ Location of parking spaces: _____
Location of off site parking: _____ Shared Parking Agreement?: _____
Screenwall material: _____ Height of screenwall: _____

11. Landscaping Previously approved - no changes.

Location of landscape areas: _____ Proposed landscape material: _____

12. Streetscape Previously approved - no changes.

Sidewalk width: _____ Description of benches or planters: _____
Number of benches: _____
Number of planters: _____
Number of existing street trees: _____ Species of existing street trees: _____
Number of proposed street trees: _____ Species of proposed street trees: _____
Streetscape Plan submitted?: _____

13. Loading Not required.

Required number of loading spaces: _____

Location of loading spaces on the site: _____

Proposed number of loading spaces: _____

14. Mechanical Equipment Previously approved - no changes.

Ground Mounted Mechanical Equipment:

Number of ground mounted units: _____

Size of ground mounted units (LxWxH): _____

Screenwall material: _____

Location of all ground mounted units: _____

Height of screenwall: _____

Rooftop Mechanical Equipment:

Number of rooftop units: _____

Type of rooftop units: _____

Screenwall material: _____

Location of screenwalls: _____

Location of all ground mounted units: _____

Size of rooftop units (LxWxH): _____

Height of screenwall: _____

Percentage of rooftop covered by mechanical units: _____

Distance from units to rooftop units to screenwall: _____

15. Lighting Previously approved - no changes.

Number of light standards on building: _____

Size of light fixtures (LxWxH): _____

Maximum wattage per fixture: _____

Parking lot lighting: _____

Type of light standards on building: _____

Height from grade: _____

Proposed wattage per fixture: _____

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and / or Building Division of any additional changes made to an approved site plan or Special Land Use Permit. The undersigned further states that they have reviewed the procedures and guidelines for site plan review and Special Land Use Permits in Birmingham and have complied with same. The undersigned will be in attendance at the Planning Board meeting when this application will be discussed.

Signature of Owner: _____

Date: 9/29/2016

Print Name: Richard Slater

Signature of Applicant: _____

Date: 9/29/2016

Print Name: Andrew Dickow

Signature of Architect: _____

Date: _____

Print Name: _____

Office Use Only

Application #: _____ Date Received: _____ Fee: _____

Date of Approval: _____ Date of Denial: _____ Accepted by: _____



SPECIAL LAND USE PERMIT APPLICATION CHECKLIST – PLANNING DIVISION

Applicant: RAM Restaurant Group, Inc. Case #: _____ Date: 9/29/2016

Address: 185 N. Old Woodward Project: Mad Hatter Bistro

All site plans and elevation drawings prepared for approval shall be prepared in accordance with the following specifications and other applicable requirements of the City of Birmingham. If more than one page is used, each page shall be numbered sequentially. All plans must be legible and of sufficient quality to provide for quality reproduction or recording. Plans must be no larger than 24" x 36", and must be folded and stapled together. The address of the site must be clearly noted on all plans and supporting documentation.

Site Plan for Special Land Use Permit Previously submitted - on file.

A full site plan detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- _____ 1. Name and address of applicant and proof of ownership;
- _____ 2. Name of Development (if applicable);
- _____ 3. Address of site and legal description of the real estate;
- _____ 4. Legend and notes, including a graphic scale, north point, and date;
- _____ 6. A separate location map;
- _____ 7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
- _____ 8. A list of all requested elements / changes to the site plan;
- _____ 9. Any changes requested marked in color on the site plan and on all elevations of any building(s);
- _____ 10. Existing and proposed layout of streets, open space and other basic elements of the plan;
- _____ 11. Existing and proposed utilities and easements and their purpose;
- _____ 12. Location of natural streams, regulated drains, 100-year flood plains, floodway, water courses, marshes, wooded areas, isolated preservable trees, wetlands, historic features, existing structures, dry wells, utility lines, fire hydrants and any other significant feature(s) that may influence the design of the development;
- _____ 13. General description, location, and types of structures on the site;
- _____ 14. Details of existing or proposed lighting, signage and other pertinent development features;
- _____ 15. A landscape plan showing all existing and proposed planting and screening materials, including the number, size, and type of plantings proposed and the method of irrigation; and
- _____ 16. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

Elevation Drawings Previously submitted - on file.

Complete elevation drawings detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- _____ 17. Name and address of applicant and proof of ownership;

- _____ 18. Name of Development (if applicable);
- _____ 19. Address of site and legal description of the real estate;
- _____ 20. A separate location map;
- _____ 21. Legend and notes, including a graphic scale, north point, date and all relevant dimensions;
- _____ 22. Color elevation drawings showing the proposed design for each façade of the building;
- _____ 23. Itemized list of all materials to be used, including exact size specifications, color, style, and the name of the manufacturer; and
- _____ 24. Elevation drawings of all screenwalls to be utilized in concealing any exposed mechanical or electrical equipment, trash receptacle areas and parking areas;
- _____ 25. Details of existing or proposed lighting, signage and other pertinent development features;
- _____ 26. A list of any requested design changes;
- _____ 27. Location of all exterior lighting fixtures, exact size specifications, color, style and the name of the manufacturer of all fixtures, and a photometry analysis of all exterior lighting fixtures showing light levels to all property lines; and
- _____ 28. Any other information requested in writing by the Planning Division, the Planning Board, or the Building Official deemed important to the development.

CONTRACT FOR TRANSFER OF A LIQUOR LICENSE
(BISTRO)

This Contract is entered into this ____ day of _____, 2016 by and between
RAM Restaurant Group, Inc., d/b/a Mad Hatter _____, whose address is 185 N. Old Woodward, (Licensee) and the **CITY OF BIRMINGHAM**, a Michigan Municipal Corporation, whose address is 151 Martin Street, Birmingham, Michigan 48012 (City).

R E C I T A L S:

WHEREAS, Licensee wishes to transfer the ownership of its liquor license from Tea Parlor, Inc. to
RAM Restaurant Group, Inc. (the assumed name of the Bistro remains "Mad Hatter"), at 185 N. Old Woodward, Birmingham, Michigan (Property); and

WHEREAS, local legislative approval is required by the **CITY OF BIRMINGHAM** for the transfer of a
Class C liquor license pursuant to MCLA §436.1501 of the Michigan Liquor Control Code of
1998; and

WHEREAS, Licensee desires to enter into this Contract as an inducement to the **CITY OF BIRMINGHAM**
to approve the request of the aforementioned transfer of the liquor license; and,

WHEREAS, the **CITY OF BIRMINGHAM** is relying upon this Contract in giving its approval to the transfer
of the on-premises licenses as described herein.

NOW, THEREFORE, the parties agree as follows:

1. Licensee shall be permitted to transfer the ownership of its liquor license from Tea Parlor, Inc., to RAM Restaurant Group, Inc., for use at the Property. Any transfer of the aforementioned license from the Property to any other location in the CITY OF BIRMINGHAM shall require the approval of the Birmingham City Commission in accordance with Section 10-83. In addition, any expansion of the building location at the Property shall also require the approval of the Birmingham City Commission.
2. Licensee does hereby agree that it shall establish a bistro, as defined in Birmingham City Code Chapter 126, Zoning, Article 9, section 9.02, at the Property.
3. Licensee further acknowledges that it must secure a special land use permit for a bistro as required by the Birmingham City Code. It is further agreed that it shall comply with all provisions of the special land use permit, or any amendments thereto, as a condition of this contract. Licensee further acknowledges and agrees that a violation of any provision of the special land use permit or the Michigan Liquor Control Code is a violation of the terms of the contract entitling the City to exercise any or all of the remedies provided herein.
4. Licensee further agrees that it shall not apply or seek from the Michigan Liquor Control Commission any permit endorsements to its liquor license whether available in the current Michigan Liquor Control Code or in future Michigan Liquor Control Codes, or amendments thereto, without the prior approval of the Birmingham City Commission.
5. Licensee further agrees that it shall not seek any change in its license status/class whether such changes are available now in the current Michigan Liquor Control Code or in future Michigan Liquor Control Codes, or amendments thereto, without prior approval of the Birmingham City Commission.
6. Licensee agrees that it shall adhere to all Federal, State and Local laws currently in effect or as subsequently amended or enacted.

7. Licensee agrees that its failure to follow any of the provisions herein shall be grounds for the Michigan Liquor Control Commission to suspend, revoke or not renew its liquor license and/or for the Birmingham City Commission to revoke the special land use permit, either of which would prohibit Licensee from operating the bistro. Licensee agrees that in addition to the City of Birmingham's right to seek suspension, revocation or non-renewal of its liquor license and/or revocation of the special land use permit, the City retains any and all rights to enforce this Contract that may be available to it in law or in equity. Licensee further agrees that it shall reimburse the City all of its costs and actual attorney fees incurred by the City in seeking the suspension, revocation or non-renewal of its liquor license and revocation of the special land use permit, as well as enforcing such other rights as may be available at law and/or in equity.

8. To the fullest extent permitted by law, Licensee and any entity or person for whom Licensee is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City, its elected and appointed officials, employees and volunteers and others working on behalf of the City against any and all claims, demands, suits, or loss, including all costs connected therewith, including all costs and actual attorney fees, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, volunteers or others working on behalf of the City, by reason of personal injury, including bodily injury, death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with Licensee's operation of a bistro at the Property.

9. In the event Licensee fails to reimburse the City the costs and/or attorney fees as required herein, or any part thereof, then said amount could be transferred to the tax roll in accordance with Section 1-14 of the Birmingham City Code.

10. Any disputes arising under this Contract, not within the jurisdiction of the Michigan Liquor Control Commission, shall be settled either by commencement of a suit in Oakland County Circuit Court or by compulsory arbitration, at the election of the City. The Licensee shall notify the City of any dispute it has arising out of this Contract and shall demand that the City elect whether the dispute is to be resolved by submitting it to compulsory arbitration or by commencement of a suit in Oakland County Circuit Court. The City shall make its election in writing within thirty (30) days from the receipt of such notice. If the City elects to have the dispute resolved by compulsory arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan, with each of the parties appointing one arbitrator and the two thus appointed appointing a third. In the event the City fails to make such an election, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court.

11. This Contract shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan.

12. If any provision of this contract is declared invalid, illegal or unenforceable, such provision shall be severed from this contract and all other provisions shall remain in full force and effect.

13. This Contract shall be binding upon and apply and inure to the benefit of the parties hereto and their respective successors or assigns. The covenants, conditions, and the agreements herein contained are hereby declared binding on the CITY OF BIRMINGHAM and Licensee. It is further agreed that there shall be no change, modification, or alteration hereof, except in writing, signed by both of the parties hereto. Neither party shall assign any of the rights under this contract without prior approval, in writing, of the other. Any attempt at assignment without prior written consent shall be void and of no effect.

IN WITNESS WHEREOF, the parties hereby have executed this Contract as of the date set forth above.

By: 
Andrew Dickow

Its: Vice President

Date: _____

CITY OF BIRMINGHAM

By: _____
Rackeline Hoff, Mayor

Date: _____

By: _____
Laura M. Pierce, Clerk

Date: _____

OUTDOOR CAFÉ LICENSE AGREEMENT

THIS LICENSE AGREEMENT made this ____ day of ____, 2016 by and between the CITY OF BIRMINGHAM, a municipal corporation of 151 Martin Street, Birmingham, Michigan hereinafter called "BIRMINGHAM" and RAM Restaurant Group, Inc., d/b/a Mad Hatter, a Michigan Corporation, Birmingham, Michigan, hereinafter called "LICENSEE".

WHEREAS, Licensee is a tenant of property located at 185 N. Woodward, described as Parcel # _____,

WHEREAS, Licensee wishes to place tables and chairs immediately adjacent to its leased premises on property owned by the City of Birmingham, and

WHEREAS, the Birmingham Planning Board has reviewed and approved a site plan for Licensee to permit the placement of 5 tables and 22 chairs in the front pursuant to Section 4.44 of the Birmingham City Code, and

WHEREAS, Birmingham has determined that the 5 tables and 22 chairs will not interfere with the general public use of public property, and

WHEREAS, the parties intend by this License Agreement to license the placement of tables and chairs on public property under the terms and conditions provided herein.

IT IS THEREFORE AGREED as follows:

1. Birmingham licenses and authorizes the Licensee to place 5 tables and 22 chairs in the public sidewalk at the location specified in a plan dated 2/24/14, which plan was approved by the Planning Board and is incorporated herein by reference. If the outdoor dining is in connection with a bistro operation, a bistro contract is required.
2. It is mutually acknowledged that this License Agreement is intended as a license to use public property regulated and controlled by Birmingham, and Licensee must comply in all respects with the terms and conditions of the site plan approved 2/24/14, and with all procedures and other items set forth in the ordinances of Birmingham.
3. To the fullest extent permitted by law, the Licensee agrees to defend, pay on behalf of, and hold harmless the City of Birmingham, its elected and appointed officials, all employees and volunteers working on behalf of the City of Birmingham, its boards, commissions, and/or authorities, including employees and volunteers thereof, against any claims, demands, suits, loss, including all costs and reasonable attorney fees connected therewith, for any damages which may be asserted or recovered against or from the city, its elected and appointed officials, all employees and volunteers working on behalf of the City, its boards, commissions, and/or authorities, including employees and volunteers thereof, by reason of personal injury, including bodily injury and death; and/or property damage, including loss of use thereof, which arises out of or is in any way connected with this Agreement, including the operations, acts, errors or omissions of the Licensee in performing this License Agreement and any acts, errors or omissions by its officers, agents, employees, workmen or independent contractors, whether arising in whole or in part from such acts or omissions.
4. The Licensee, and each of its independent contractors, shall procure and maintain at all times during the duration of the Agreement, the following minimal available insurance coverage subject to the conditions indicated. All coverages shall be with insurance

companies licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City of Birmingham:

- A. Workers' Compensation Insurance: Workers' Compensation Insurance, including Employer's Liability Insurance, in accordance with all acceptable statutes of the State of Michigan.
 - B. Commercial General Liability Insurance: Commercial General Liability Insurance on an occurrence basis with the limits of liability of not less than \$1,000,000 per occurrence and aggregate of \$2,000,000 for Combined Single Limit Personal Injury and Property Damage, and shall include Independent Contractor's Coverage and Broad Form General Liability coverages.
 - C. Liquor Liability Insurance (if liquor is to be served): Liquor Liability Insurance on an occurrence basis with limits of liability of not less than \$1,000,000 per occurrence. Such a policy shall include an endorsement to, or a notation on, the insurance certificate that extends coverage to include service outside of the licensed premises to all areas where alcohol is served or consumed.
 - D. Additional Insured: Commercial General Liability Insurance (and Liquor Liability Insurance, if applicable) shall name the City of Birmingham as additional insured for all activities connected with this Agreement and shall include an endorsement stating the following as: "Additional Insureds": The City of Birmingham, all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and their board members, including employees and volunteers thereof. This coverage shall be primary to the additional insureds, and not contributing with any other insurance or similar protection available to the additional insured, whether said other available coverage be primary, contributory or excess. The authorized representative of the insurance carrier acknowledges that it has read the insurance provisions of the agreement between the city of Birmingham and the insured."
 - E. Cancellation Notice: Thirty (30) days advance written notice of cancellation, non-renewal, reduction of material change in coverage, will be provided to the City of Birmingham by the insurance carrier.
 - F. Proof of Insurance: The Licensee shall provide the City of Birmingham certificates and/or policies as listed below:
 - i. Two (2) copies of Certificate of Insurance for coverages specified in A, B, C, D and E above;
 - ii. If so requested, certified copies of all policies mentioned above.
5. Licensee shall pay to Birmingham a license fee of \$ 200 for each month April 1st to November 15th during which it places the tables and chairs on public property. Each month's fee shall be paid in advance no later than the 5th day of that month. The failure to pay timely may result in a late fee or revocation of this License Agreement. In addition, Licensee will be responsible for all real and personal property taxes that may result from this License Agreement.
6. Licensee shall be responsible for the upkeep and maintenance of the licensed area. Should any City Property be damaged as a result of Licensee's outdoor dining activities, Licensee shall promptly make all necessary repairs at Licensee's sole expense. Licensee acknowledges that any private use of the public property not specifically authorized by this

License Agreement is prohibited

7. Licensee shall maintain an unobstructed sidewalk width as required by the Planning Board.
8. Licensee shall cease outdoor activities at the close of business. Outdoor dining is not permitted past 12:00 AM. If the outdoor dining area is immediately adjacent to any single-family or multiple family residential district, all outdoor activity must cease at the close of business or 10:00 P.M., whichever is earlier.
9. If Licensee is seeking to install a platform at least partially located on a City street or parking area, the following additional terms and conditions apply:
 - A. The Licensee acknowledges that the platform to be installed will disrupt the normal path of the City street sweeper. The street sweeper will not be able to reach the street and gutter pan for an area of approximately 80 square feet on both sides of the platform. The Licensee will be responsible for sweeping this area by hand on a daily basis to match the upkeep of the rest of the street.
 - B. The Licensee acknowledges that the platform will make a portion of the gutter drainage system for the street inaccessible. At any time when an obstruction is present in the gutter drainage system underneath the platform such that standing water is resulting upstream of the platform, the Licensee shall employ whatever means necessary to move the obstruction to restore the operation of the drainage system. Should the Licensee fail to do so, the City shall notify the Licensee of his/her need to address this matter within 24 hours in writing. If Licensee continues not to respond or if the Licensee fails to remove the obstruction, the City shall have the right to direct City labor and equipment needed to resolve the matter, with all costs (plus 15% administration fee) being invoiced to the Licensee.
 - C. The Licensee acknowledges that the platform will be partially placed on a City street. At some time in the future, the City will need to schedule the street for repaving. In order to get competitive bids for this work, the City must allow its contractor the option to schedule the work over a period of as much as three months. The City Engineer agrees to notify the Licensee prior to the paving season (which coincides with the period of time the platform would be in place) when such work is planned on the relevant street. The Licensee agrees to defer installation of the platform until after the street paving is complete, and authorization to do so has been received by the City Engineer.
 - D. The Licensee acknowledges that the platform will be partially placed on a City sidewalk. At some time in the future, the City will be in the immediate area repairing City sidewalks to ensure the safety of the public. Inspections of sidewalks can generally occur when the platforms are not present, but repairs need to occur during the paving season, (which may coincide with the period of time the platform would be in place). If the Engineering Dept. determines that there are sidewalk repairs needed in the area of the platform, and such repairs cannot be done in conjunction with the standard sidewalk repair contractor (who would be working in the area later in the season, the Licensee shall be put on notice that the sidewalk repairs shall be conducted and completed by the Licensee at their own expense prior to installation of the platform for that season. Once a sidewalk permit has been issued by the Engineering Dept., and the work has been completed with its supervision, the platform erection may begin.

- E. The Licensee acknowledges that the City is responsible for maintenance of the existing utility system that is under and adjacent to the subject platform area. It is possible that an emergency may arise that will require excavation under or near the area of the platform with short notice. Removal may also be necessitated if an excavation will cause nearby lanes of the road to be closed, which would then require the diversion of traffic in the area of the platform. The Licensee must be prepared to remove all or parts of the platform with 24 hours notice in the case of an emergency.
- F. The Licensee must be prepared to remove the platform with 24 hours notice if requested by the City when deemed necessary when the health, safety, and welfare of the public will be potentially jeopardized.
- G. Upon removal of Licensee's platform, Licensee shall repair any City property damaged as a result of the installation, use or removal of the platform. All repairs shall be made at Licensee's sole expense.
10. In addition to any remedies set forth above, the City may revoke this License Agreement and remove the outdoor dining furniture and dining platform, if any, at Licensee's cost, for failure to abide by the terms and conditions of this License Agreement. The City does hereby authorize the City Manager or his designee to exercise this power to revoke this License Agreement without further action by the City Commission. Any and all costs incurred by the City, including, but not limited to, removal of the dining furniture and/or platform, disposal, staff time and actual attorney fees, shall be paid by the Licensee. In the event such costs are not paid as provided by Birmingham City Code Section 1-14, then they may be transferred to the tax rolls in accordance with said Section of the Code.
11. The term of this License Agreement shall be for one (1) year provided. However, Birmingham may revoke and terminate this License Agreement at any time it determines that Licensee has violated any of the conditions of this License Agreement, the site plan, any special land use permit, bistro contract, or any ordinance of the City of Birmingham.
12. This License Agreement shall be binding upon and inure to the benefit of the parties, their successors and assigns.

IN WITNESS WHEREOF, the parties execute this Agreement.

CITY OF BIRMINGHAM,
a municipal corporation

Laura M. Pierce, City Clerk

LICENSEE:



Print corporation name below:

RAM Restaurant Group, Inc.

Print name: Andrew Dickow

Its: Vice President

Updated 01/10/2011



MEMORANDUM

Police Department

DATE: September 26, 2016

TO: Joseph A. Valentine, City Manager

FROM: Mark Clemence, Chief of Police

SUBJECT: **RAM Restaurant Group, Inc. ("RAM") is requesting to transfer ownership of the Class C and SDM liquor licenses with Sunday sale (AM and PM) and an Outdoor Service Permit located at 185 N Old Woodward, Birmingham, Oakland County, Michigan, issued pursuant to MCL 436.1521(A)(1)(B) from Tea Parlor, Inc. to RAM.**

The police department has received a request from the law firm of Adkison, Need, Allen, and Rentrop regarding a request to transfer ownership of the Class C license from Tea Parlor, Inc., located at 185 N Old Woodward, Oakland County, MI 48009, which will continue to do business as Mad Hatter. RAM has paid the initial fee of \$1,500.00 for a business that serves alcoholic beverages for consumption on the premises per section 7.33 of the Birmingham City Code.

RAM will be seeking to continue a Bistro License under Chapter 10, Alcoholic Liquors, of the Birmingham City Code contingent on the Birmingham City Commission approval of the SLUP to operate an establishment with a Bistro License for 185 N Old Woodward, pursuant to Article 7, Section 7.34, Zoning, of the Birmingham City Code.

There are two stockholders for the transfer of the Mad Hatter from Tea Parlor, Inc. to Ram. The new majority stockholder at 80% is Randy Dickow. The other new stockholder is Andrew Dickow at a 20% share. Randy and Andrew successfully operate the following restaurants in Detroit, MI.

- Calexico (current Class C liquor license with no violations)
- Lunchtime Global (no liquor license)
- Freshii (no liquor license)
- Sweet Lorraine's Fabulous Mac & Cheese (no liquor license)

RAM will continue to operate Mad Hatter at 185 N Old Woodward, Birmingham MI. The restaurant will have seating to accommodate sixty-five patrons on the first floor and lower level, included in this are five seats situated at a bar near the rear of the restaurant. The Mad Hatter also has seating for twenty-two patrons on a raised

platform on N Old Woodward. The menu is unique and includes breakfast, lunch and dinner. The menu includes tapas through full course meals and specializes in high tea, light tea, and tiny tea items. The current hours of operation are Sunday-Thursday from 9:00am to 10:00pm and Friday and Saturday from 9:00am to 11:00pm.

RAM will assume the current lease for 185 N Old Woodward from the landlord (Birmingham Riverside, LLC) for the final two years and will have an additional 5 year lease option. The purchase price for the furniture, fixtures, equipment, goodwill, covenants not to compete, and inventory will be a total of \$750,000. The project will be funded by a Hunting Bank loan in the amount of \$598,500, Huntington line of credit in the amount of \$25,000, capital contribution from Randy Dickow in the amount of \$146,000 and capital contribution from Andrew Dickow in the amount of \$36,500. Randy Dickow will receive a \$58,000 distribution from his company RAF Global Corporation and an \$88,000 distribution from his company RADD Enterprises, INC., for his capital contribution to RAM. Andrew Dickow will receive a \$22,000 distribution from RADD Enterprises, INC., and will also use personal funds from his E-Trade account for his capital contribution to RAM.

A background check was conducted on both stockholders. The Law Enforcement Information Network (LEIN), the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network (MAGLOCLLEN) and the Court's Law Enforcement Management Information System (CLEMIS) were used to gather possible criminal contacts. Randy Dickow has no criminal convictions. Andrew Dickow has no criminal convictions.

SUGGESTED RESOLUTION:

To authorize the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and to approve the liquor license transfer for RAM that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) and SDM License with Outdoor Service (1 Area) that are located at 185 N. Old Woodward, Birmingham, Oakland County, MI 48009.

Furthermore, pursuant to Birmingham City Ordinance, to authorize the City Clerk to complete the Local Approval Notice at the request of RAM approving the liquor license transfer request of RAM for the transfer of a Class C License to be issued under MCL 436.1521 (A)(1)(B) & SDM License with Outdoor Service (1 Area) located at 185 N. Old Woodward, Birmingham, Oakland County, MI 48009.



MEMORANDUM

Planning Division

DATE: October 4, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Consultant Selection for Review of Old Woodward and Maple Reconstruction Plans for 2017

On September 15, 2016 a Request for Proposals ("RFP") was issued by the City seeking a design/planning consultant to review the City's preliminary plans for the reconstruction of segments of Old Woodward and Maple in downtown that are scheduled for construction in 2017. The completion of final plans and detailed renderings for key segments of the project area will be the final deliverables from the selected consultant. A copy of the RFP is attached for your review.

Two proposals were submitted in response to the RFP, one from McKenna Associates and one from MKSK/Parsons Brinkerhoff. A selection panel was convened made up of City staff and board members to review the responses submitted to complete final plans and renderings for Old Woodward and Maple downtown. The selection panel was comprised of the following representatives:

- Planning Board Chairperson
- Multi-Modal Transportation Board Chairperson
- Architectural Review Committee Member
- Planning Board Member (Design or Architect Member)
- City Manager
- City Engineer
- Planning Director

On October 4, 2016, the selection panel met to review and discuss the proposals submitted. Each member completed an evaluation sheet for each proposal, and the scores were compiled. The top firm based on the raw scores was MKSK/Parsons Brinkerhoff. The panel then discussed the project needs and the pros and cons of each team of respondents. The panel unanimously agreed to recommend MKSK/Parsons Brinkerhoff to the City Commission to complete the final plans and renderings for Old Woodward and Maple downtown. However, the panel requested that staff contact MKSK/McKenna and ask if there were any price reductions that could be obtained by removing the use of a new steering committee (as recommended in the proposal), and substituting the Planning Board in as the principal reviewing board.

A copy of the recommended proposal from MKSK/Parsons Brinkerhoff, samples of their recent work and the evaluation sheets used by the selection panel are attached for your review. In addition, please find attached a letter from MKSK with a proposed reduction of \$3100.00 of the originally proposed price, for a not to exceed total of \$69,437.00 to complete the final plans and renderings for Old Woodward and Maple downtown.

Accordingly, the City Commission is asked to approve a budget amendment to fund the work described above and to direct staff to execute a contract with MKSK/Parsons Brinkerhoff, in an amount not to exceed \$69,437.00, to complete the scope of work contained in the RFP to complete final plans and renderings for segments of Old Woodward and Maple downtown.

Suggested Action:

To direct staff to execute a contract with MKSK/Parsons Brinkerhoff in an amount not to exceed \$69,437.00, for professional services to complete the final plans and renderings for Old Woodward from Oakland to Landon and Maple Road from Southfield to Woodward;

AND

Approving the appropriation and budget amendment to the fiscal year 2016-2017 budget as follows:

General Fund

Revenue:

Draw From Fund Balance #101-000.000-400.0000	<u>\$69,500</u>
Total Revenue Adjustment	\$69,500

Expenditure (Planning Dept):

Other Contractual Service #101-721.000-811.0000	<u>\$69,500</u>
Total Expenditure Adjustment	\$69,500

AND

To authorize the expenditure of funds from account #101-721.000-811.0000, Other Contractual Services (Planning) in an amount not to exceed \$69,437.00 for the completion of final plans and renderings for Old Woodward and Maple by MKSK/Parsons Brinkerhoff.

REQUEST FOR PROPOSALS FOR THE OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

I. PROJECT SUMMARY

The City of Birmingham is currently completing plans for the reconstruction of sections of Old Woodward and Maple Road in the heart of Downtown Birmingham's central business and shopping district. A map of the project area is included as Attachment A. The City has been working to develop plans to enhance the entire right-of-way in this area, from storefront to storefront, including sidewalks, road configuration and width, intersections, crosswalks, bicycle facilities, lighting, street trees, street furnishings and other design elements to create a beautiful and welcoming corridor for Downtown Birmingham that accommodates all users. Please see Attachment B for a summary of work completed to date, including preliminary concept plans.

The City has spent several months refining preliminary concept plans for the corridor, and gathering input from City Departments, residents and property owners in the Old Woodward Corridor. At this time, the City is seeking proposals from qualified urban design consultants "the consultant" to review and evaluate the preliminary plans prepared by the City, to ensure that all vehicular, pedestrian, bicyclist and design elements have been incorporated and are integrated seamlessly to support and enhance Downtown Birmingham. The City is also seeking preparation by the selected consultant of detailed design plans and renderings of key segments of the corridor for approval of the Birmingham City Commission.

II. SCOPE OF WORK

The selected consultant will review the goals, objectives and recommendations contained in the Downtown Birmingham 2016 Plan (1996), the Birmingham Future Land-Use Plan (1980), the Alleys and Passages Plan (2012) included as Attachment C and the Multi-Modal Transportation Plan (2013) with regards to the central business district, and the Old Woodward corridor specifically. The selected consultant should also review the current Downtown Birmingham Streetscape Standards included as Attachment D and adopted by the City Commission to establish the foundation of goals and standards currently in place.

The selected consultant will then conduct a detailed review and evaluation of each of the following elements of the existing preliminary plans:

- **Vehicle lane design and function:** Ensure vehicle lanes are designed for the safe circulation of vehicles through the corridor, traffic calming techniques are in place, and vehicular needs are balanced with those of pedestrians and users of other modes of transit;
- **Intersection design:** Ensure intersection designs promote the safe travel of all users, in particular the safety and comfort of pedestrians, incorporate design elements to reduce the expanse of crossings, and incorporate other design elements;
- **Sidewalk design:** Maximize sidewalk space to accommodate pedestrians, outdoor dining areas, bicycle parking, street furnishings, and other pedestrian amenities;
- **Crosswalk design and placement:** Provide pedestrian crossing opportunities, enhance and demarcate crosswalks with markings, landscaping and other design elements;

- **Alley and passage system:** Incorporate recommendations for connections and crossing from the Alleys and Passages Plan into the final design plans for the Maple and Old Woodward corridors;
- **Bicycle facilities:** Incorporate bicycle facilities where possible in accordance with the Multi-Modal Transportation Plan;
- **Transit facilities:** Incorporate and enhance existing transit stop locations in the corridor;
- **On street parking:** Maximize on street parking opportunities where possible;
- **Street lighting & street furnishings:** Provide consistent lighting levels along the corridor and provide street furnishings at regular intervals in accordance with Downtown Streetscape Standards;
- **Street trees & landscaping:** Provide street trees as required in accordance with the Downtown Streetscape Standards, and design tree wells and select species to provide healthy growing conditions. Provide landscape enhancements to enhance the comfort and beauty of the corridor; and
- **Signage:** Minimize excessive traffic signage and provide opportunities for wayfinding and City branding/promotion throughout the corridor.

The goal of this review is to ensure that all required elements are included, all elements work together with existing buildings, existing and proposed infrastructure, and the overall design meets the functional and design recommendations contained in the City's master plans noted above. It is anticipated that the consultant will meet internally with City staff during the review and evaluation process, and conduct a public open house to obtain input on the proposed design elements.

After a thorough analysis of the existing preliminary concept plans, the consultant will finalize preliminary design plans for approval by the City Commission, and prepare color renderings to illustrate the proposed improvements along the two corridors (Old Woodward; Oakland to Landon and Maple; Southfield to Woodward Ave.), with particular emphasis at Maple and Old Woodward, and any other key sections within the project area.

III. PUBLIC PARTICIPATION

Public participation is a critical component in the development of the Old Woodward Corridor in Downtown Birmingham. The consultant should be prepared to conduct one public open house during the review and evaluation phase to solicit input from residents and stakeholders, and to conduct up to 2 public presentations to City boards and commissions during the approval process.

IV. DELIVERABLES

1. Detailed design plans of the Old Woodward corridor from Oakland to Landon and of Maple Road from Southfield to Woodward Avenue, including two large size hard copies of the improvement area, and one (1) electronic copy of the final plan.
2. Color renderings of a minimum of three (3) key segments along the corridor, including one at Maple and Old Woodward.
3. All materials shall become the sole property of the City of Birmingham.

All work products produced by the consultant shall comply with all local, state, county and federal laws, rules, regulations, and ordinances of any and all such governmental authorities.

V. COMPANY QUALIFICATIONS

All proposals must include an outline of qualifications of the consultant and of the key employees that will be involved in the project should the consultant be selected. The outline should include a summary of the consultant's experience and the key employees' experience; preparation of similar corridor planning documents will be an asset. Portions of sample plans prepared by the consultant should be submitted with the proposal, up to a maximum of twenty-five (25) pages.

VI. TIME SCHEDULE AND COST PROPOSAL

The City has been working diligently to finalize design plans for the Old Woodward corridor to go out to bid by the end of the year, and to commence construction in the Spring of 2017. Given this tight schedule, the consultant must be prepared to complete the scope of work and provide all deliverables to the City by November 10, 2016 for review by the Birmingham City Commission on November 21, 2016.

All proposals must include a proposed time schedule for completion of the project and a fixed price agreement with an associated fee schedule for extra meeting costs, should they be required. Reimbursable expenses will be billed at direct cost plus a 15% administrative charge. Normal reimbursable expenses associated with the project are to be included in the estimated fees as outlined in the proposal. The City reserves the right to amend the RFP as necessary after discussions with the selected consultant.

VII. PROPOSAL SUBMISSION REQUIREMENTS

Proposals shall be submitted no later than **4:00 p.m. on September 28, 2016** to:

Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

Attention: Jana L. Ecker
Planning Director

Six (6) original copies of the proposal must be submitted. The proposal should be firmly sealed in an envelope, which shall be clearly marked on the outside **'OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM.'** Faxed proposals will not be accepted. Any proposal received after the due date cannot be accepted and will be rejected and returned unopened, to the consultant. Each consultant may submit more than one proposal provided each proposal meets the functional requirements.

All proposals must be received by **4:00 PM on September 28, 2016**, after which time bids will be publicly opened and read. The submission of a proposal shall be deemed a representation and warranty by the consultant submitting the proposal that it has investigated all aspects of the RFP,

that it is aware of the applicable facts pertaining to the RFP process and its procedures and requirements, and that it has read and understands the RFP. Statistical information, which may be contained in the RFP or any addendum thereto, is for informational purposes only.

All proposals that wish to be considered must be no longer than twenty-five (25) pages, exclusive of cover sheet, cover letter, and Iran Sanctions Act Vendor Certification Form and must contain the following:

- (1) Cover sheet included in this RFP as Attachment E;
- (2) Cover letter;
- (3) Outline of qualifications of the consultant and of the key employees that will be involved in the project should your firm be selected;
- (4) Outline presenting a description of the scope of work to be completed;
- (5) Proposed time frame for completion of each component of the scope of work;
- (6) Cost Proposal;
- (7) A statement of any additional services that you recommend, if any. Define hourly rates for additional services; and
- (8) Iran Sanctions Act Vendor Certification Form included in this RFP as Attachment F.

VIII. SELECTION PROCESS

The City will utilize a selection process in choosing a consultant for the completion of this work. Consultant selection will be based on the following criteria:

- Experience of the consultant with similar projects
- Professional qualifications of the key employees to be assigned to the project
- Content of Proposal and related costs

Qualifications will be reviewed and evaluated by the City over the one week period following the September 28, 2016 deadline. The City may select one or more consultants to interview at the City Commission meeting on October 10, 2016.

During the evaluation process, the City reserves the right where it may serve their best interest to request additional information or clarification from the consultant, or to allow corrections for errors or omissions.

After the consultant is selected, should the Consultant fail to execute a contract with the City on or before October 15th, 2016 the City may enter into negotiations with the second ranked consultant identified during the selection process.

The City reserves the right to reject any and all proposals at any time prior to the City Commission's approval of a fully executed contract.

IX. INSTRUCTIONS TO CONSULTANTS

1. Any and all bids must include the attached proposal form on the front, and be delivered to the City at the address above. If more than one bid is submitted, a separate bid proposal form must be used for each.

2. Municipalities are exempt from Michigan State Sales and Federal Excise taxes. Do not include such taxes in the proposal figure. The City will furnish the successful consultant with tax exemption information when requested.
3. Any request for clarification of this RFP shall be made in writing and delivered to: **Community Development Department, Planning Division, Attn: Jana L. Ecker, 151 Martin Street, Birmingham, MI 48012**. Such request for clarification shall be delivered to the City, in writing, at least five (5) business days prior to the date for receipt of proposals.
4. Consultant shall provide the name, address, and telephone number of an individual in their organization to whom notices and inquiries by the City should be directed as part of this proposal.

X. TERMS AND CONDITIONS

- A. The City reserves the right to reject any or all proposals received, waive informalities, or accept any proposal it deems best.
- B. The City reserves the right to request clarification of information submitted and to request additional information of one or more consultants.
- C. The City reserves the right to terminate the contract at its discretion should the City in its sole discretion determine that the services provided do not meet the specifications contained herein.
- D. Any proposal may be withdrawn up until the date and time set above for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of one hundred and twenty (120) days, to provide the services set forth in the proposal.
- E. The cost of preparing and submitting a proposal is the responsibility of the consultant and shall not be chargeable in any manner to the City.
- F. The consultant shall issue monthly invoices for work completed to date, up to the fixed price set out in the executed agreement. The consultant must get prior written authorization from the City before any additional expenses to be incurred by the consultant may be invoiced to the City. Payment will be made within thirty (30) days after invoice. Acceptance by the City is defined as authorization by the designated City representative to this project that all the criteria requested under the Scope of Work contained herein have been provided. Invoices are to be rendered each month following the date of execution of an Agreement with the City.
- G.

Settlement of disputes If the consultant or the City feels aggrieved, the aggrieved party shall advise the other in writing of any dispute it has arising out of this contract. Any disputes arising under this contract shall be settled either by commencement of a suit in Oakland County Circuit Court or by compulsory arbitration, at the election of the City. The City shall make its election within thirty (30) days from the receipt of such notice.

If the City elects to have the dispute resolved by compulsory arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan. The Oakland

County Circuit Court or any court having jurisdiction may render a judgment upon the award of the arbitrators. In the event that the City elects not to have the matter in dispute arbitrated or fails to make such an election, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court. In the event that the City feels aggrieved, it shall elect the method of resolving its dispute by either demanding that the matter be arbitrated or by filing a suit in the Oakland County Circuit Court.

H. **Insurance Requirements.** The consultant shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City.

1. **Workers' Compensation Insurance:** The consultant shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
2. **Commercial General Liability Insurance:** The consultant shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than \$1,000,000 per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Companies Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.
3. **Professional Liability:** The consultant shall procure and maintain during the life of this Agreement, Professional Liability (Errors and Omissions) Insurance with minimum liability limits of One Million Dollars (\$1,000,000) per claim.
4. **Motor Vehicle Liability:** The consultant shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
5. **Additional Insured:** Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This insurance shall be considered to be primary, and any other insurance maintained by the additional insureds shall be considered to be excess and noncontributing with this insurance required from consultant under this section.
6. **Cancellation Notice:** Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Director of Finance, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.

7. Proof of Insurance Coverage: The consultant shall provide the City at the time the contracts are returned for execution, Certificates of Insurance and/or policies, acceptable to the City, as listed below.
- (a) Two (2) copies of Certificate of Insurance for Workers' Compensation;
 - (b) Two (2) copies of Certificate of Insurance for Commercial General Liability;
 - (c) Two (2) copies of Certificate of Insurance for Professional Liability (Errors and Omissions);
 - (d) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
 - (e) If so requested, Certified Copies of all policies mentioned above will be furnished.
8. Coverage Expiration: If any of the above coverages expire during the term of this contract, the consultant shall deliver renewal certificates and/or policies to the City at least (10) days prior to the expiration date.
9. The consultant also agrees to provide all insurance coverage as specified. Upon failure of the consultant to obtain or maintain such insurance coverage for the term of the agreement, the City may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the contract amount. In obtaining such coverage, City shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.
- I. Execution of Contract: The successful consultant shall enter into the agreement shown in Attachment G with the City on or before October 15th, 2016. Such Agreement shall commence immediately after both parties have executed the Agreement and the Birmingham City Commission has approved the agreement, and shall terminate after the expiration of one (1) year. However, any party may cancel this Agreement upon thirty (30) days advance written notice. In no case shall work under the contract commence prior to October 15, 2016.
- J. Indemnification. The consultant agrees to the fullest extent permitted by law to defend, pay on behalf of, indemnify and hold harmless the City, their elected and appointed officials, employees and volunteers and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, their elected and appointed officials, employees, volunteers or others working on behalf of the City by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this agreement.
- K. Conflict of Interest: The City will not enter into a contract to furnish materials or services to the City from any City official, his spouse, child or parent, or from any corporation, association or partnership in which any City official, his spouse, child or parent, has any direct or indirect interest.

Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or unincorporated business shall not be deemed to be a disqualifying interest. Employment by a business entity shall be deemed to be a disqualifying interest only if such employment is in an administrative, managerial or executive capacity in which the employee could in any way influence the decisions of the business entity with regard to contract proposals or other transactions.

Every contract entered into by the City shall contain a provision to the effect that if subsequent to entering into the contract a City official, his spouse, child or parent shall become directly or indirectly interested in the contract, the City may terminate the contract without further liability if the disqualification has not been removed within thirty (30) days after the City has given notification of the disqualifying interest.

Attachment A:





MEMORANDUM

Engineering Dept.

DATE: July 28, 2016

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Downtown Street Reconstruction Projects
2017-2021

The City has known for many years that the sewer, water, and pavements within the Central Business District are due for complete reconstruction for many years. Other projects that have already been undertaken include:

2004: Brown St. (Old Woodward Ave. to Woodward Ave.)
2005: Willits Alley (Willits St. to Maple Rd.)
2007: N. Old Woodward Ave. (Oak St. to Willits St.)
2008: Maple Rd. & Chester St. Intersection
2009: Pierce St. (Merrill St. to Brown St.)
Townsend St. (Pierce St. to Henrietta St.)
2010: Martin St. (Chester St. to Pierce St.)
Bates St. (Martin St. to Brown St.)
Henrietta St. (Martin St. to Brown St.)
Townsend St. (Chester St. to Henrietta St.)
2013: Pierce St. (Maple Rd. to Merrill St.)
Merrill St. (Pierce St. to Old Woodward Ave.)
2015: Hamilton Alley (Hamilton Ave. to Park St.)
2015: Martin St. & Chester St. (Adjacent to the Chester St. Parking Structure)
2016: Hamilton Ave. (Old Woodward Ave. to Woodward Ave.)
Park St. (Hamilton Ave. to Maple Rd.)

The remaining projects will be the most ambitious yet, and are currently planned as follows:

Phase I: 2017 - Old Woodward Ave. (Willits St. to Brown St.)
Phase II: 2019 - Maple Rd. (Bates St. to Woodward Ave.)
Phase III: 2021 - S. Old Woodward Ave. (Brown St. to Landon St.)

At this time, staff is prepared to present the street design plans of the above three projects for review by the Multi-Modal Transportation Board (MMTB). In order to review the plans comprehensively, master plans and previous committee discussions are provided below. Before comparisons with those plans is reviewed, the following highlights the most significant changes that these plans will provide:

Old Woodward Ave. Cross-Section (Phases I & III)

The existing pavement for Old Woodward Ave. was built in the 1930's. It was constructed extra wide to allow for angled parking and a street car line down the middle. Once the street car line was removed, the through traffic lanes were 20 ft. wide, which is unique. Desiring to rebuild the road with better utilization of this space, this issue was first addressed with the N. Old Woodward Ave. segment that was reconstructed in 2007. The 2016 Master Plan (referenced below) proposed a boulevard island for the north and south segments (north and south of the old Ring Road), with a left turn lane in the middle segment. The boulevard island concept was built in 2007 for the north section, and has been considered a success in slowing traffic, providing more green space in the business district, and helping create a more pedestrian friendly environment, while still allowing angled parking.

The 2017 Phase I project primarily depicts a cross-section that matches what was done on N. Old Woodward Ave., except that the boulevard islands would be deleted in favor of a left turn lane. The boulevard island concept from the north end of town would be picked up again south of Brown St. in the 2021 Phase III project, as shown. Short median islands are proposed on Phase I at Hamilton Ave. and Merrill St., where no left turn movements are present, to improve the pedestrian crossings at these signalized intersections. A safer environment for both traffic and pedestrians will result with the introductions of left turn lanes. Left turn lanes allow through traffic to flow through the intersection unobstructed. Not only is the Level of Service improved, sight lines are enhanced because through traffic is not weaving around left turning vehicles sitting in the through lane, and left turning vehicles are lined up on both sides of the intersection. Improved sight lines will provide enhanced safety for pedestrians.

Finally, bumpouts are now being implemented in accordance with our recently approved bumpout design guidelines. All of them have been tested with truck turning templates for a truck with a 40 ft. long trailer, the longest typically seen on these streets. Further, traffic counts have been taken and the traffic flows with the reduced width streets have been modeled in the Synchro traffic flow software program the MMTB has seen in the past. F&V will be present and prepared to present this information at this meeting.

Maple Rd. Cross-Section (Phase II)

The Maple Rd. segment is planned for 2019, as Phase II. Federal funding will help pay for the construction of this portion of the project. Maple Rd. will remain similar to what it is today, providing two through traffic lanes, and parallel parking on both sides. Left turn lanes will now be provided on both sides of the Bates St. and Old Woodward Ave. intersections, for the reasons noted above. (Introducing left turn lanes helped move this project to a point where it could be awarded federal funds over competing projects from other jurisdictions.)

Where left turn lanes are being created that did not exist in the past, the narrow sidewalks present along the Maple Rd. corridor will be enhanced by being widened by four feet on each side of the street. The wider sidewalks will result in the removal of on-street parking east of Bates St. and east of Old Woodward Ave., although new parking in other areas will more than make up for this loss overall. The left turn lane concept also allows for the introduction of a median crosswalk island at the Pierce St. intersection, as shown.

Similar to Old Woodward Ave., bumpouts are being provided where possible. Due to the narrow width of the pavement, there are areas where bumpouts cannot be provided to allow space for truck turning movements, as depicted on the attached plans.

BIRMINGHAM 2016 PLAN (1996)

The 2016 Master Plan was written as a master plan to guide the Central Business District into the 21st century. Attached are the five pages of the plan that provide plans for specific locations along either the Old Woodward Ave. or Maple Rd. corridors. Most of the projects had to do with de-emphasizing the Ring Road concept that was still in operation at the time it was written. Most of these projects have already been undertaken several years ago. In order of appearance, the projects include:

1. Maple Rd. at Park St./Peabody St.

The 2016 Plan suggested changing this unique intersection basically back to the way it was constructed before it was changed in the 1980's. The previous intersection, where all turning movements were allowed, was proven to not be safe. The short distance between this intersection and the Woodward Ave. intersection meant that there was inadequate storage space for westbound Maple Rd. traffic if they were stopped at the Park St./Peabody St. traffic signal. Vehicles would be forced to then sit in the Woodward Ave. intersection, blocking southbound Woodward Ave. traffic. The City had previously made the decision that this intersection had to change.

The modification resulted in restricted turning movements, and a one-way traffic pattern on Park St. The author of the 2016 Plan saw this intersection as conflicting with the retail goals of the immediate businesses, as it made it difficult for vehicles to circulate in the immediate area. Since this was written, our traffic engineer has presented a concept that is now featured on these plans, wherein Park St. could be restored to two-way traffic, but southbound traffic would be forced to turn right (controlled by a STOP sign, not a signal). No changes would be made to the Peabody St. configuration. That way, the traffic signal would not be changed from its present condition, and traffic problems witnessed in the past would not be brought back.

This year, most of this block of Park St. was reconstructed due to the pavement being in poor condition. The 2019 Maple Rd. project will reconstruct this intersection, allowing the City to implement this new plan for Park St.

- a. Six new on-street parking spaces will be provided on Park St.
- b. Vehicles in this area driving south on Park St. or east on Hamilton Ave. will be allowed to proceed south on Park St., and back to Maple Rd., when searching for a particular building or street parking place.
- c. Westbound Maple Rd. traffic will not be impacted by these changes, so no safety hazard will be created for Woodward Ave., as had been experienced in the past.
- d. A traffic island will be able to be constructed on the north side of the intersection, allowing for an enhanced landscape area and shortened crossings for pedestrians.
- e. A bumpout on the southwest corner of the intersection will allow the signalized pedestrian crossing for Maple Rd. to be shortened.

As a part of approving these plans, the MMTB will be asked to endorse this new concept for Park St.

2. Brown St. at Old Woodward Ave.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park area at the northeast corner of this intersection. This change was implemented in 2004. The new plans for Old Woodward Ave. work with this concept, and do not change the function of this intersection.

3. Maple Rd. at Chester St.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park area at the northwest corner of this intersection. It also recommended reducing the radius at the southwest corner of this intersection. These improvements were implemented on the north side of the intersection in 2008, and on the south side in 2015. No further work is proposed in this immediate area at this time.

4. Old Woodward Ave. at Maple Rd.

The 2016 Plan recommended a combination of bumpouts and traffic islands at this intersection. Given the need to allow truck turns at this location, the traffic islands as proposed would be problematic. Since then, the City has been awarded federal funding to help cover a portion of the cost of the 2019 Maple Rd. project, provided certain traffic safety improvements are implemented. One of the important traffic safety improvements includes introducing left turn lanes for the major intersections, including this one. The attached plans depict new left turn lanes for all four directions of this intersection, which allows the sight line safety improvements noted above. Also, higher demand for left turns required the City to ban left turns in all four directions of this intersection from 4 to 6 PM. Once left turn lanes are provided, this ban can be removed allowing better local circulation during the evening rush hour.

5. Old Woodward Ave. at Brown St.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park at the northeast corner of this intersection. This work was completed in 2004. The work now proposed on the Phase I project will complement this previous work.

Overall, staff feels that the conceptual plans now being presented have been designed with the same overall goals and intentions in the 2016 Master Plan.

OLD WOODWARD AVE. AD HOC CONCEPTUAL DESIGN COMMITTEE

Starting in 2010, staff began preparing applications for a federal grant to help cover the cost of the next Old Woodward Ave. reconstruction project. (Federal funding helped pay for a significant portion of the 2007 Old Woodward Ave. project.) However, funding availability had declined by 2010, and for several years no such funding was awarded. (The City's ability to obtain funding on Maple Rd. was largely a function of the higher traffic levels on Maple Rd.)

During these annual efforts, the City Commission expressed concern that the City did not have a finalized concept as to how Old Woodward Ave. would be built in the critical section between Willits St. and Brown St. In the summer of 2011, they directed the creation of an ad hoc committee to meet and study this issue, and finalize a recommendation back to the Commission. Our traffic engineer Mike Labadie, working for the firm of Wilcox and Assocs., assisted in this effort. Significant documentation as assembled for the final report is attached.

As described in the first five pages of the package, the committee recommended the left turn lane concept, without median islands. The majority of the committee felt that extending the islands to match what was done north of Willits St. would create too much congestion in this busiest area of the district. The recommended concept was known as Option 2A, which is very similar to what is being proposed now.

A minority of the committee did not like the extended left turn lanes, arguing that this was wasted space that could be put to better use in enhanced sidewalks. The only way to do this on the two longer blocks as to narrow the street as shown in Option 2A Revised, also in the front part of this report. Since the need to make a decision at that time was not imminent, the Commission approved the report, but did not comment on the question of the original 2A versus the Revised version.

Staff, as well as F&V, has reservations about the Revised concept. Incorporating angled parking on a public street requires careful design to make sure that visibility and sufficient space is provided, especially for those attempting to back vehicles out of a parking space and into the through street. Bending the road, which would drastically shorten sight lines, is not recommended. It is recommended that the MMTB discuss whether this extra space is an issue, and if so, how to treat or otherwise use it such that the final recommended design is one that can be defended and approved in the end.

MULTI-MODAL TRANSPORTATION MASTER PLAN

Both of these street segments were also reviewed for consistency with the Multi-Modal Transportation Master Plan. Relevant pages are attached for reference. The following observations are made:

Old Woodward Ave. (Phases I and III)

The Master Plan proposes enhanced pedestrian crosswalks at every intersection, as well as shared lane markings. Every intersection within the project area has been analyzed and provided with bumpouts and marked crosswalks at every location possible. At signalized intersections, every potential pedestrian crosswalk location has been provided with the maximum sized bumpout possible, as well as marked crosswalks. At intersections that are not signalized, generally one marked crosswalk has been provided in the location where a median crosswalk island can be provided, greatly shortening the distance that must be crossed at one time.

As described in the attached sheets of the Master Plan, Shared Lane Markings are suggested to indicate to motorists that they should share the lane with bicyclists. Much discussion has been held relative to installing separate bike lanes. The question of providing space for dedicated

bike lanes was studied extensively in 2012 with the Old Woodward Ave. Ad Hoc Conceptual Design Committee (referenced above) as well as in 2014 with the original Multi-Modal Steering Committee. Both groups concluded that given the physical constraints of the right-of-way, and given the importance of a wide sidewalk and angled street parking, dedicated bike lanes could not be implemented on this corridor.

In addition to the Shared Lane Markings proposed for this corridor, other bike traffic improvements currently proposed for this area include designated bike parking areas on sidewalks throughout the downtown (already being implemented), and bike lockers within the parking structures.

The Master Plan also recommends a green colored Shared Lane Marking on the short segment of Bowers St. (Old Woodward Ave. to Woodward Ave.) that is proposed to be rebuilt as a part of the Phase III project. As identified on Page 85 of the Master Plan, this feature was proposed both here and on Lincoln Ave. for bicyclists crossing Woodward Ave. This feature was researched with the MI Dept. of Transportation (MDOT) staff in 2014 prior to the resurfacing of Lincoln Ave. The green lane could not be approved by MDOT unless Lincoln Ave. was widened to provide a separate paved area for the bike traffic. With right-of-way being limited on Lincoln Ave., the installation as recommended by MDOT is not feasible. Identical conditions are present at Bowers St., which has a smaller right-of-way than Lincoln Ave. All available space is needed for the three proposed vehicle lanes and the sidewalks on both sides, which are immediately adjacent to the road. No additional space is available for a separate bike lane. Therefore, similar to Lincoln Ave. at Woodward Ave., no colored shared lane marking is proposed on Bowers St.

Maple Rd. (Phase II)

The Master Plan's recommendations for Maple Rd. in the downtown area are essentially the same as those for Old Woodward Ave. Bumpouts are recommended for every intersection, and shared lane markings are recommended for bikes. Maple Rd.'s narrow right-of-way already results in a narrow sidewalk once two traffic lanes and two parking lanes are provided. No additional space is available for a separate bike lane area.

The proposed plan has followed this directive. While the plan may appear to deviate at Bates St., where no defined bumpouts are shown (due to space being needed for truck turns), the new road will be narrower than the existing by 8 ft., thereby creating the same benefit of a reduced crosswalk length.

NEXT STEPS

At this meeting, staff is seeking the endorsement of the presented plans by the MMTB as being in accordance with the Multi-Modal Master Plan, as well as the other relevant plan and committee recommendations from the past. If that is achieved, staff plans to do the following:

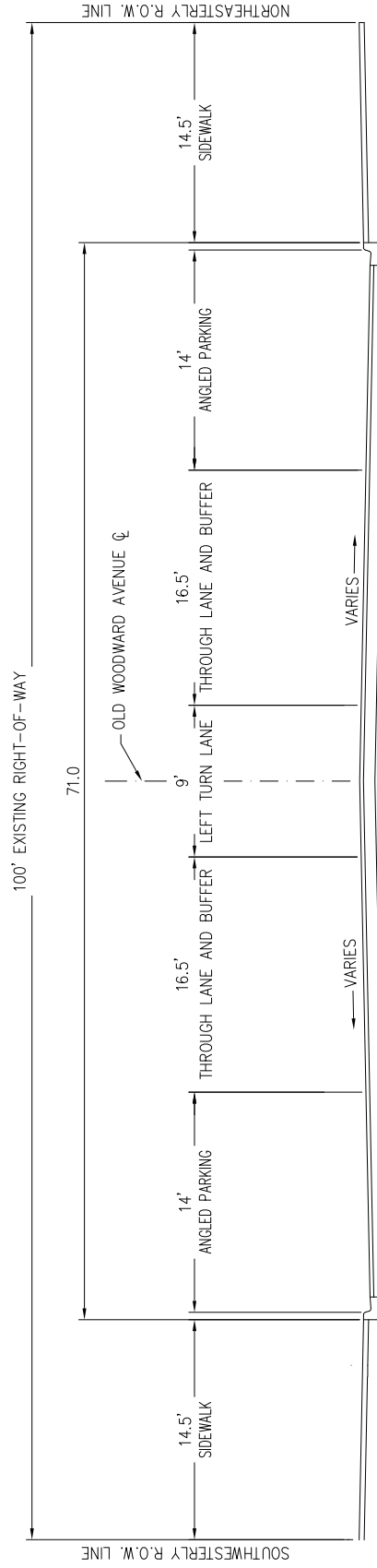
1. Continue moving forward with the creation of a more detailed plan for Phase I, including trees, street lights, traffic signal poles, banner poles, etc.
2. Scheduling a public meeting for the business community, to be held in late August. The meeting will provide an opportunity to sit down with the business owners and

stakeholders of the Central Business District, and give them an update about where these projects are. After an overview of the various phases, more discussion will focus on Phase I, including schedule, traffic management, work hours, etc.

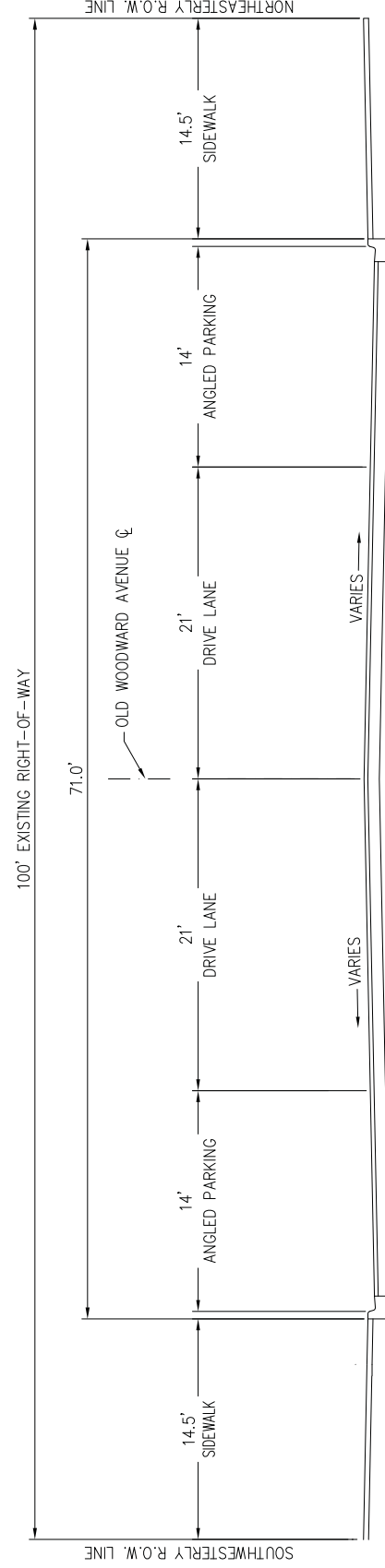
3. Once the plan has become more refined, and the public has been advised, a presentation will be given to the City Commission.
4. Detailed final design will be underway this fall so that bidding documents can be finalized and construction bids can be sought in early January. Construction should begin in March. A complete construction schedule has not yet been finalized, but it is hoped that the Phase I project could be completed within four months, less if possible.

SUJGGESTED RECOMMENDATION:

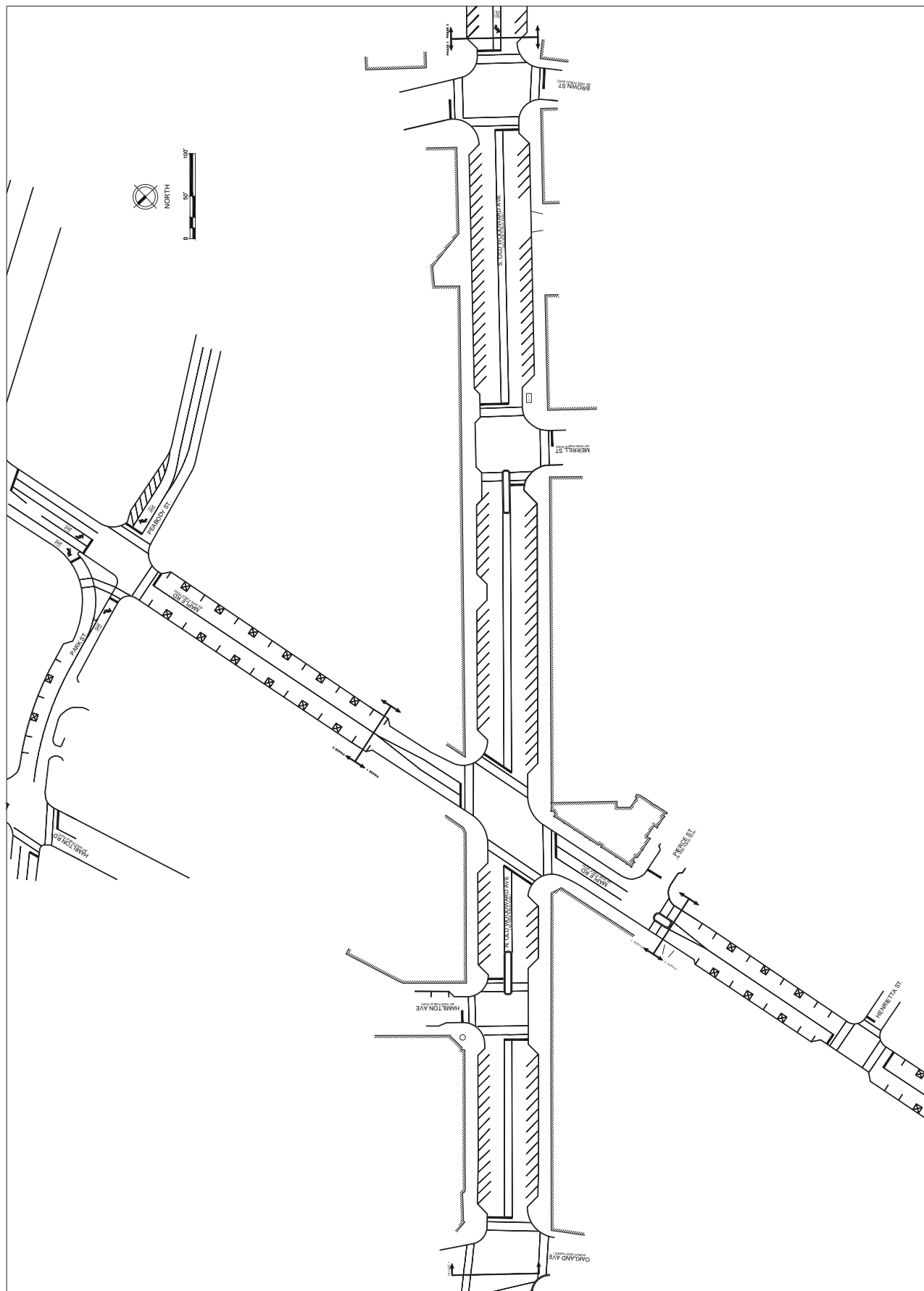
To endorse the Old Woodward Ave. and Maple Rd. street reconstruction plans (Phases I, II, and III), and to recommend that the City Commission approve the Old Woodward Ave. Phase I plan as meeting the goals of the Multi-Modal Transportation Master Plan.



PROPOSED OLD WOODWARD AVENUE TYPICAL SECTION



EXISTING OLD WOODWARD AVENUE TYPICAL SECTION



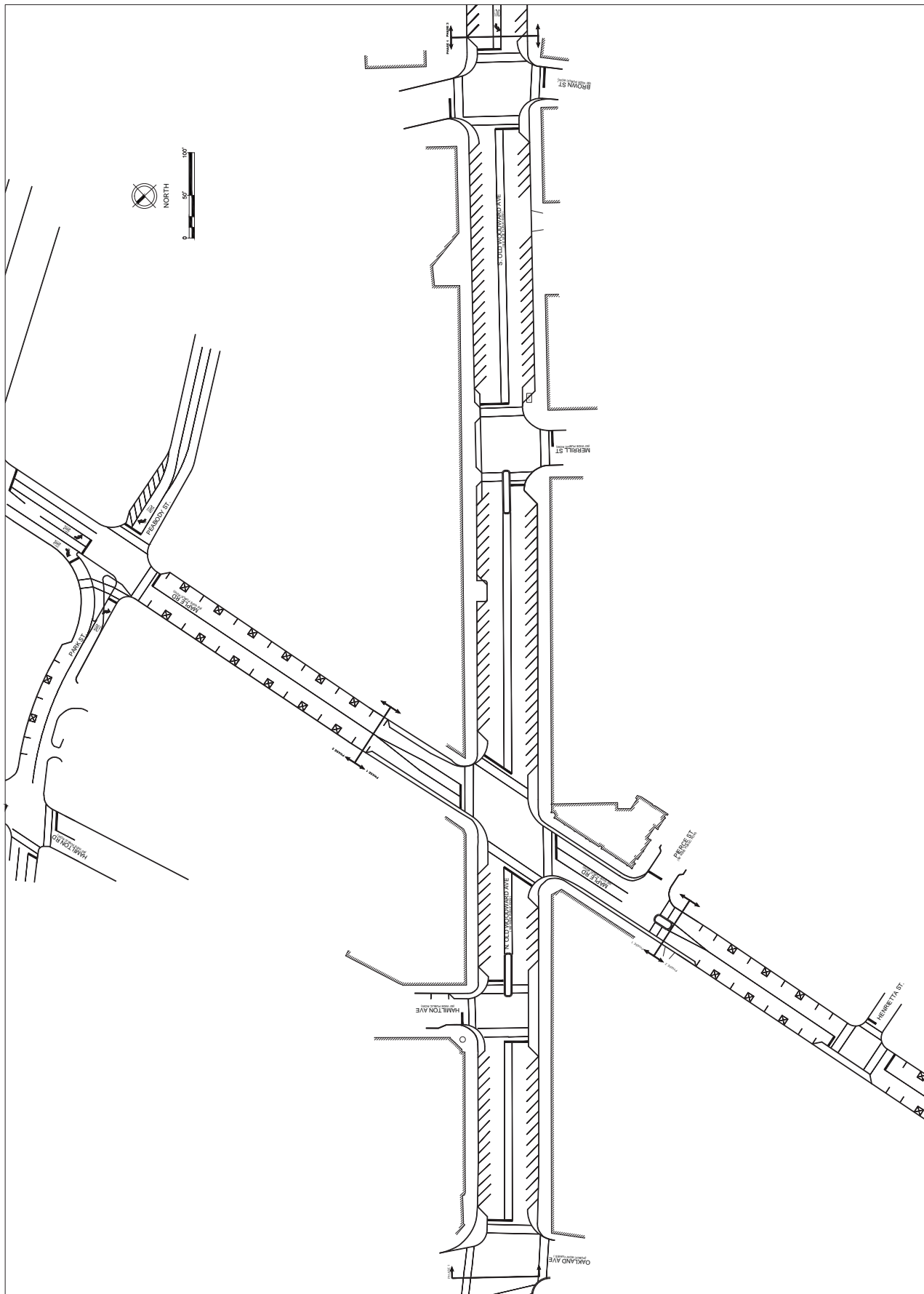
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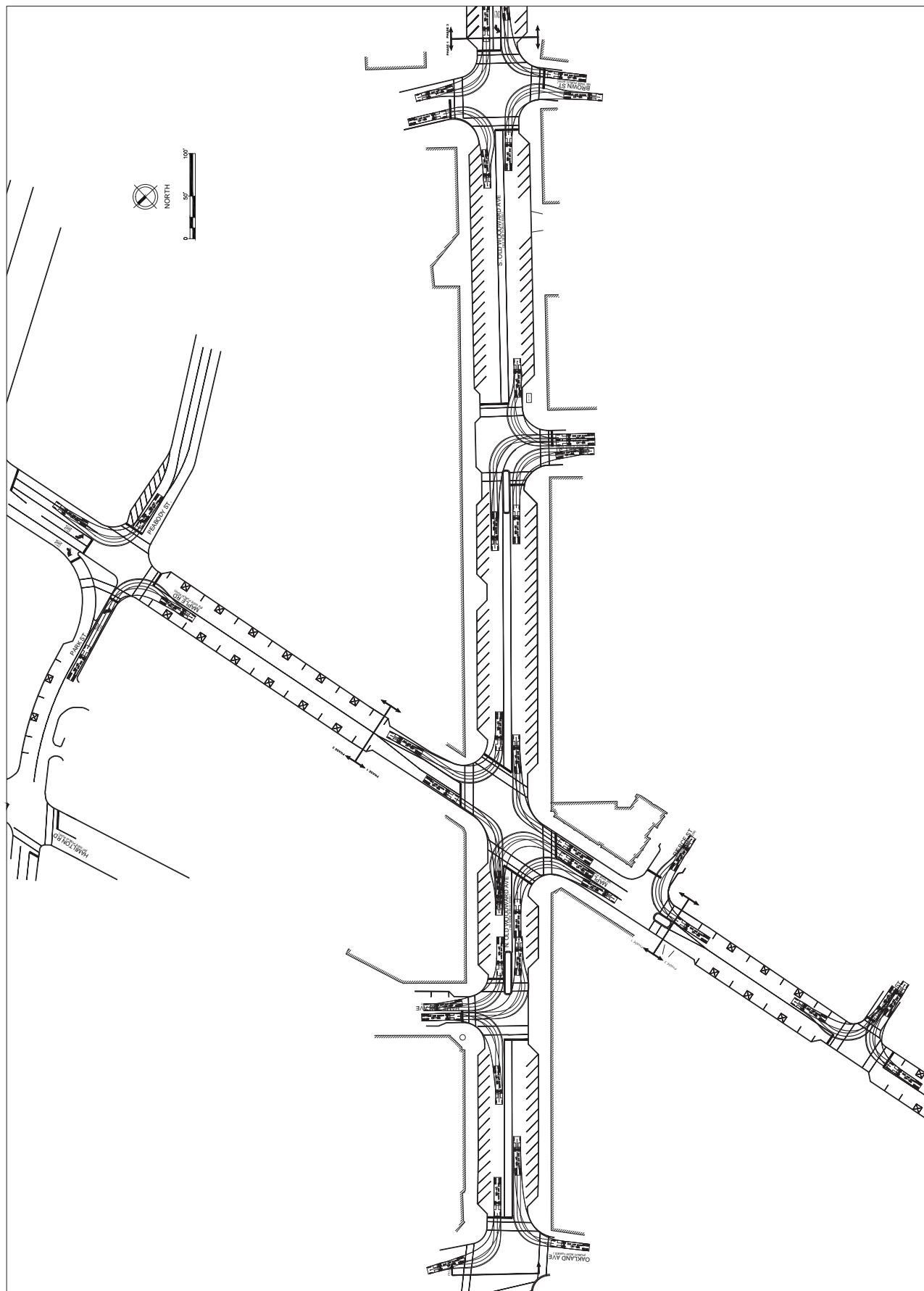
NOT FOR
CONSTRUCTION

DATE: JULY 2, 2015
PROJECT: OLD WOODWARD - WILLITS TO BROWN
DRAWN BY: J. WOODWARD & S. WILLITS
CHECKED BY: J. WOODWARD & S. WILLITS

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
EXISTING VS. PROPOSED COMPARISON

DESIGN, BUILD, OPERATE
FLERWANDENBRINK
2772 Birmingham Blvd., Suite 100
Birmingham, AL 35202
P: 205.331.6500
F: 205.331.6579





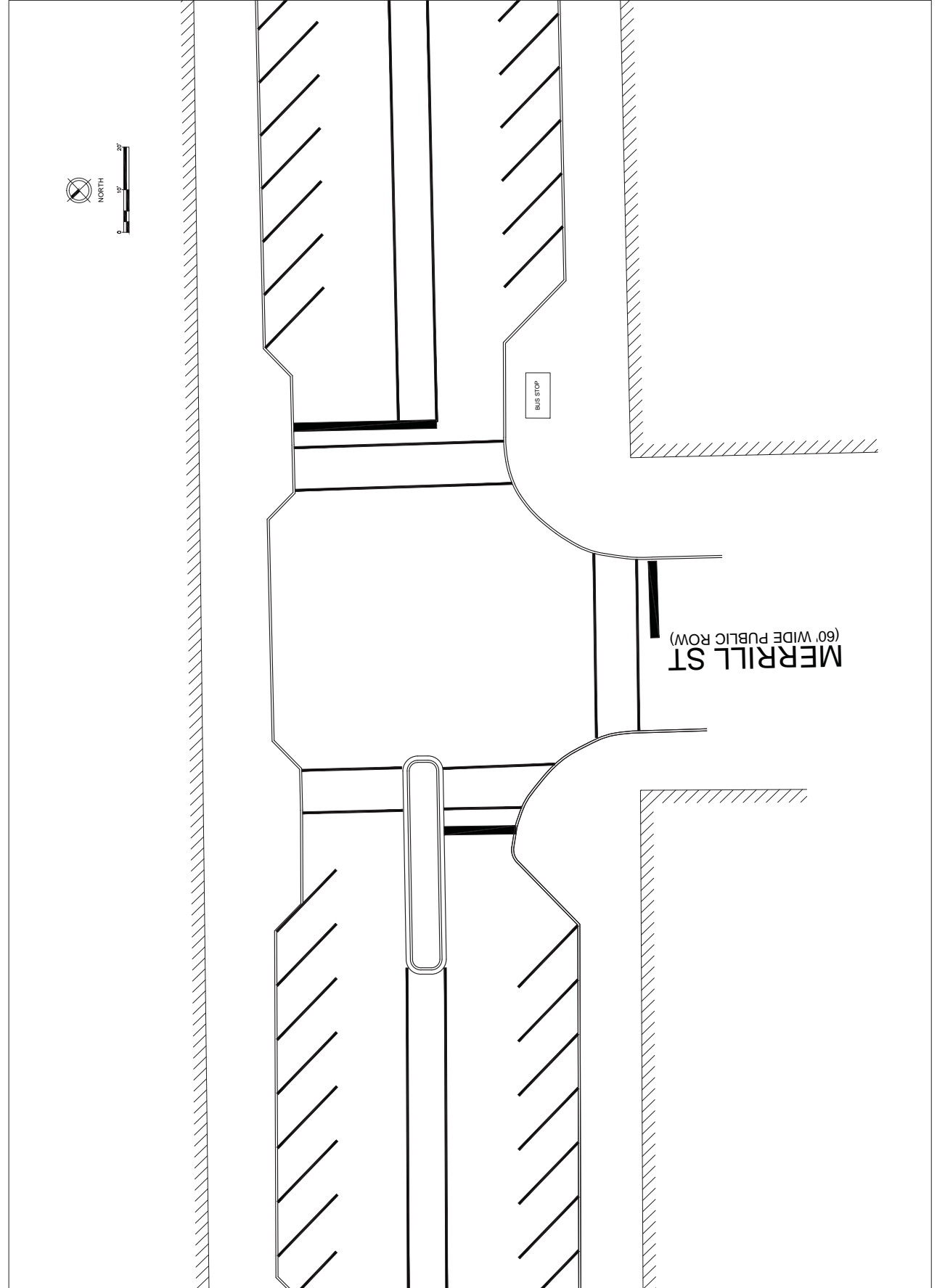
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CONSTRUCTION

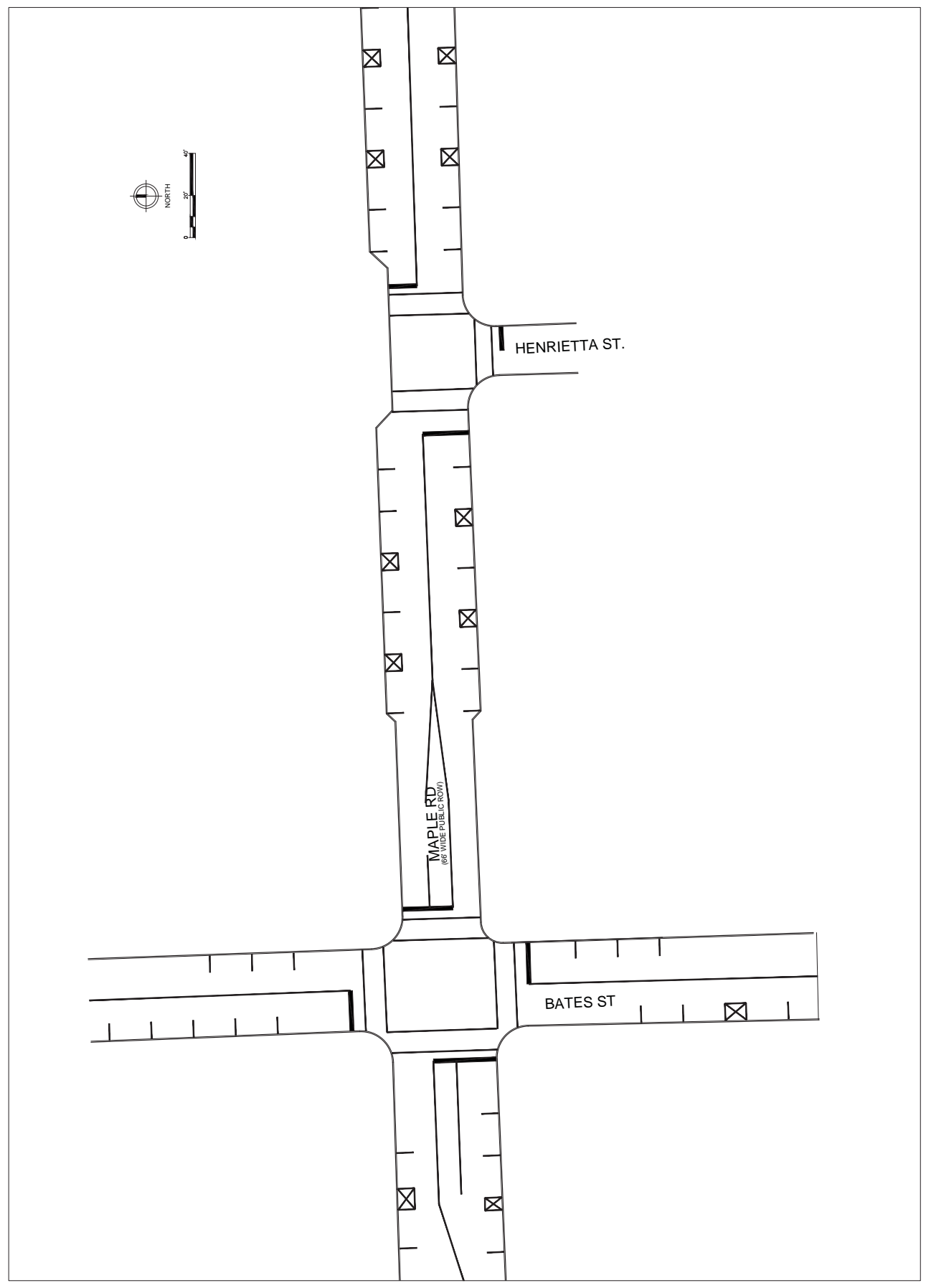
DATE: JULY 2016
PROJECT: BIRMINGHAM 8 THEATER VALET

DESIGN: BIRMINGHAM 8 THEATER VALET
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN

2702 Broadway Blvd., Suite 102
Farmington Hills, MI 48334
P: 248.331.8888
F: 248.331.8877

DESIGN: BIRMINGHAM 8 THEATER VALET
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN





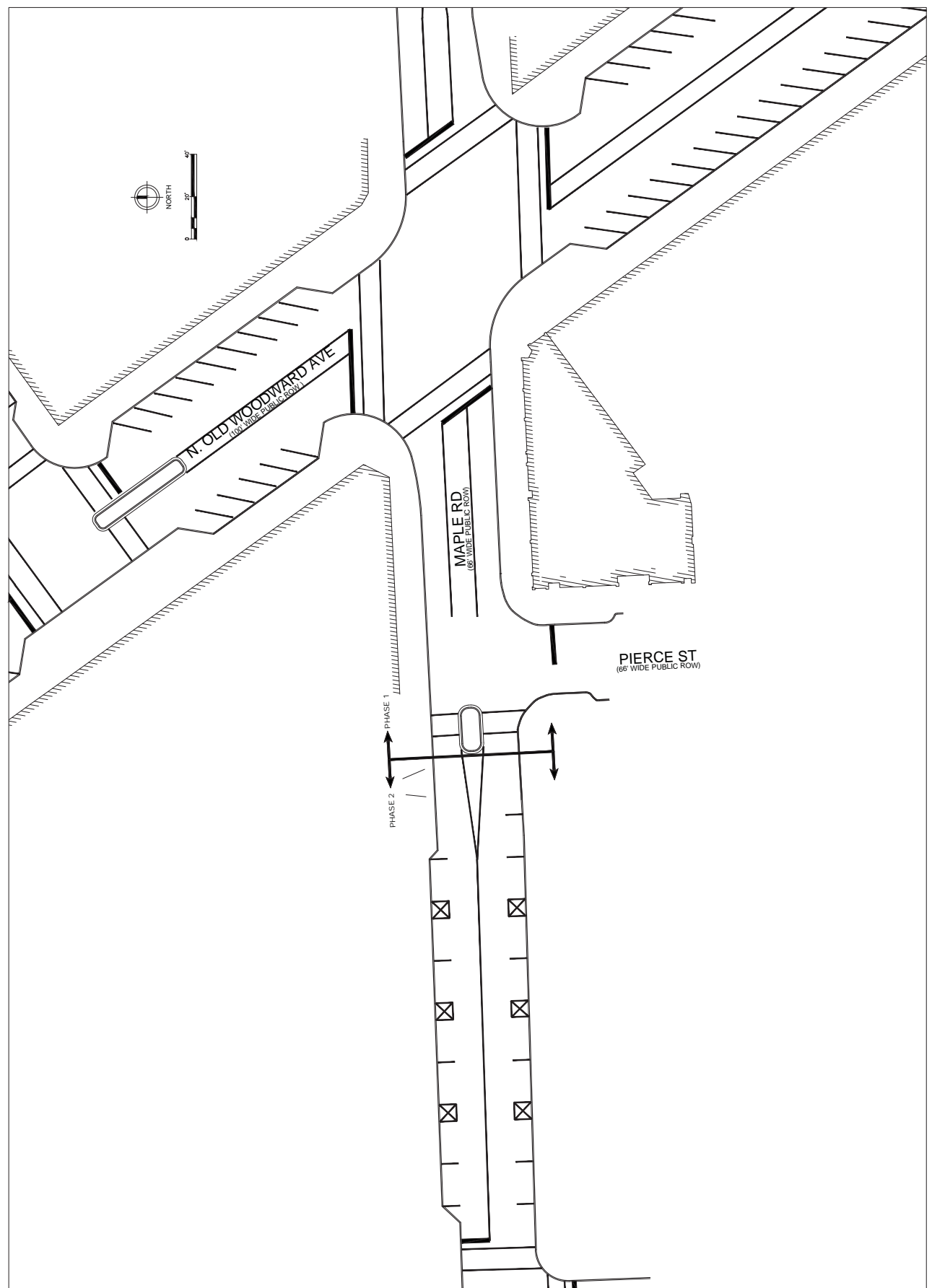
DATE: JULY 2, 2015
PROJECT: MAPLE ROAD CONCEPT PLAN

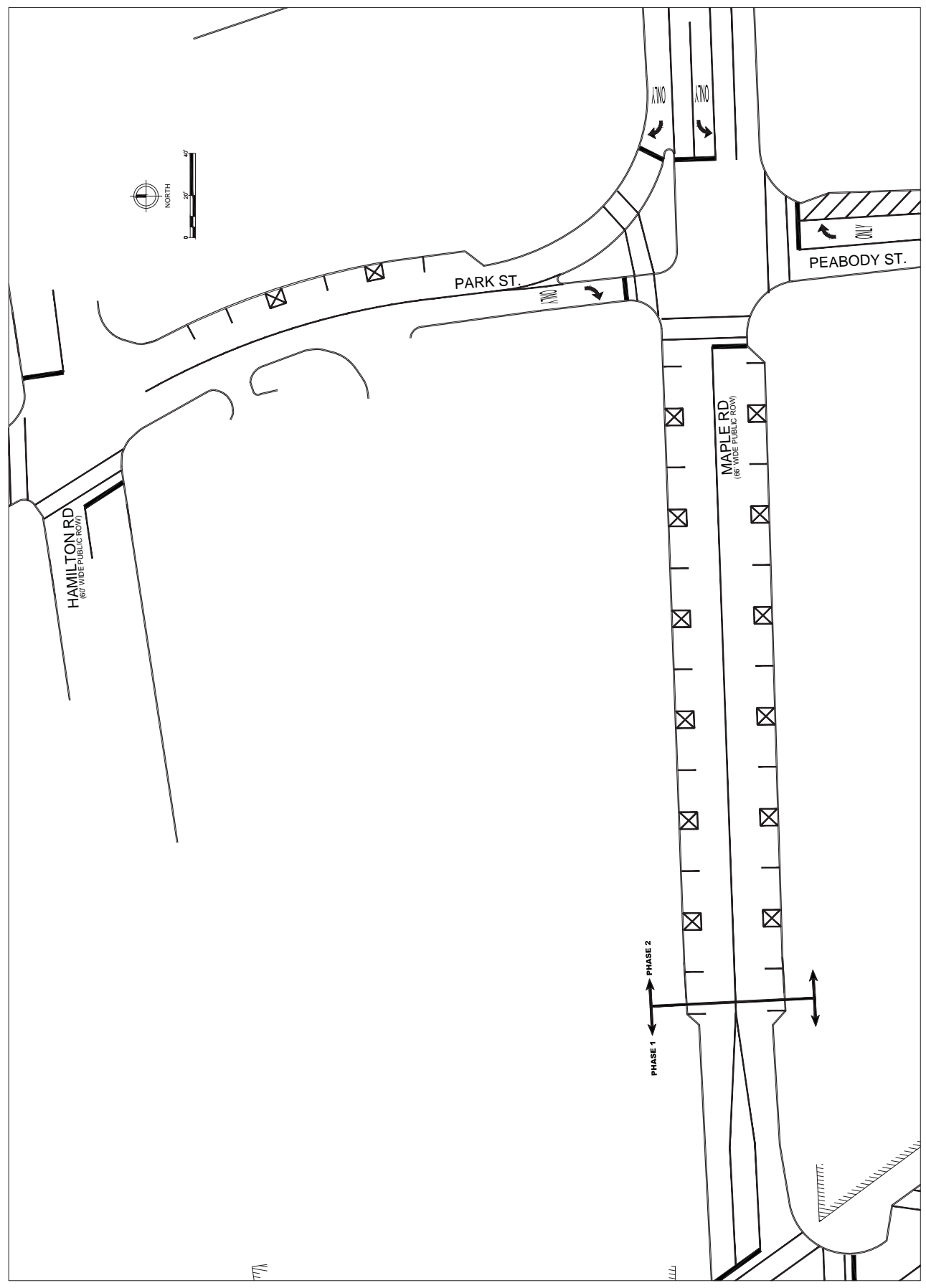
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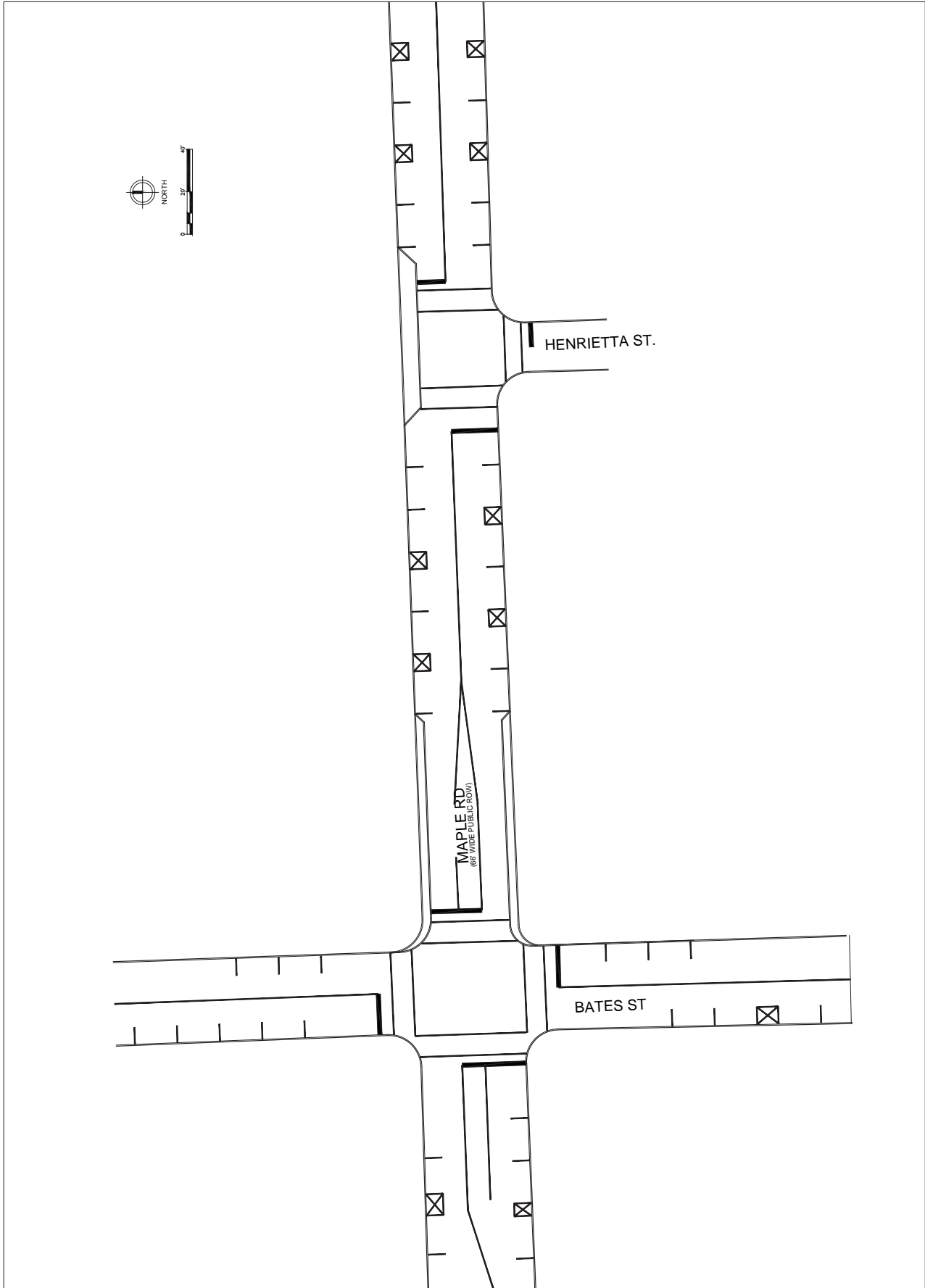
DESIGNED BY: J. M. HARRIS
CHECKED BY: J. M. HARRIS
DATE: JULY 2, 2015
PROJECT: MAPLE ROAD CONCEPT PLAN

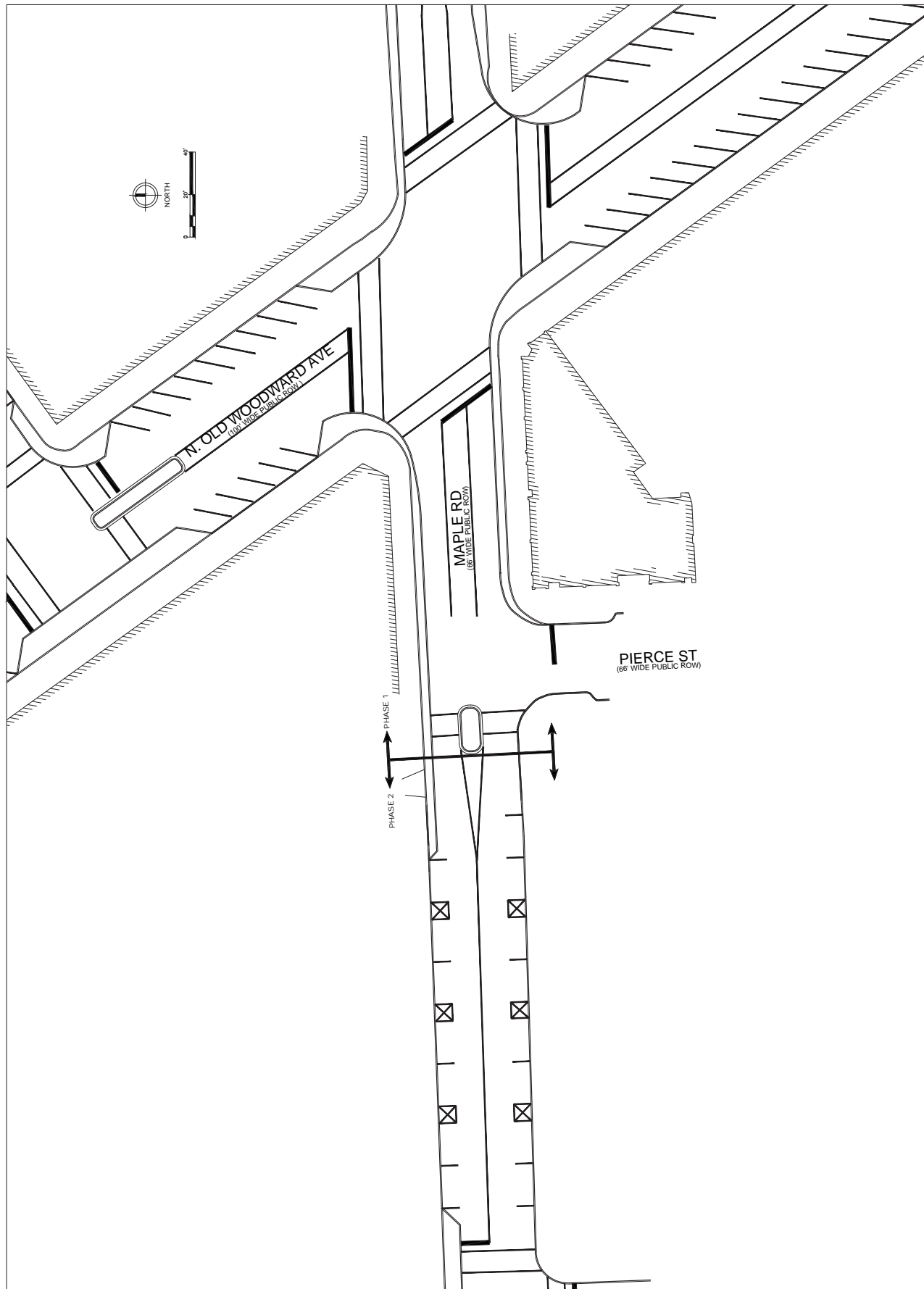
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN
HENRIETTA TO OLD WOODWARD PROPOSED

FLUOR DANBRINK
DESIGN, BUILD, OPERATE
2702 BIRMINGHAM BLVD., SUITE 200
BIRMINGHAM, AL 35203
P: 205.333.8888
F: 205.333.8879









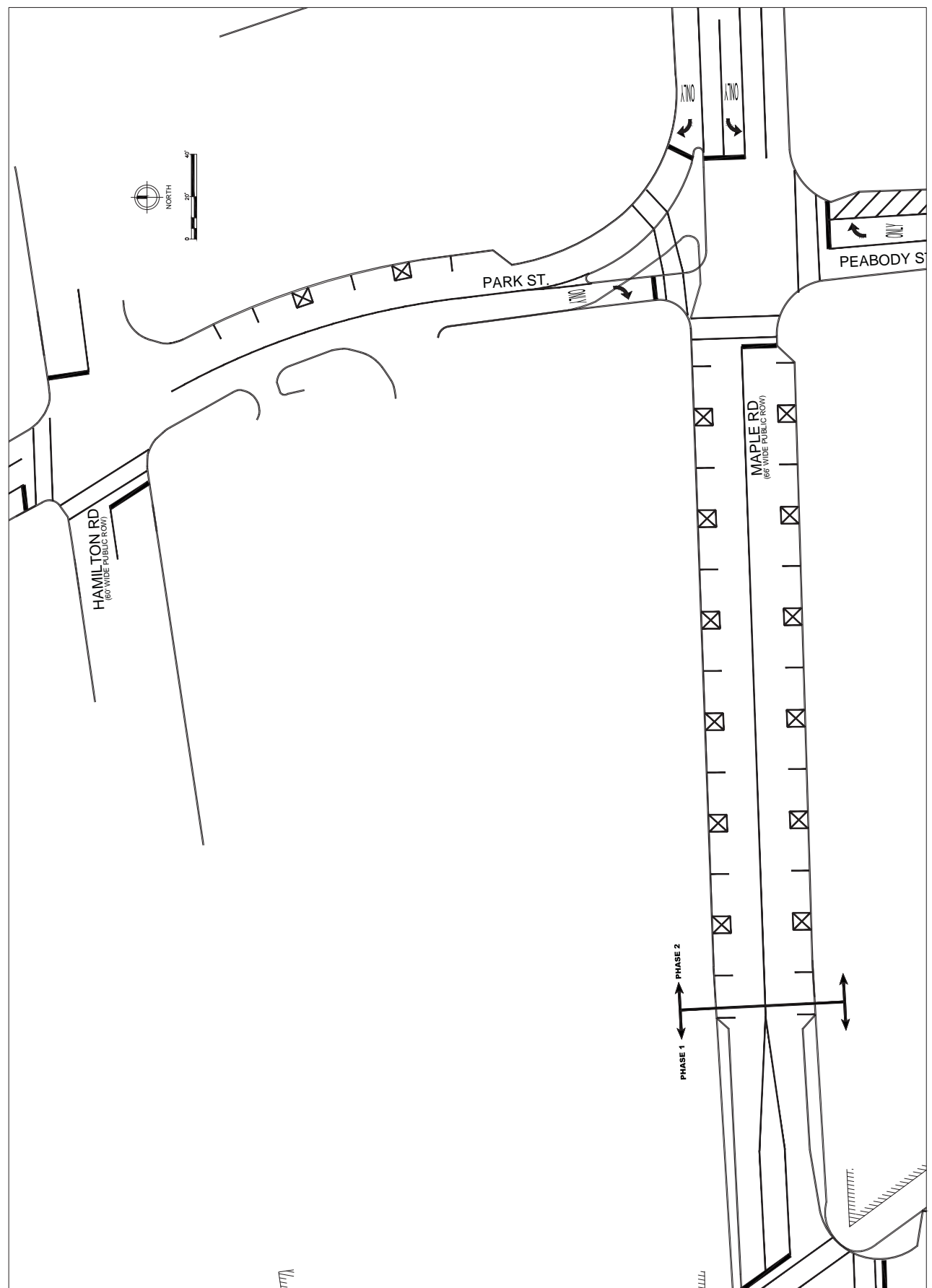
NOT FOR CONSTRUCTION
JULY 2016
DATE PREPARED

NOT FOR CONSTRUCTION
JULY 2016
DATE PREPARED

2016 JULY 2016
DATE PREPARED

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN
OLD WOODWARD TO PARK COMPARISON

FLUOR DANBRINK
DESIGN, BUILD, OPERATE
2702 Broadway Blvd., Suite 210
Birmingham, AL 35203
P: 205.331.6500
F: 205.331.6579

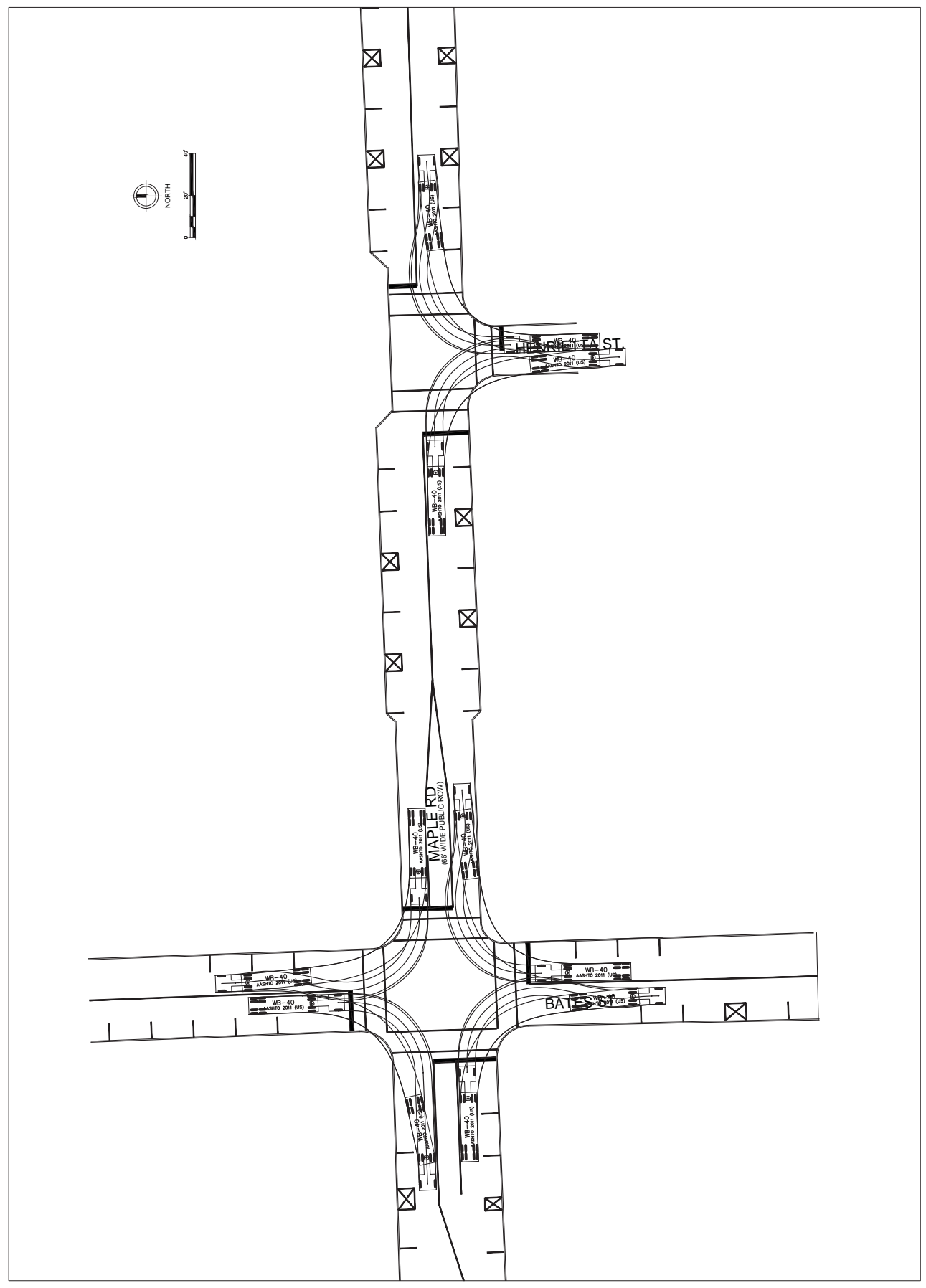


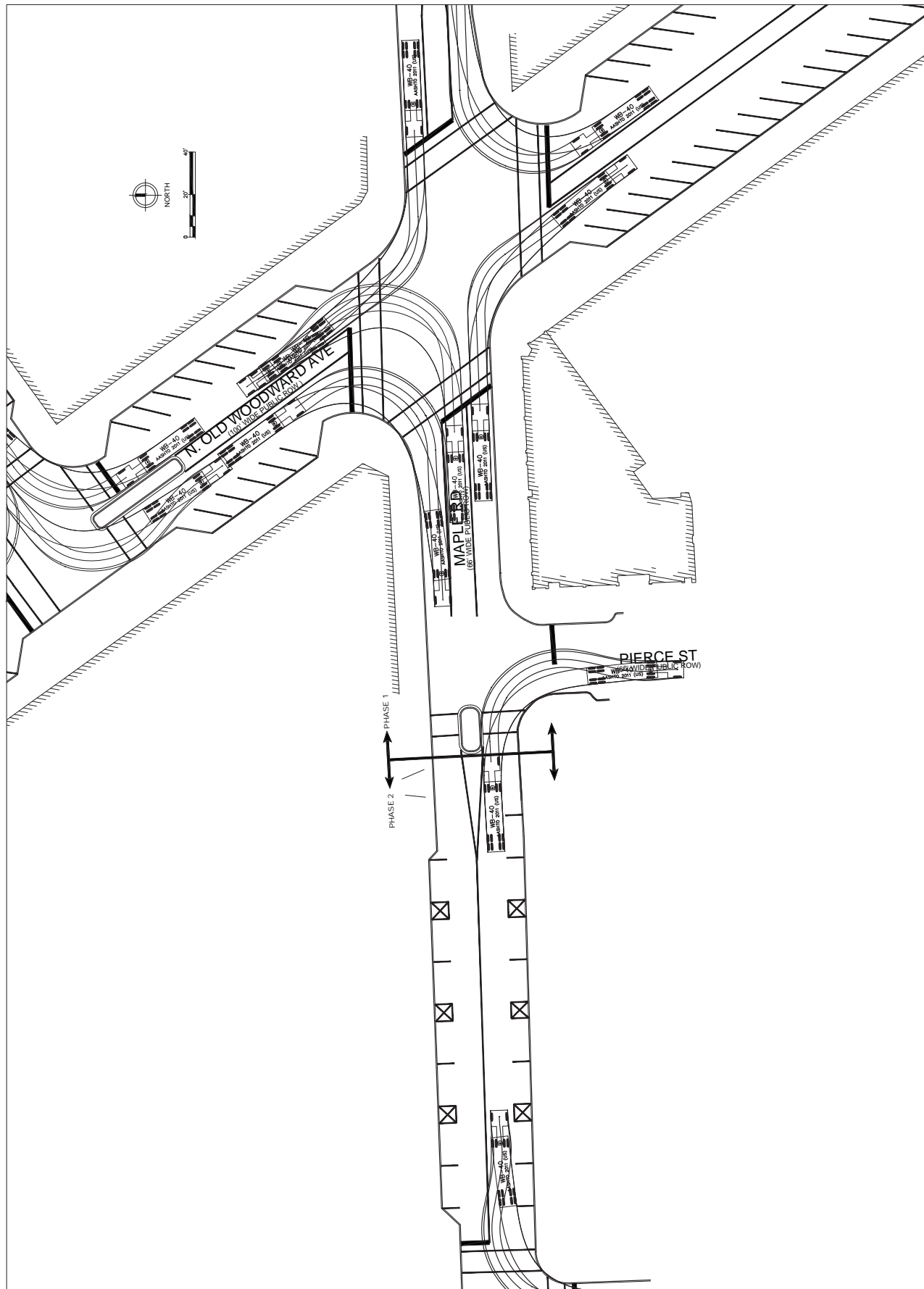
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CONSTRUCTION

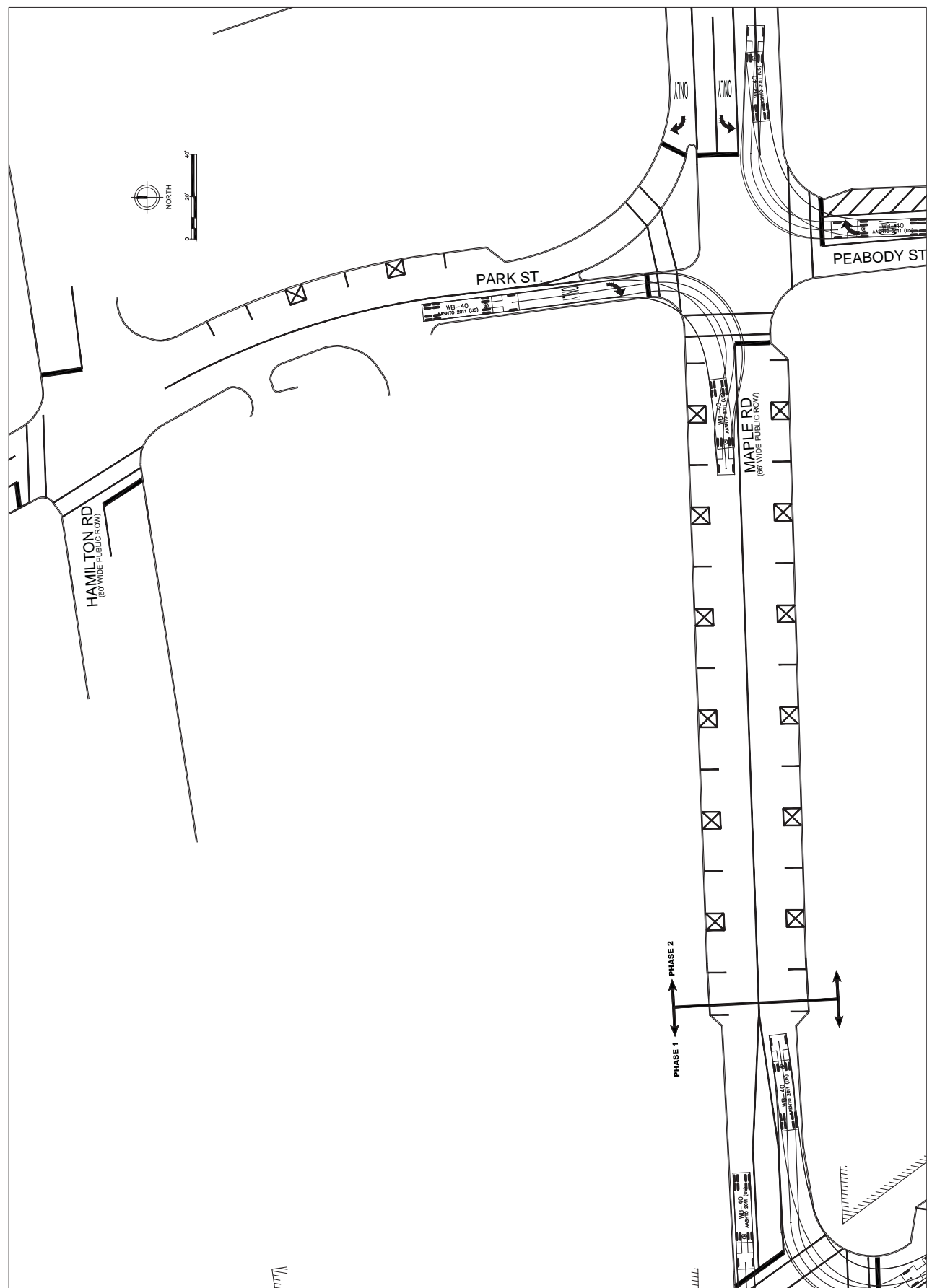
DESIGNED BY: J. J. JONES
CHECKED BY: J. J. JONES
DATE: 07/15/2015
PROJECT: MAPLE ROAD CONCEPT PLAN
SHEET: 7 OF 7

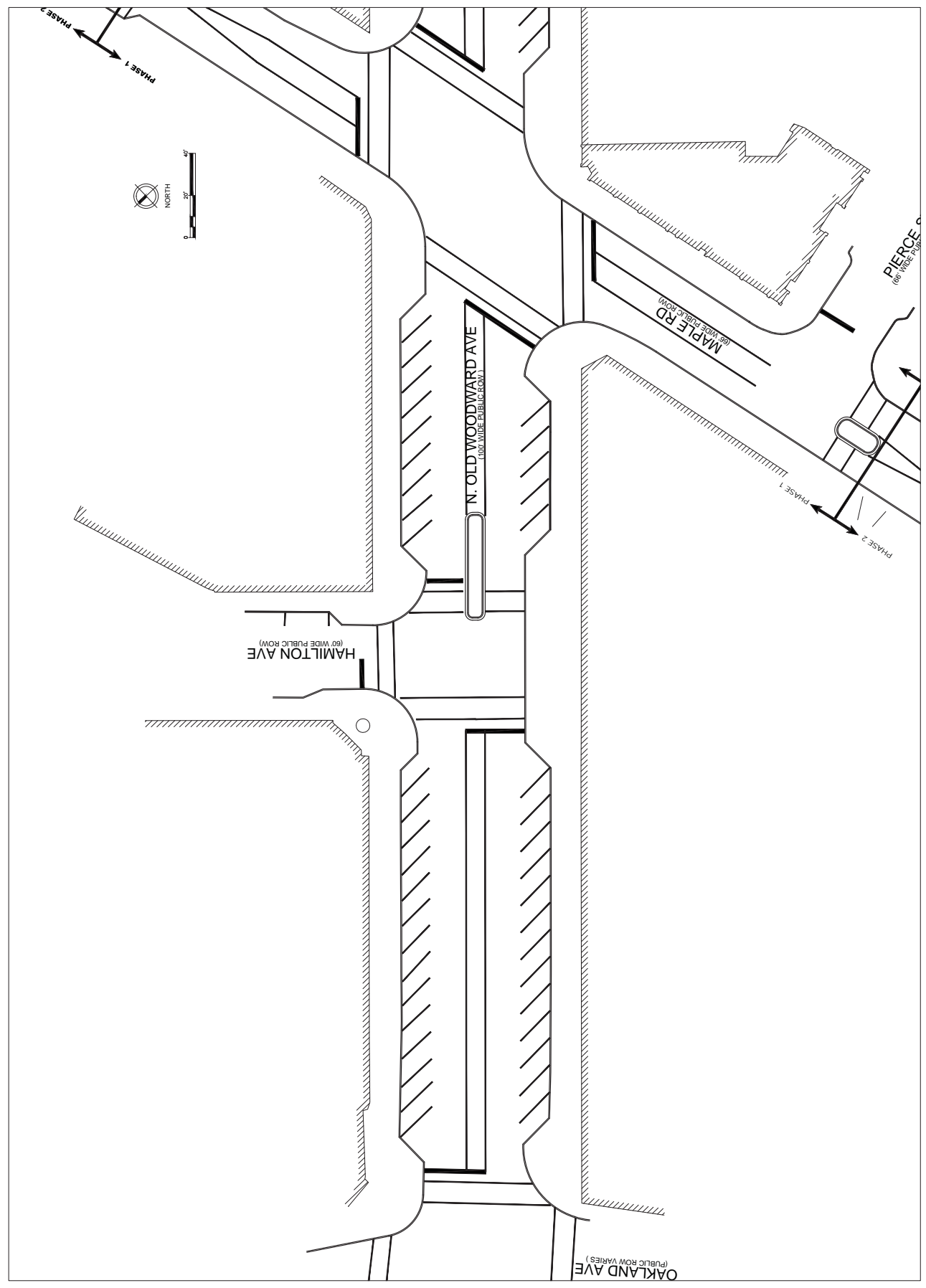
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN
BATES TO HENRIETTA TURNING TEMPLATES

FLUOR DANBROOK
DESIGN, BUILD, OPERATE
27750 Danbrook Blvd., Suite 100
Farmington Hills, MI 48334
P: 248.331.5500
F: 248.331.5579









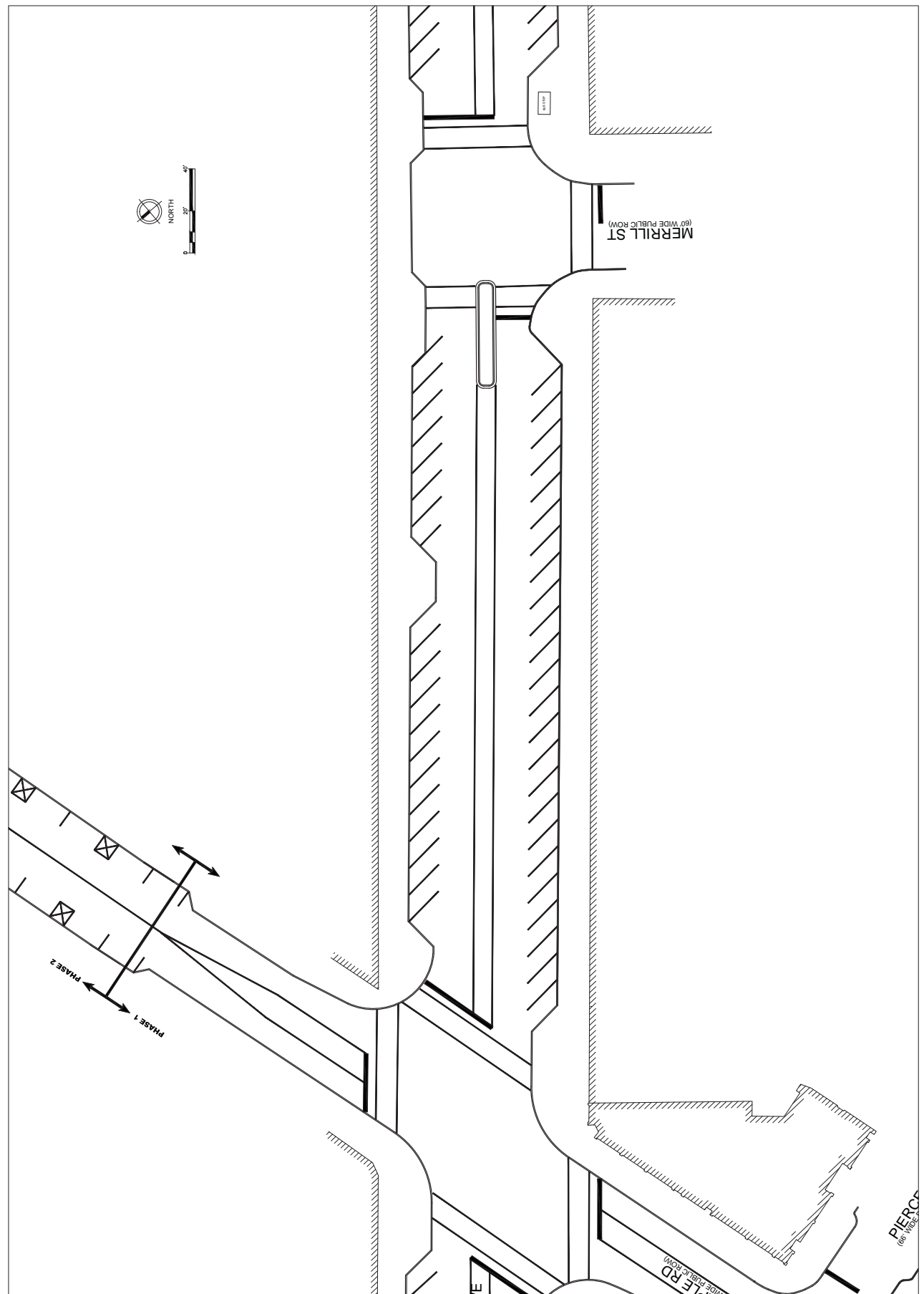
DATE: JULY 2, 2015
PROJECT: OLD WOODWARD CONCEPT PLAN

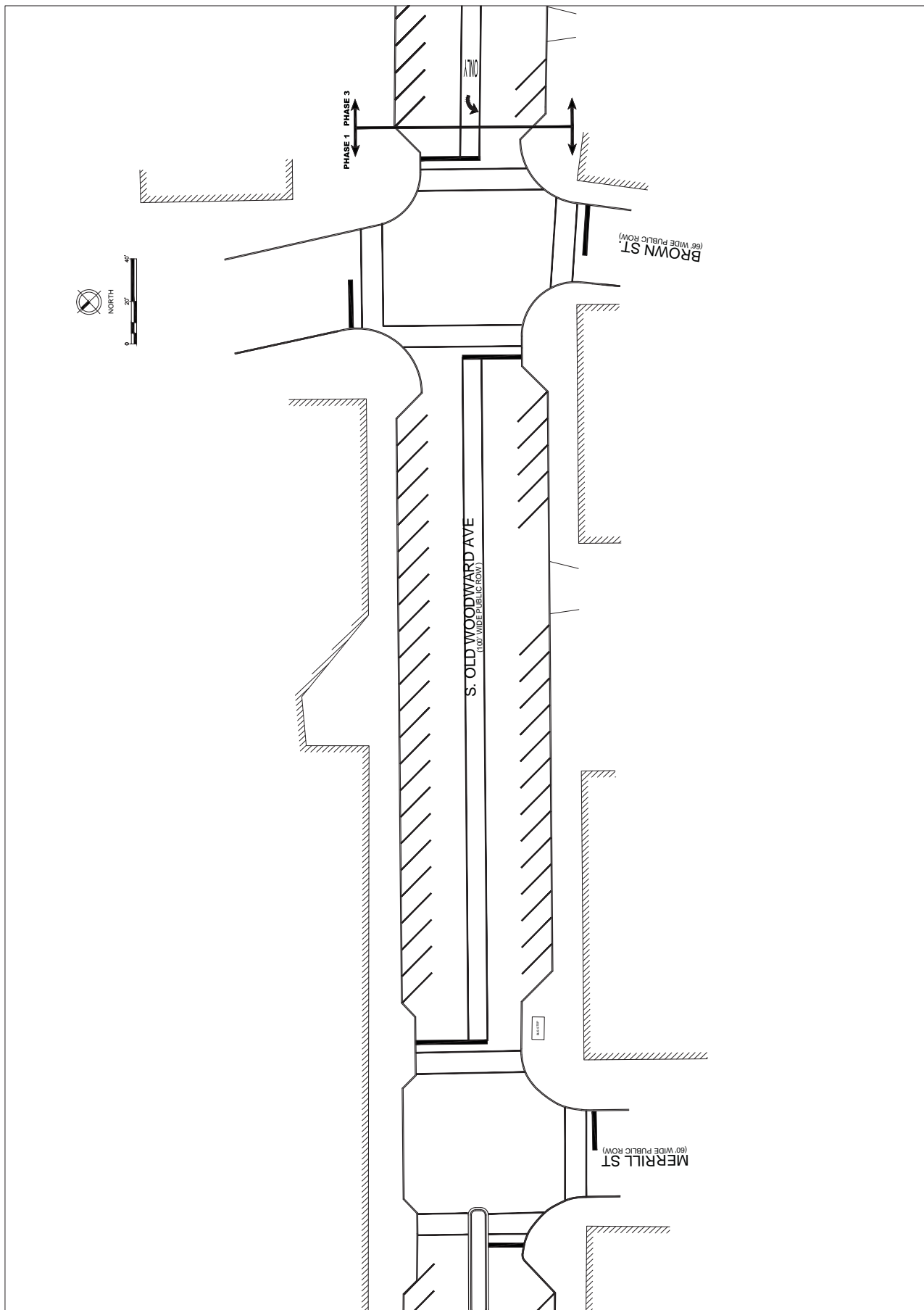
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CONSTRUCTION

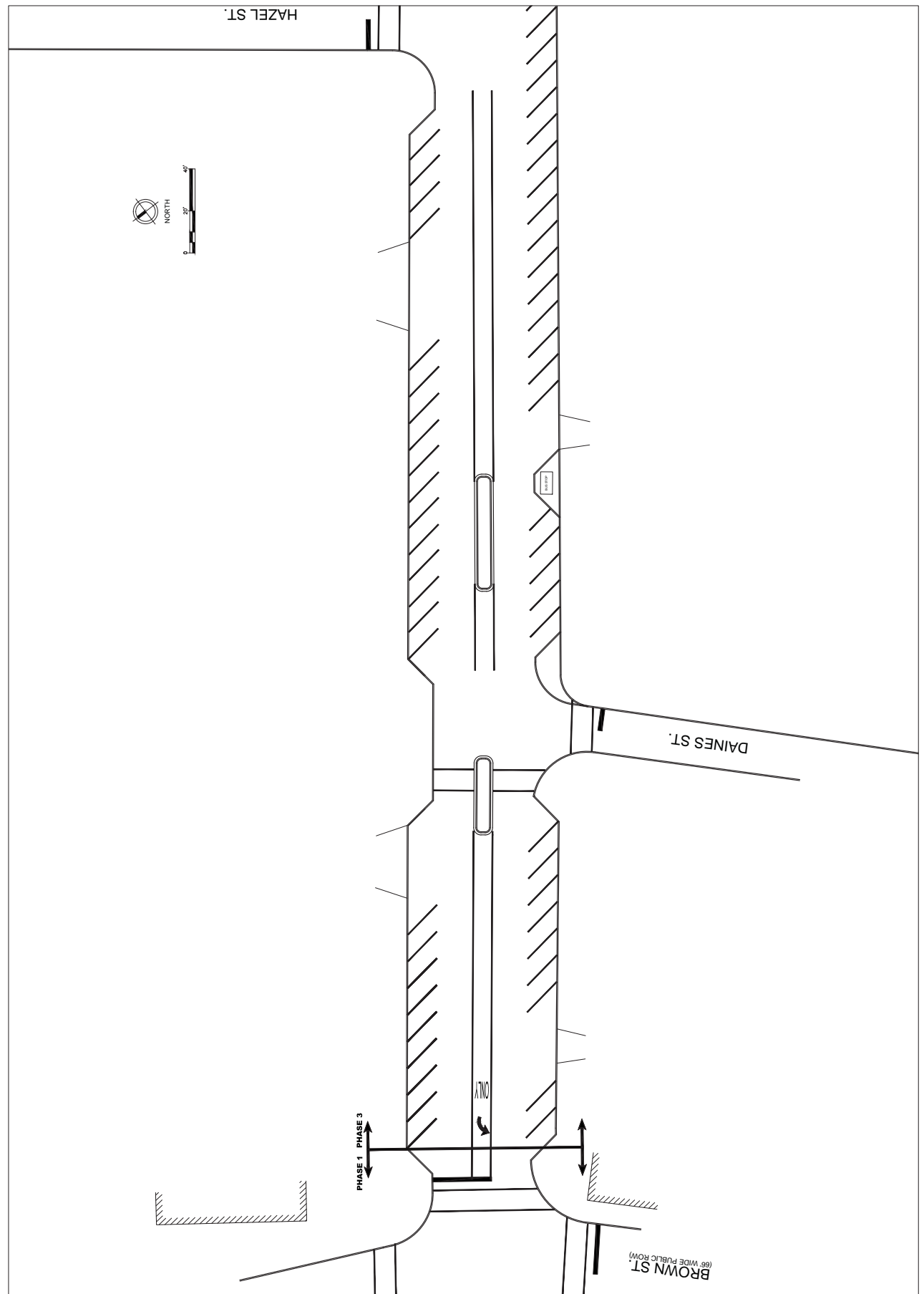
DESIGNED BY: J. WOODWARD
CHECKED BY: J. WOODWARD
DATE: JULY 2, 2015
PROJECT: OLD WOODWARD CONCEPT PLAN

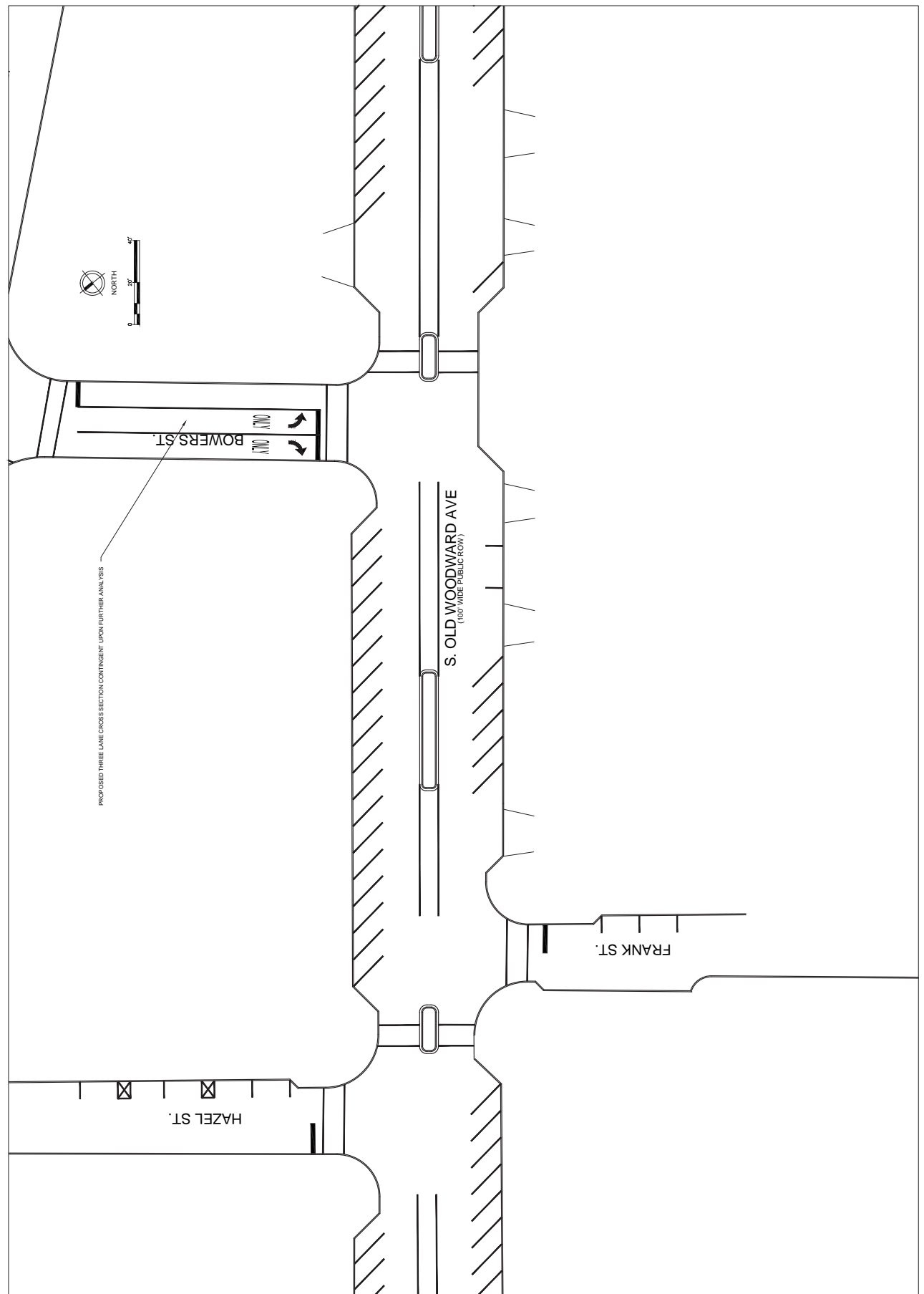
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
MAPLE RD. TO MERRILL ST. PROPOSED

DESIGN, BUILD, OPERATE
FLUOR DANBROOK
27725 BIRMINGHAM BLVD., SUITE 100
BIRMINGHAM, AL 35244
PHONE: 205.333.5500
FAX: 205.333.5579









DATE: 7/15/2015
TIME: 10:00 AM

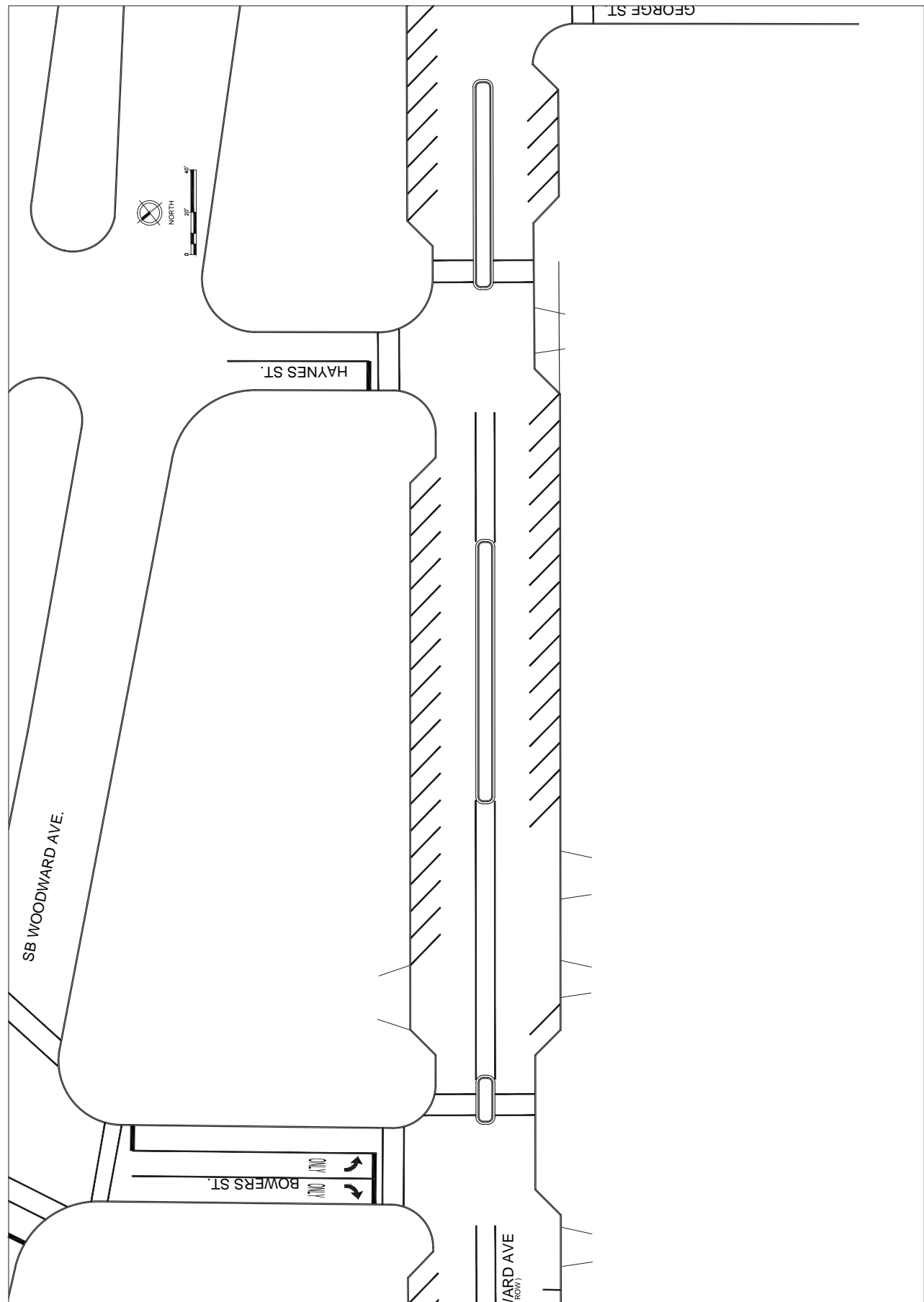
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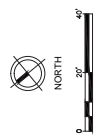
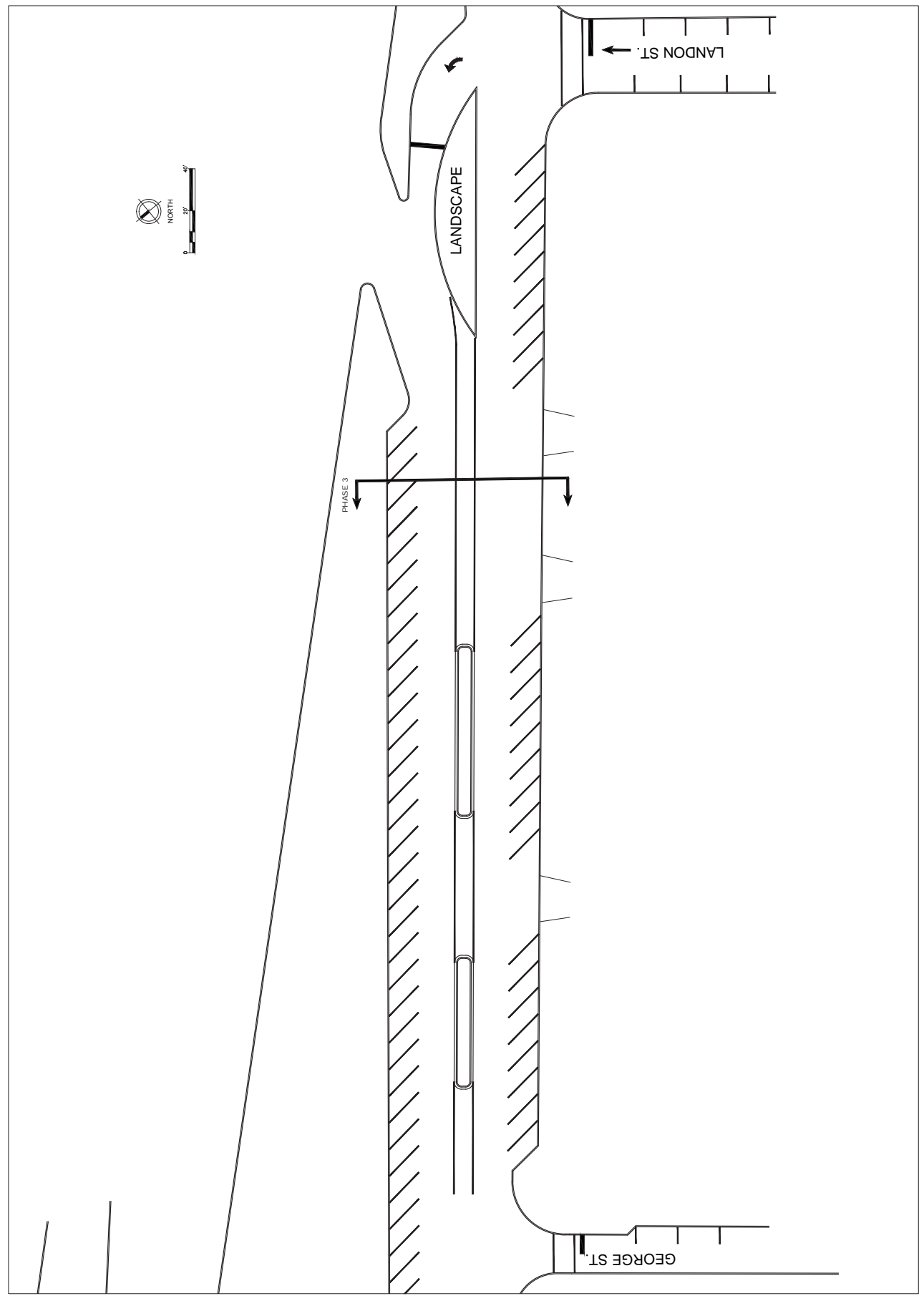
DATE: 7/15/2015
TIME: 10:00 AM
BY: J. WOODWARD
CITY OF BIRMINGHAM

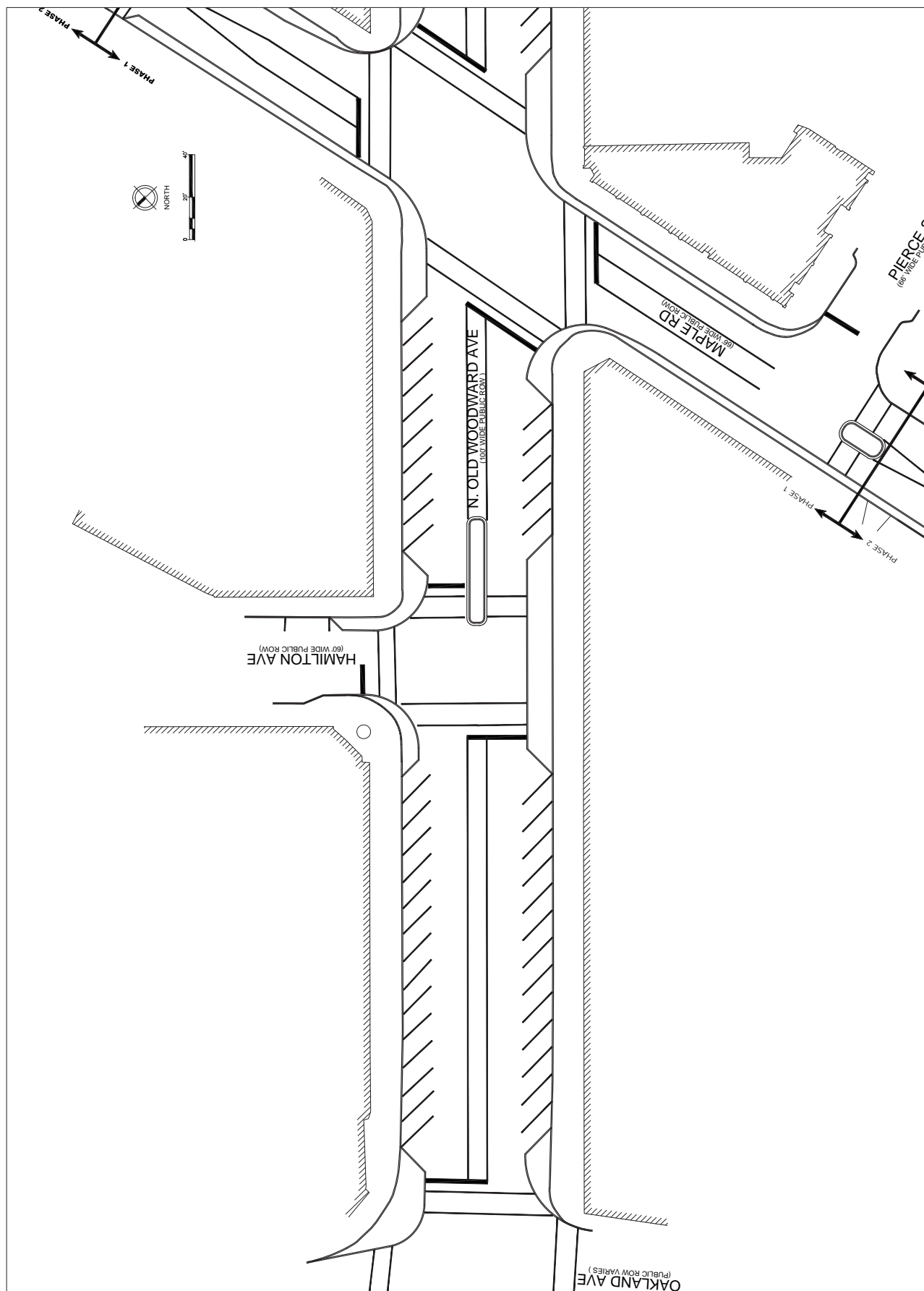
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
BOWERS ST. TO GEORGE ST. PROPOSED

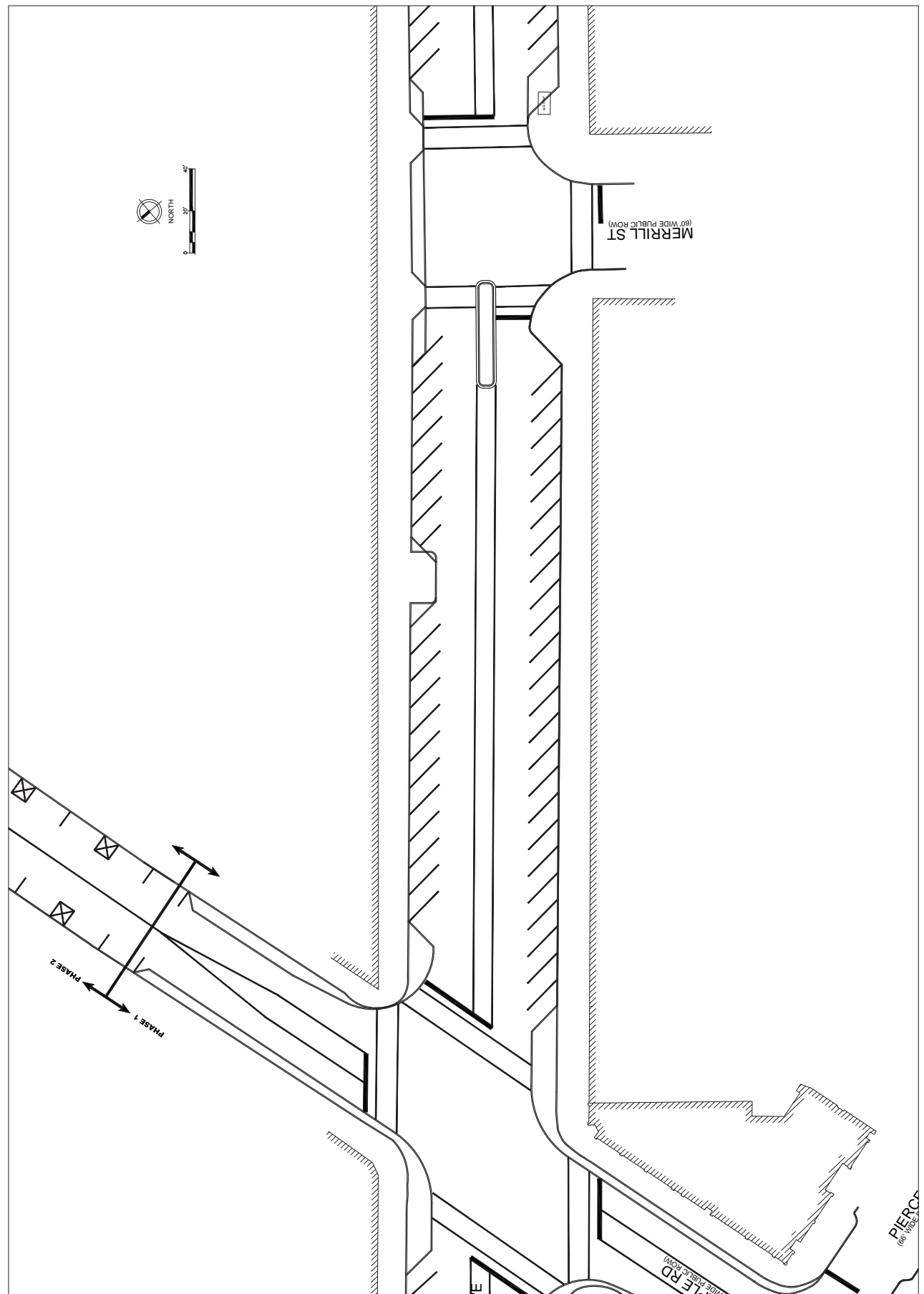
FLUOR DANBRINK
DESIGN, BUILD, OPERATE

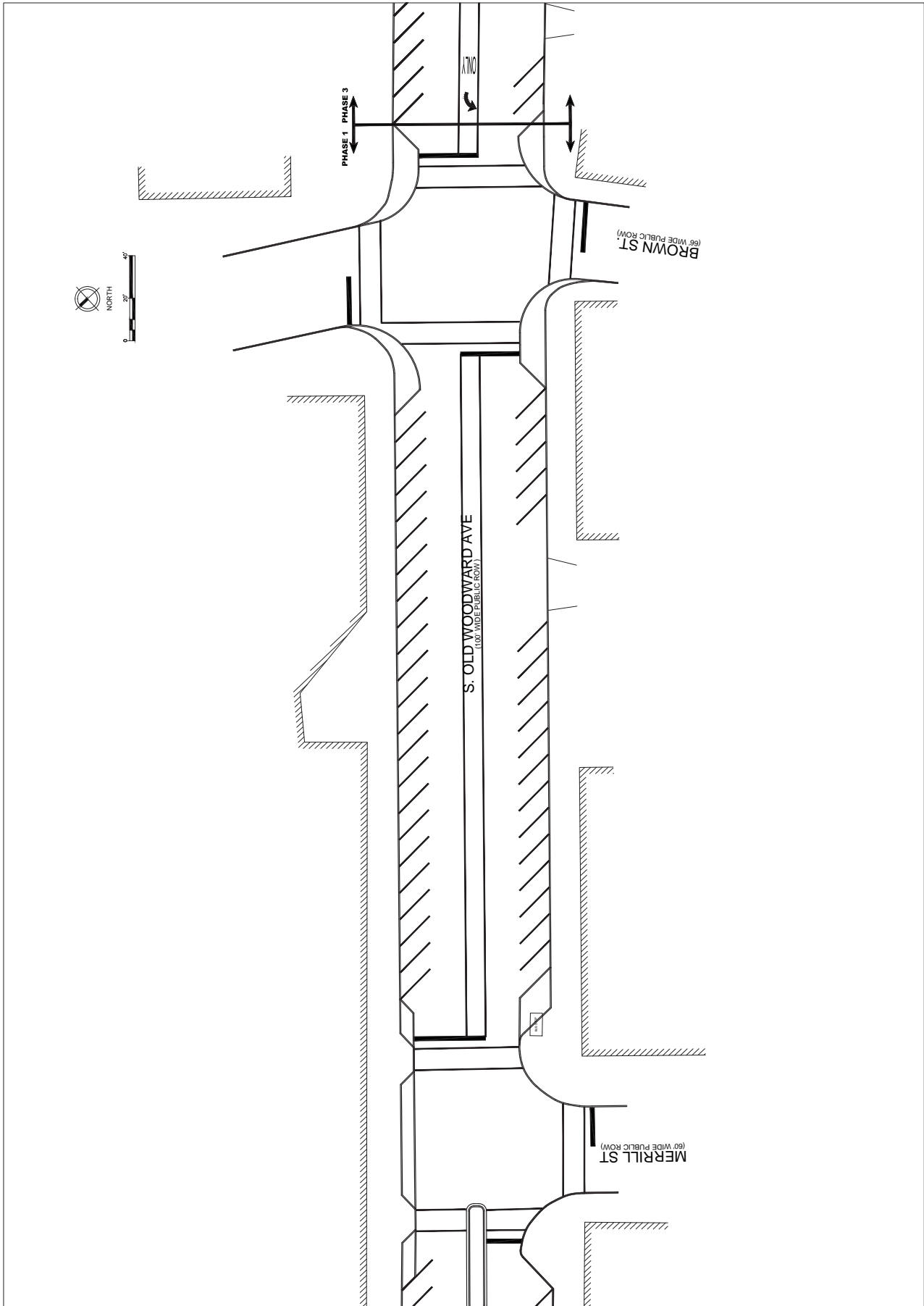
2772 Broadway Blvd., Suite 100
Birmingham, AL 35203
P: 205.333.8888
F: 205.333.8879

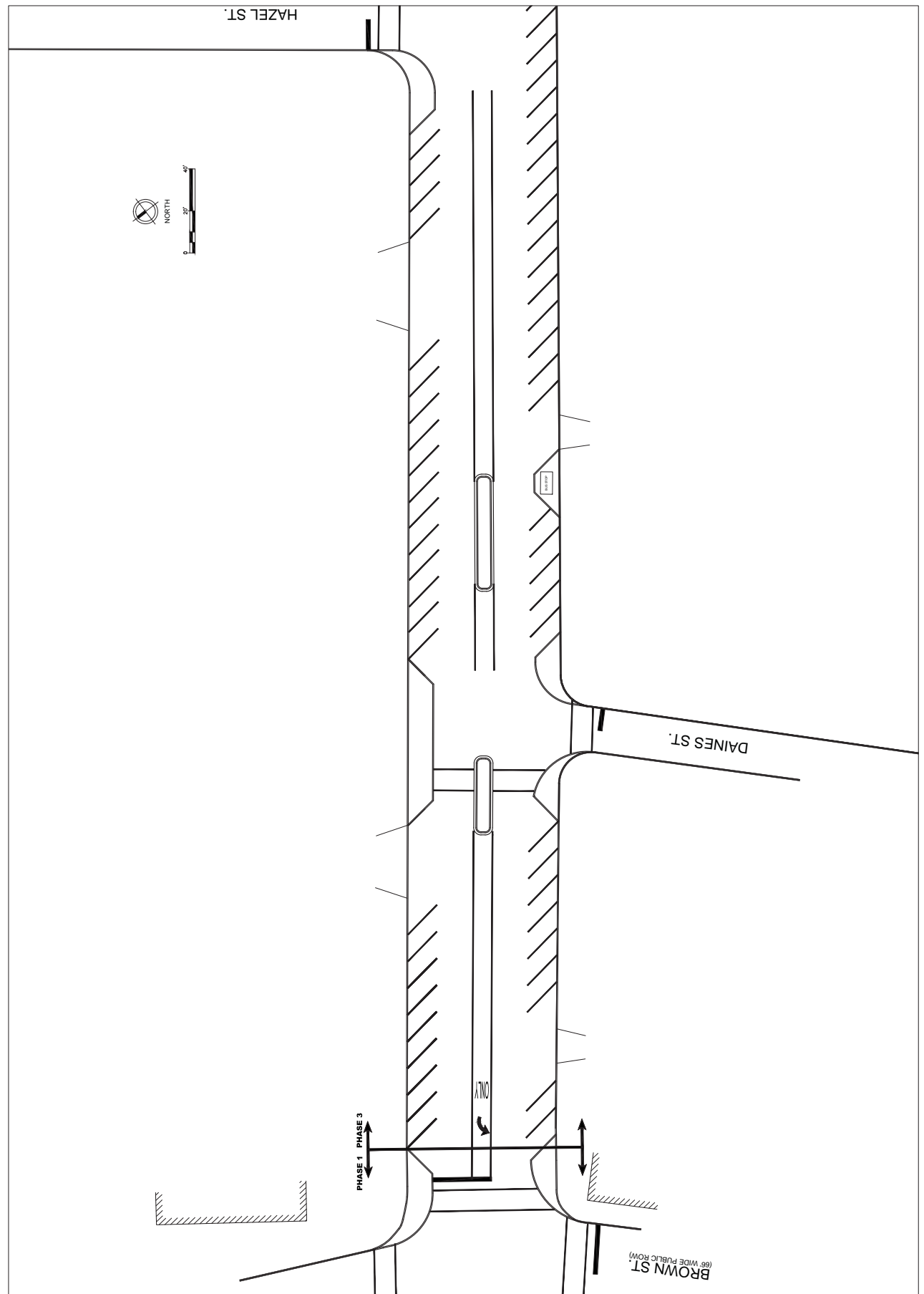


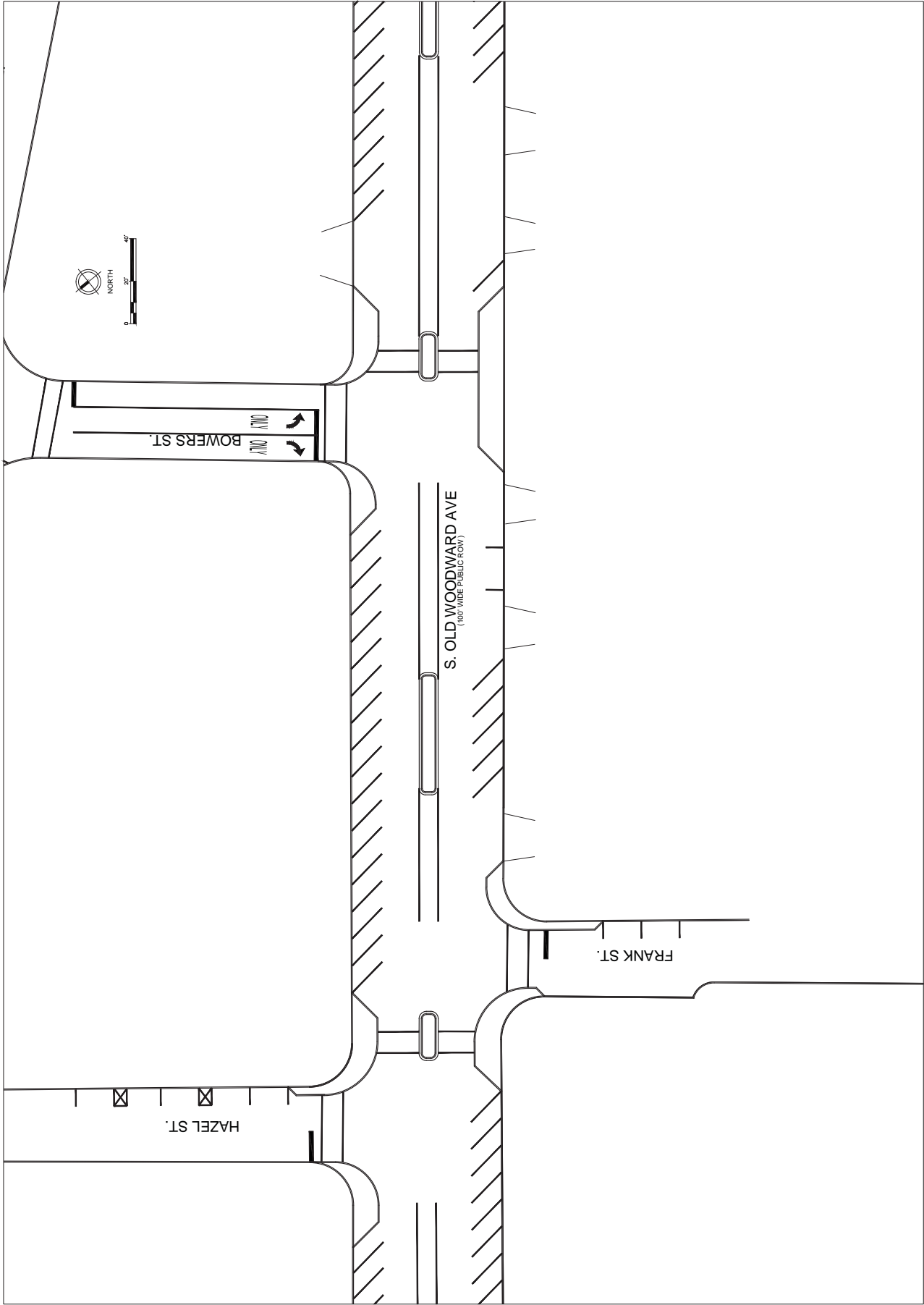


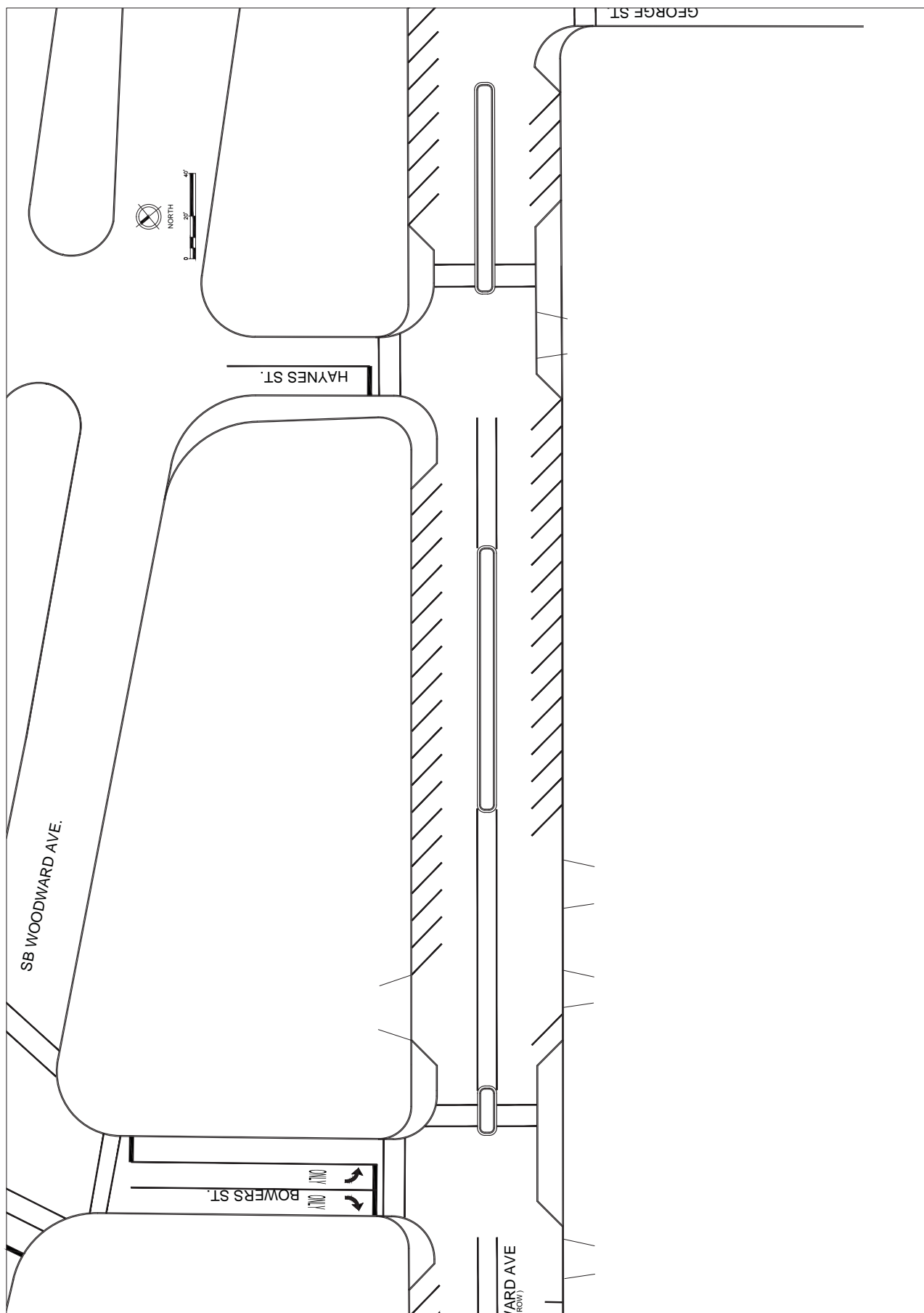












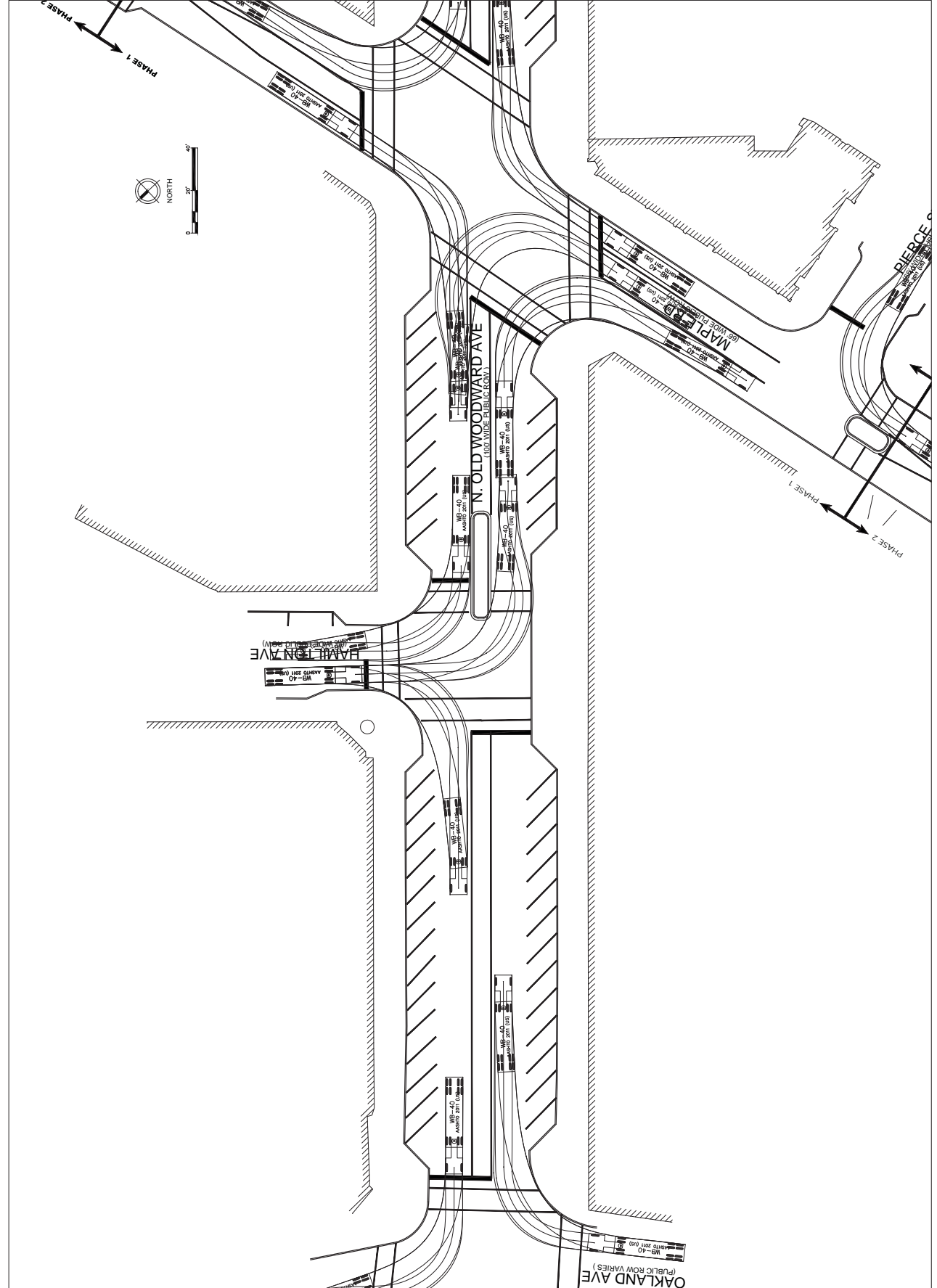
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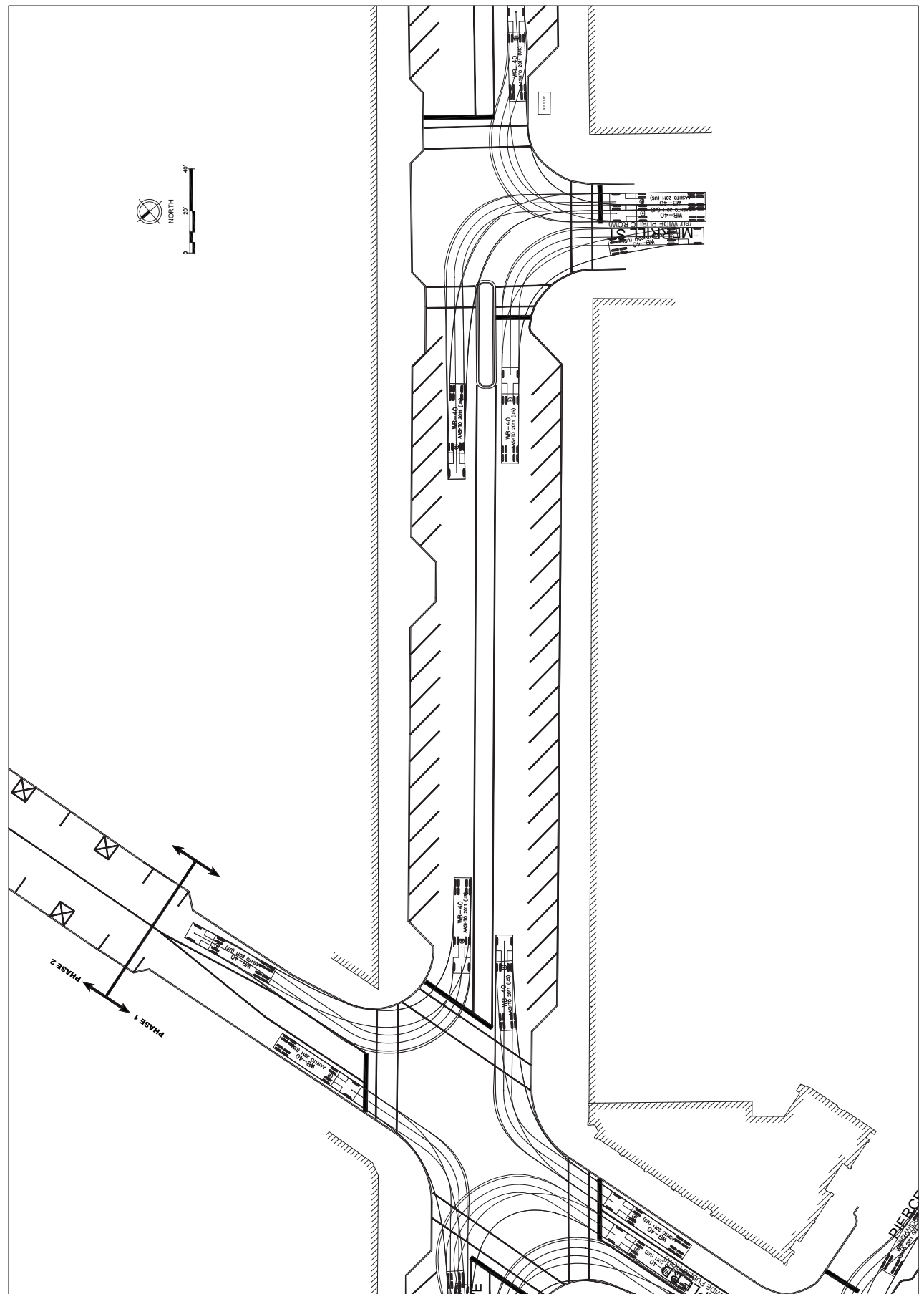
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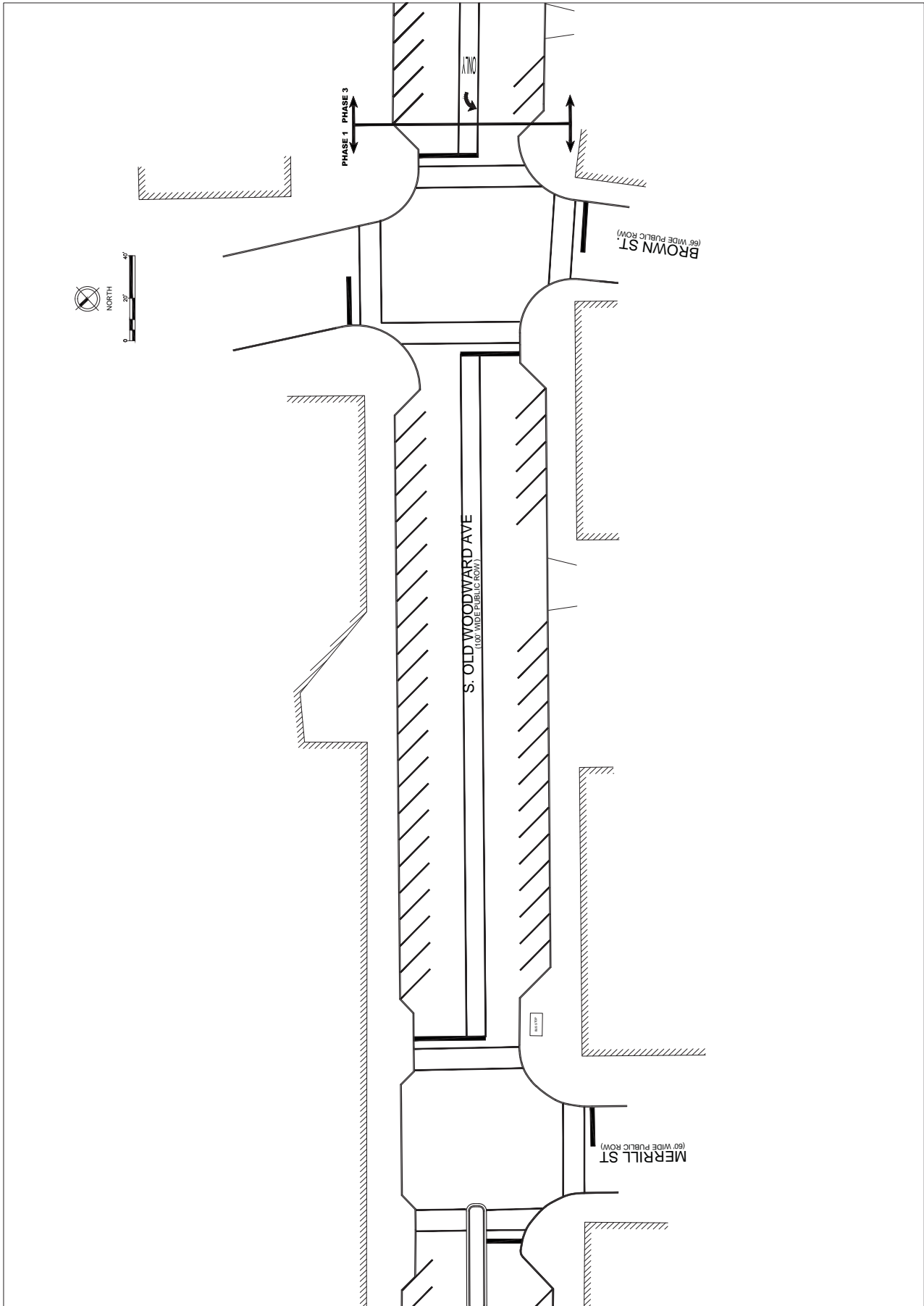
DESIGNED BY: J. L. BROWN
CHECKED BY: J. L. BROWN
DATE: 07/15/2015
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN

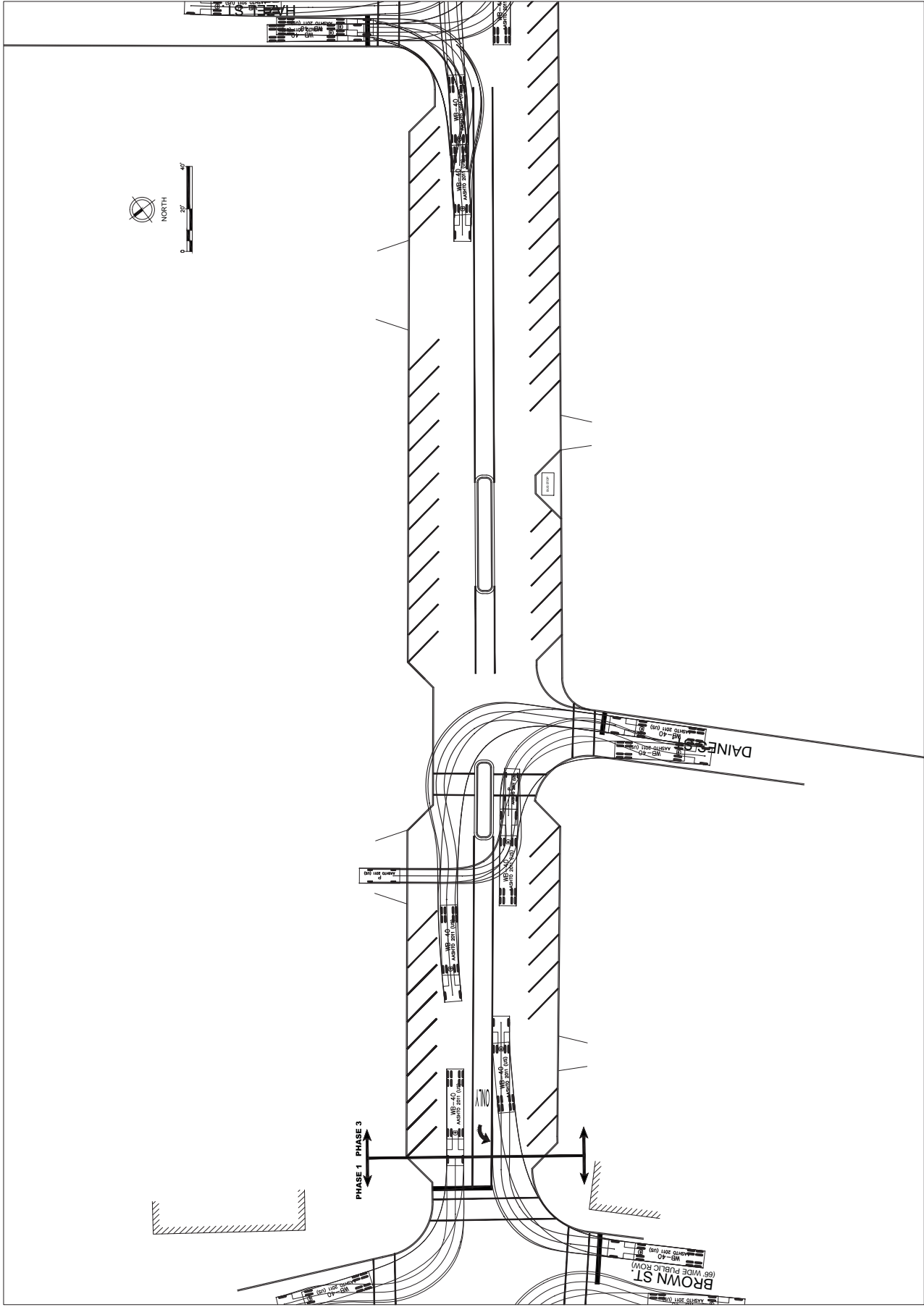
WILLITS ST. TO MAPLE RD. TURNING TEMPLATES
OLD WOODWARD CONCEPT PLAN
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN

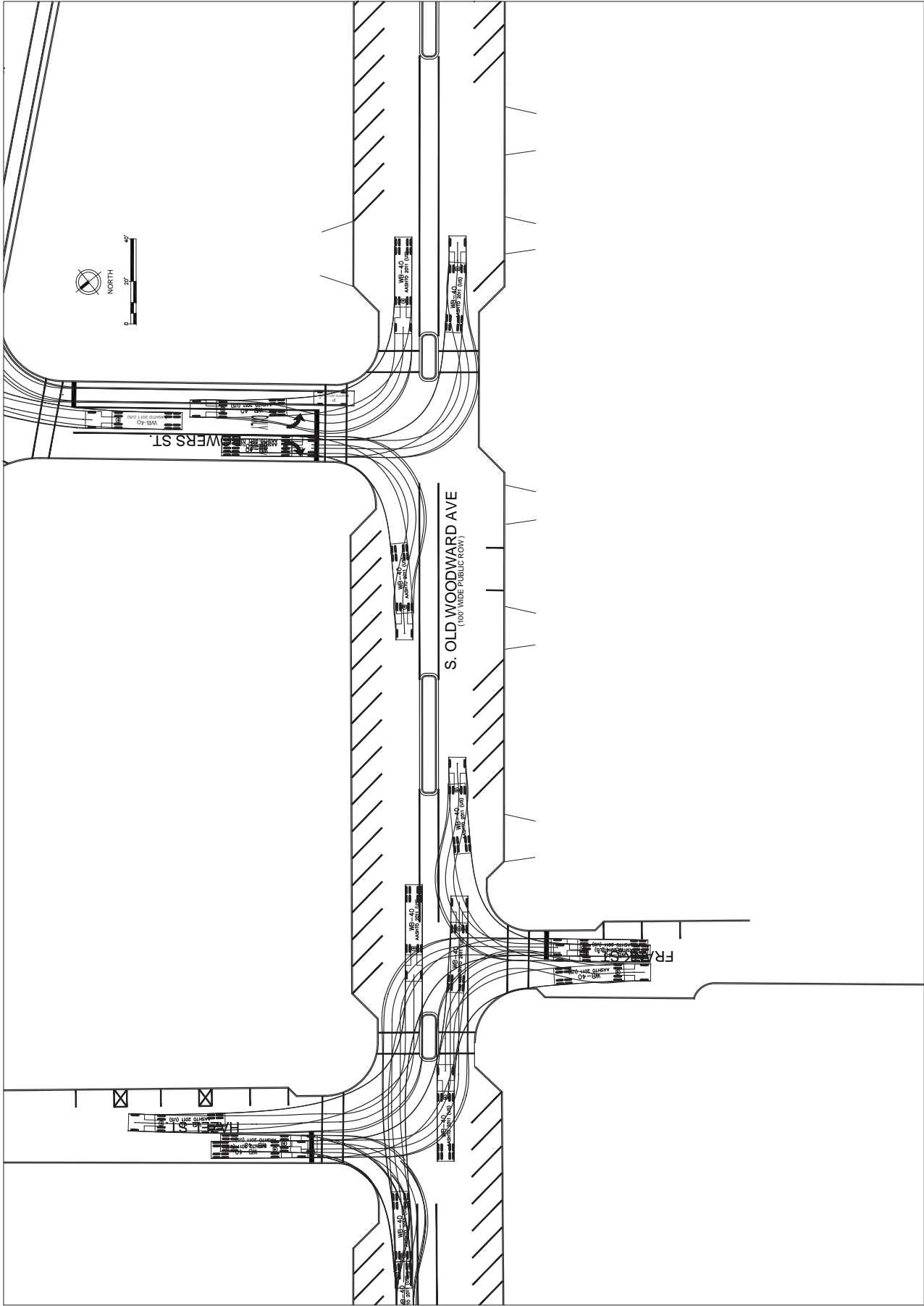
DESIGN, BUILD, OPERATE
PETERSON/BRINK
2772 Birmingham Blvd., Suite 212
Birmingham, AL 35202
P: 205.333.5500
F: 205.333.5579

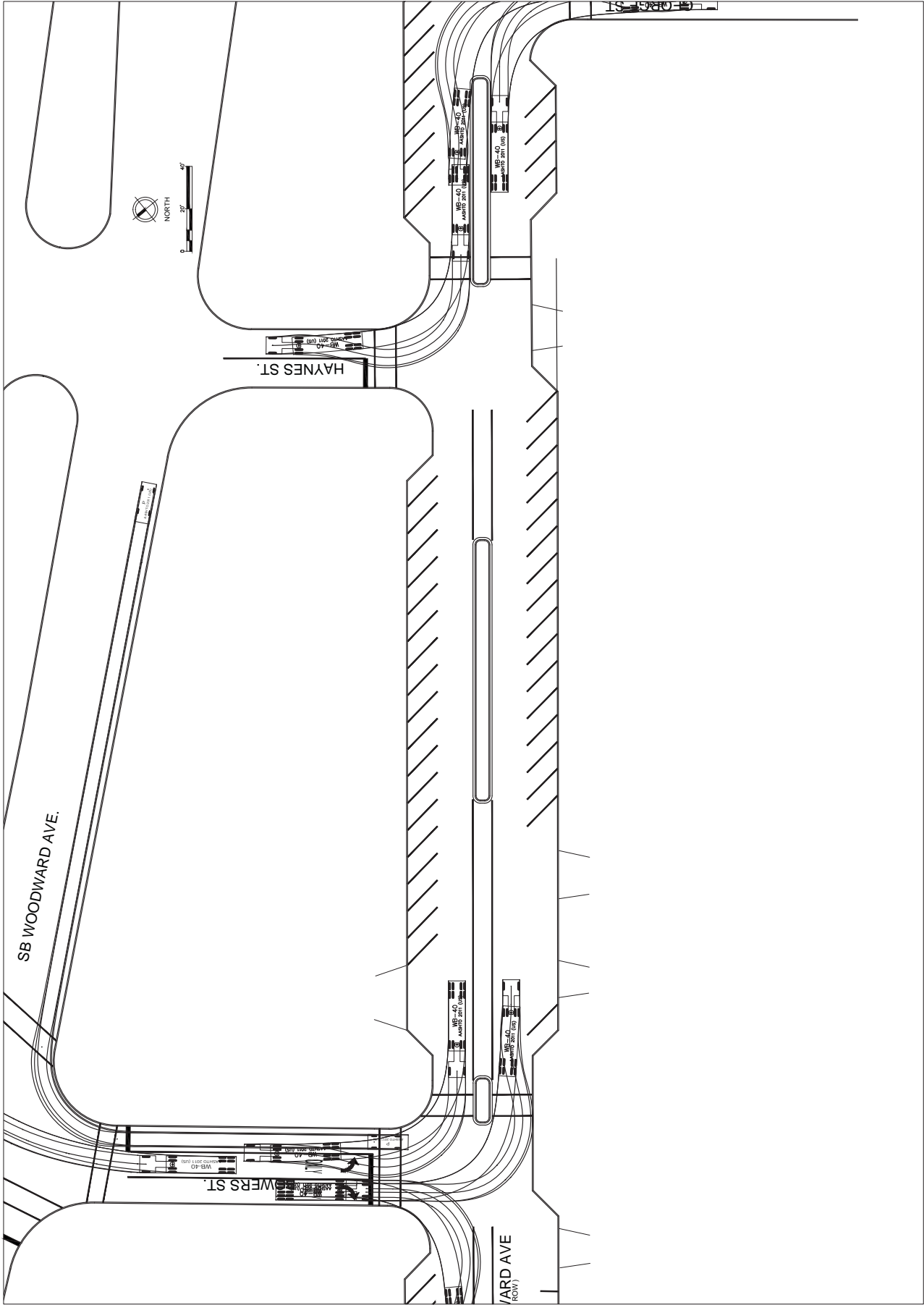










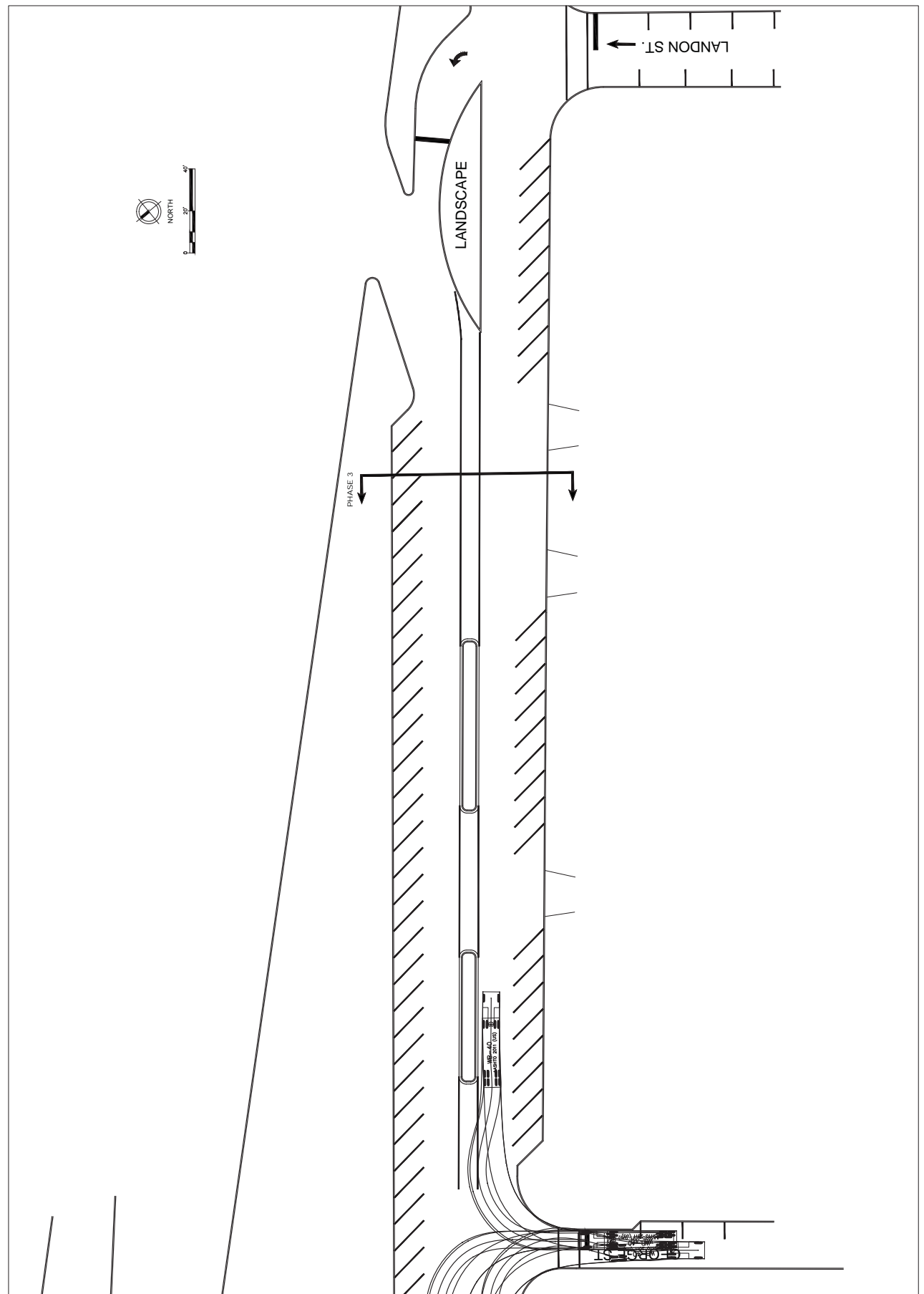


CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
BOWERS ST. TO GEORGE ST. TURNING TEMPLATES

DESIGNED BY: J. M. JONES
CHECKED BY: J. M. JONES
DATE: JULY 2016
PROJECT: OLD WOODWARD CONCEPT PLAN
SHEET: 20 OF 20

NOT FOR CONSTRUCTION

JULY 2016
REVISED



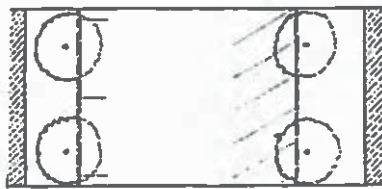
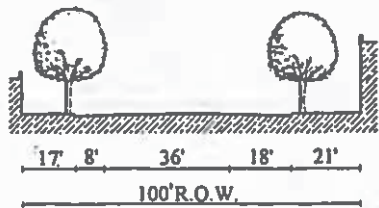
PARKING SUMMARY		
	EXISTING SPACES	PROPOSED SPACES
OLD WOODWARD AVE. – PHASE 1		
WILLITS STREET TO HAMILTON ROAD	25	27
HAMILTON ROAD TO MAPLE ROAD	15	14
MAPLE ROAD TO MERRILL STREET	43	42
MERRIL STREET TO BROWN STREET	31	39
SUBTOTAL	114	122
MAPLE ROAD – PHASE 2		
BATES STREET TO HENRIETTA STREET	15	10
HENRIETTA STREET TO PIERCE STREET	14	14
PIERCE STREET TO OLD WOODWARD AVE.	0	0
OLD WOODWARD AVE. TO PARK STREET	29	26
PARK STREET – HAMILTON TO MAPLE	0	6
SUBTOTAL	58	56
OLD WOODWARD AVE. – PHASE 3		
BROWN STREET TO DAINES STREET	11	16
DAINES STREET TO HAZEL STREET	28	35
HAZEL STREET TO BOWERS STREET	18	22
BOWERS STREET TO HAYNES STREET	39	34
HAYNES STREET TO GEORGE STREET	17	15
GEORGE STREET TO LANDON STREET	49	52
SUBTOTAL	162	174
TOTAL	334	351

Future Sidewalk Plans for Downtown Birmingham

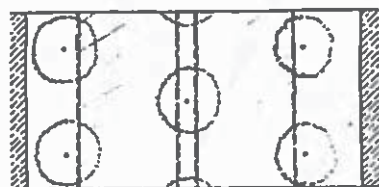
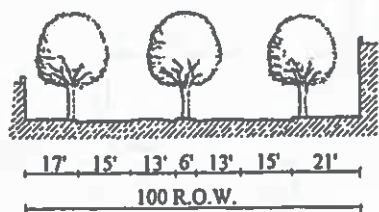


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aergrid, IGN, IGP, swisstopo, and the GIS User Community

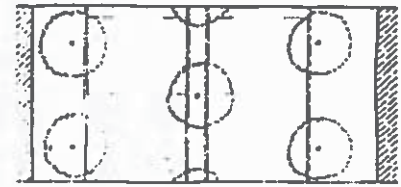
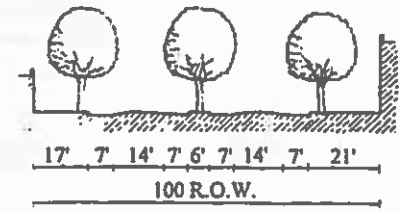
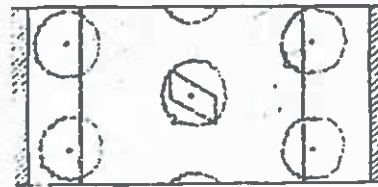
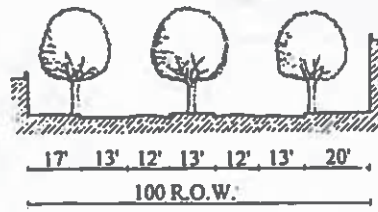
- | | | | |
|----------------|-----------------|--------------|-----------|
| ● Trees | ● Garbage Cans | ● Bike Racks | Sidewalks |
| ● Streetlights | ● Traffic Poles | ● Benches | |

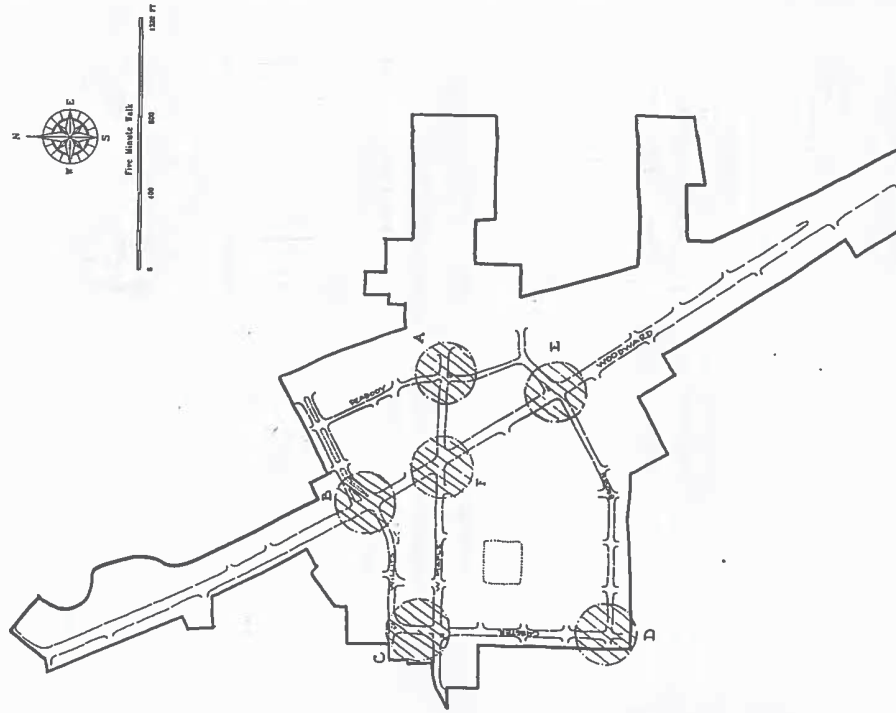


**Plan of Existing Conditions
WOODWARD AVENUE**



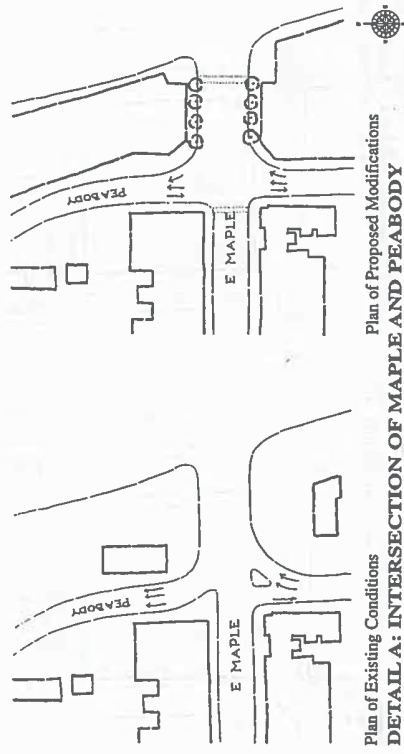
**Plan of Proposed Modifications
WOODWARD AVENUE**



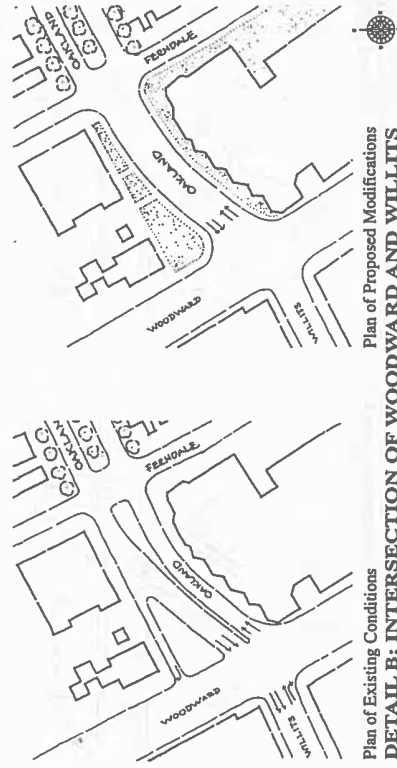


RING ROAD INTERSECTION IMPROVEMENTS

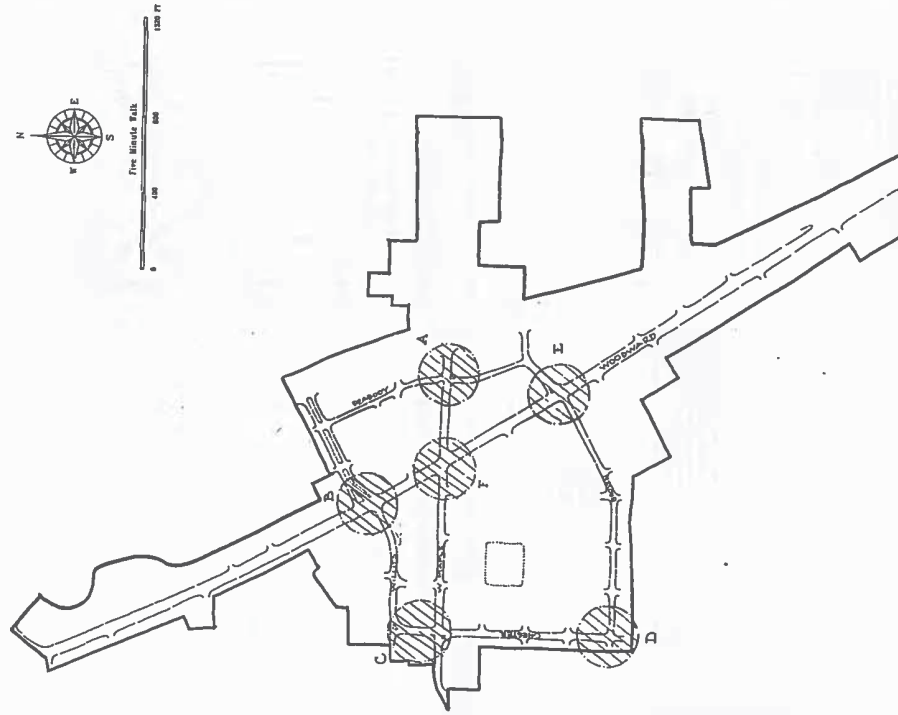
Detail Intersection (A - F)



DETAIL A: INTERSECTION OF MAPLE AND PEABODY

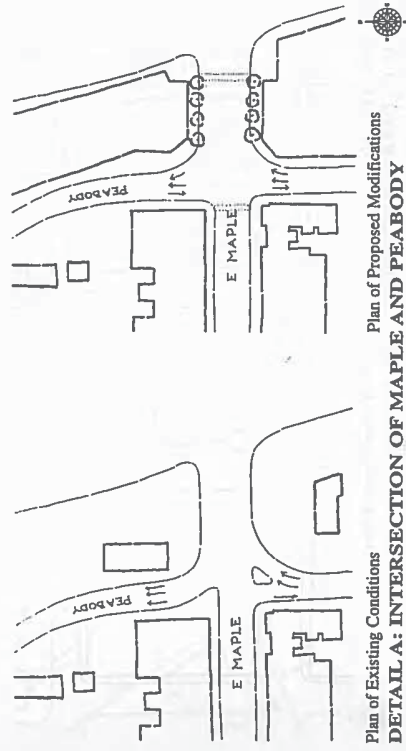


DETAIL B: INTERSECTION OF WOODWARD AND WILLITS

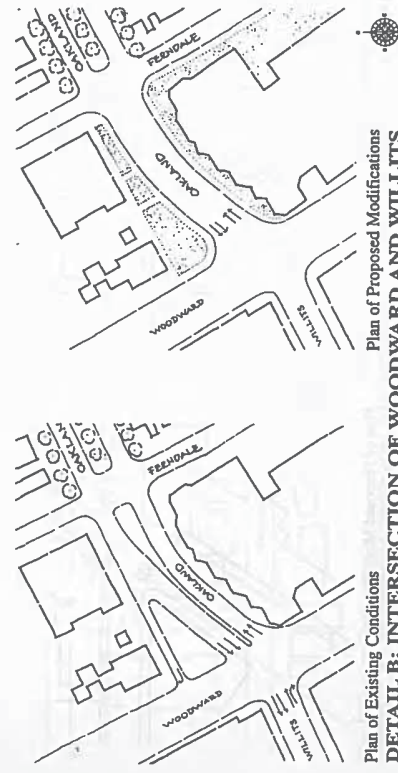


RING ROAD INTERSECTION IMPROVEMENTS

Detail Intersection (A - F)



DETAIL A: INTERSECTION OF MAPLE AND PEABODY



DETAIL B: INTERSECTION OF WOODWARD AND WILLITS

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



4.2 PHASE 1

PHASE 1: OVERVIEW

Many of the routes in Phase 1 may be implemented as part of the City's Capital Improvement Plan (CIP). A Capital Improvement Plan is a short-range plan, usually five to ten years which identifies capital projects and provides planning schedules and options for financing the plan. CIP roadway projects generally fall into two categories, resurfacing and reconstruction. Resurfacing projects typically only affect the surface of the roadway, whereas in a reconstruction project the existing roadway, curb and sidewalk may be completely removed and reconstructed. Incorporating the proposed improvements with the CIP is a cost effective way to implement the facilities as it will reduce mobilization costs and help to consolidate roadway closures.

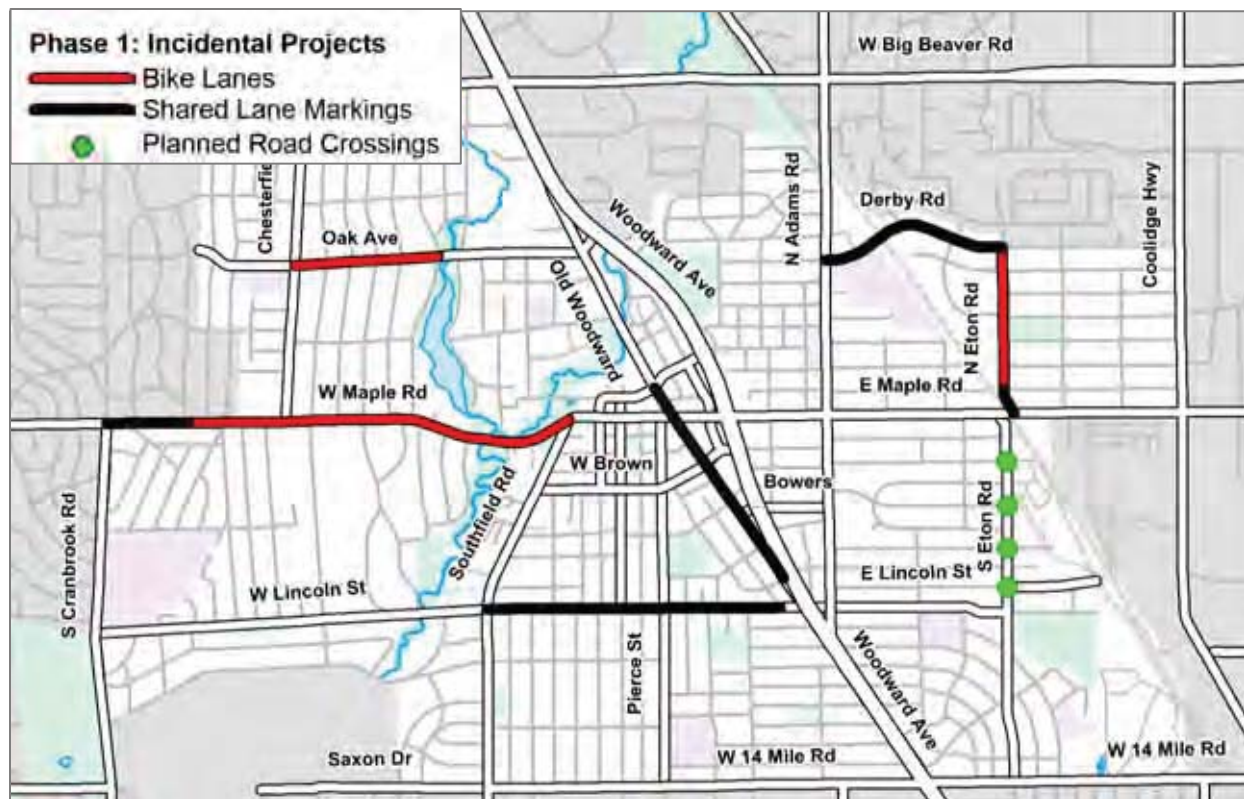
The following pages provide a more detailed breakdown of Phase 1.

FIGURE 4.2A. PHASE 1



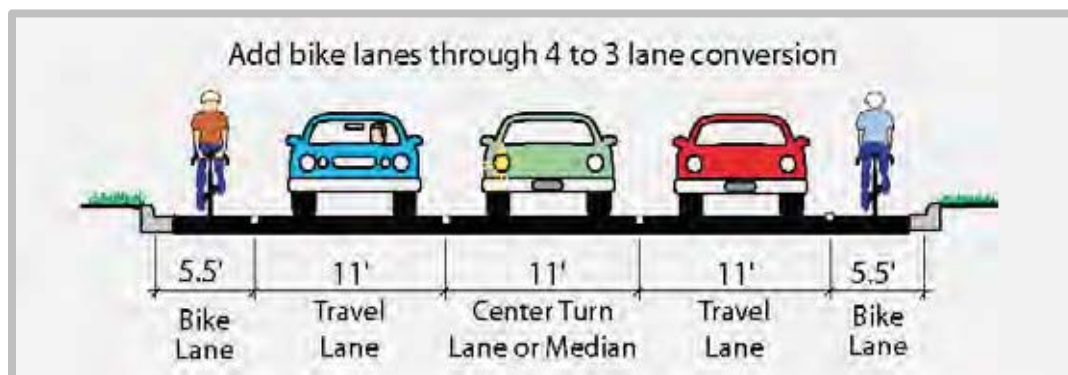
PHASE 1: INCIDENTAL PROJECTS

The following is a list of projects that could be implemented as part of the City's Capital Improvement Plan (CIP) with incidental costs.



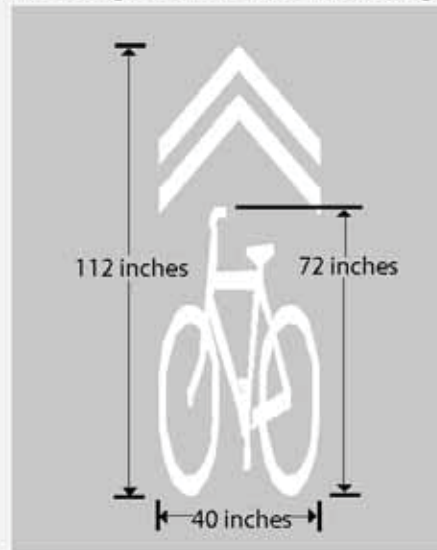
Add bike lanes to W Maple Road between Waddington Street and Southfield Road through a four-lane to three-lane conversion as part of the 2015 road resurfacing project.

W MAPLE ROAD



Guidelines to Follow When Adding Shared Lane Markings:

Please note that when used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the center of the shared Lane markings should be at least 4 feet from the face of the curb or from the edge of the pavement where there is no curb.



PHASE 1: PROPOSED COLORED SHARED LANE MARKING

There is an opportunity to add colored shared lane markings to W Lincoln Street between Ann Street and Woodward Avenue during the 2014 road resurfacing project and to Bowers Avenue between S Old Woodward Avenue and Woodward Avenue during the 2017 road reconstruction project. **Please note that these projects would probably result in additional costs to the CIP.**



PHASE 1 COLORED SHARED LANE MARKING:

Road	From	To	Quantity	Unit
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Ann St	Woodward Ave	0.10	MI
Bowers	S Old Woodward Ave	Woodward Ave	0.05	MI



Colored Shared Lane Marking

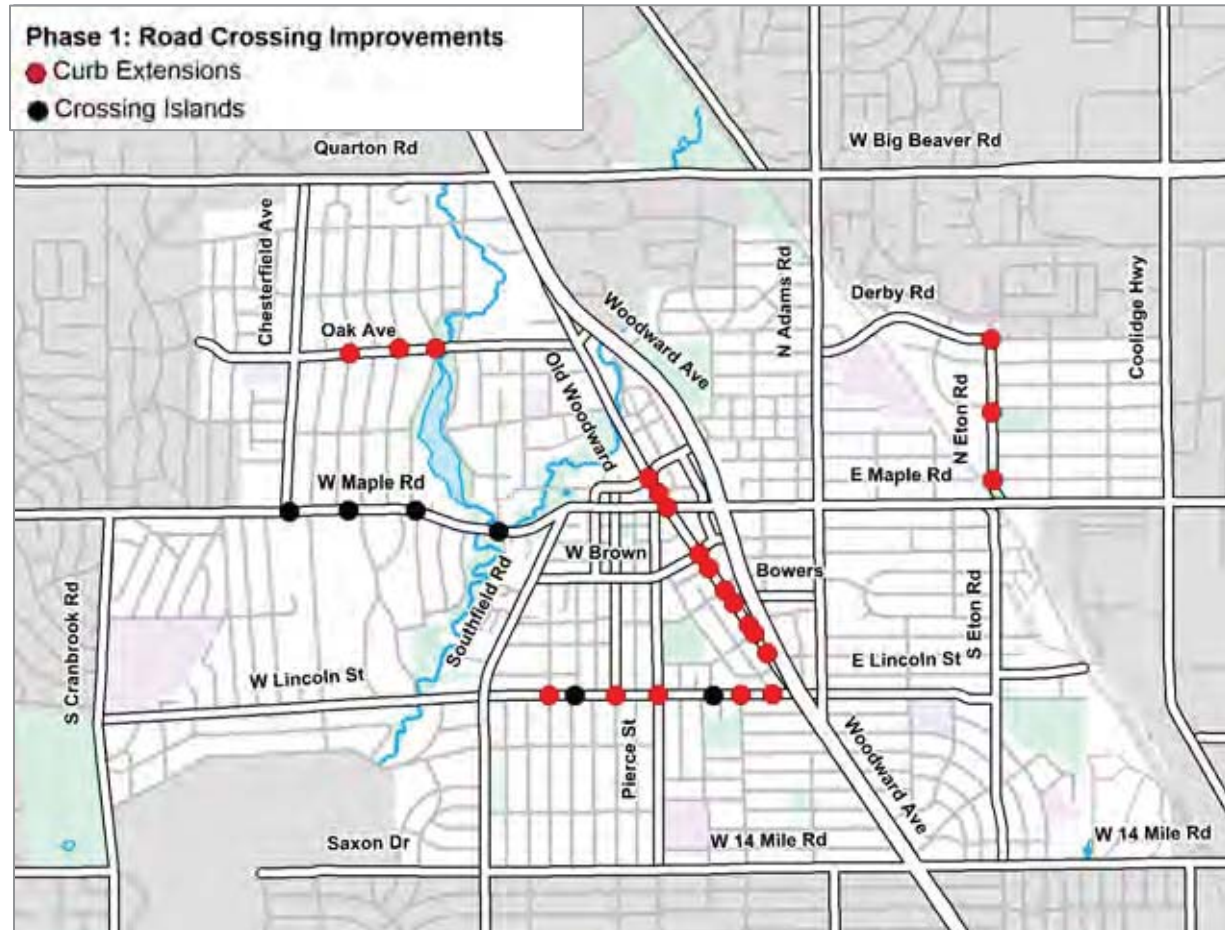


White Chevrons

**As an alternative to the green paint, white chevrons may be used through the intersections.*

PHASE 1: PROPOSED ROAD CROSSING IMPROVEMENTS

The following table provides a list of proposed road crossing improvements that could be implemented as part of the City's Capital Improvement Plan (CIP). **Please note that these projects would probably result in additional costs to the CIP.**



With the proposed four-lane to three-lane conversion as part of the 2015 road resurfacing project on W Maple Road there is the potential for crossing islands at Chesterfield Avenue, Baldwin Road, between Suffield Drive and Pilgrim Avenue and between Lake Park Drive and Linden Road. Double posted rectangular rapid flash beacons with advanced warning signs in both directions are recommended at all crossing islands except Chesterfield Avenue due to the existing signal (assuming the signal at Lake Park Drive is removed with the four to three lane conversions).

Crossing islands and curb extensions are proposed on Lincoln Street between Southfield Road and Woodward Avenue with the 2014 road resurfacing project.

Curb extensions are proposed on N Eton Road between Derby Road and E Maple Avenue with the 2014 road reconstruction project.

Curb extensions are recommended at intersections along Old Woodward Avenue between Willits Road and E Brown Street as part of the 2016 road reconstruction project and between E Brown Street and Landon Street as part of the 2017 road reconstruction project.

Curb extensions are proposed on Oak Avenue at Suffield Avenue, Puritan Avenue and Lake Park Drive with the 2016 road reconstruction project.

- Suffield Avenue – curb extensions on north side of road
- Puritan Avenue – curb extension on south side of road
- Lake Park Drive – curb extension on north side of road

PHASE 1 ROAD CROSSING IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Crossing Islands (Bollards, landscaping, concrete curbs, striping):				
W Maple Rd	at Chesterfield Ave		1	EACH
W Lincoln St	at Stanley Blvd		1	EACH
W Lincoln St	at Floyd St		1	EACH
Crossing Islands with Double Posted Rectangular Rapid Flash Beacon with Advance Warning Signs				
W Maple Rd	Between Suffield Dr and Pilgram Ave		1	EACH
W Maple Rd	Between Lake Park Dr and Linden Rd		1	EACH
W Maple Rd	at Baldwin Rd		1	EACH
Curb Extensions (Sidewalks, landscaping, concrete curbs, sidewalk)				
Oak Ave	at Suffield Ave		2	EACH
Oak Ave	at Puritan Ave		2	EACH
Oak Ave	at Lake Park Dr		2	EACH
N Eton Rd	at Derby Rd		4	EACH
N Eton Rd	at Windemere Rd		1	EACH
N Eton Rd	at Yorkshire Rd		2	EACH
W Lincoln St	at Maryland Blvd		4	EACH
W Lincoln St	Pierce St		4	EACH
E Lincoln St	at Grant St		3	EACH
E Lincoln St	at Bates		4	EACH
E Lincoln St	at Ann St		4	EACH
N Old Woodward Ave	at Willits St		2	EACH
N Old Woodward Ave	at Hamilton Row		4	EACH
N Old Woodward Ave	at E Maple Rd		4	EACH
S Old Woodward Ave	at W Merrill St		4	EACH
S Old Woodward Ave	at E Brown St/Forest Ave		4	EACH
S Old Woodward Ave	at Danes Street		2	EACH
S Old Woodward Ave	at Hazel St/Frank St		2	EACH
S Old Woodward Ave	at Bowers St		3	EACH
S Old Woodward Ave	at Haynes St		3	EACH
S Old Woodward Ave	between George St and Landon St		2	EACH

PHASE 1: PROPOSED TRANSIT IMPROVEMENTS

The following table provides a list of proposed transit shelters that could be implemented as part of the City's Capital Improvement Plan (CIP).

Please note that the shelters would probably result in additional costs to the CIP.

Bus shelters are recommended at high volume bus stops in the downtown in coordination with proposed curb extensions.



PHASE 1 TRANSIT IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Bus Shelter				
N Old Woodward Ave	at the northeast corner of Willits St		1	EACH
N Old Woodward Ave	at the northwest corner of W Maple Rd		1	EACH
N Old Woodward Ave	at the southeast corner of E Maple Rd		1	EACH
S Old Woodward Ave	at the southwest corner of W Merrill St		1	EACH
S Old Woodward Ave	at the southeast Daines Street		1	EACH
Does not include engineering fees or contingency				



EXISTING BUS SHELTER ON
S OLD WOODARD AVENUE

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



4.3 PHASE 2

PHASE 2: OVERVIEW

Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.

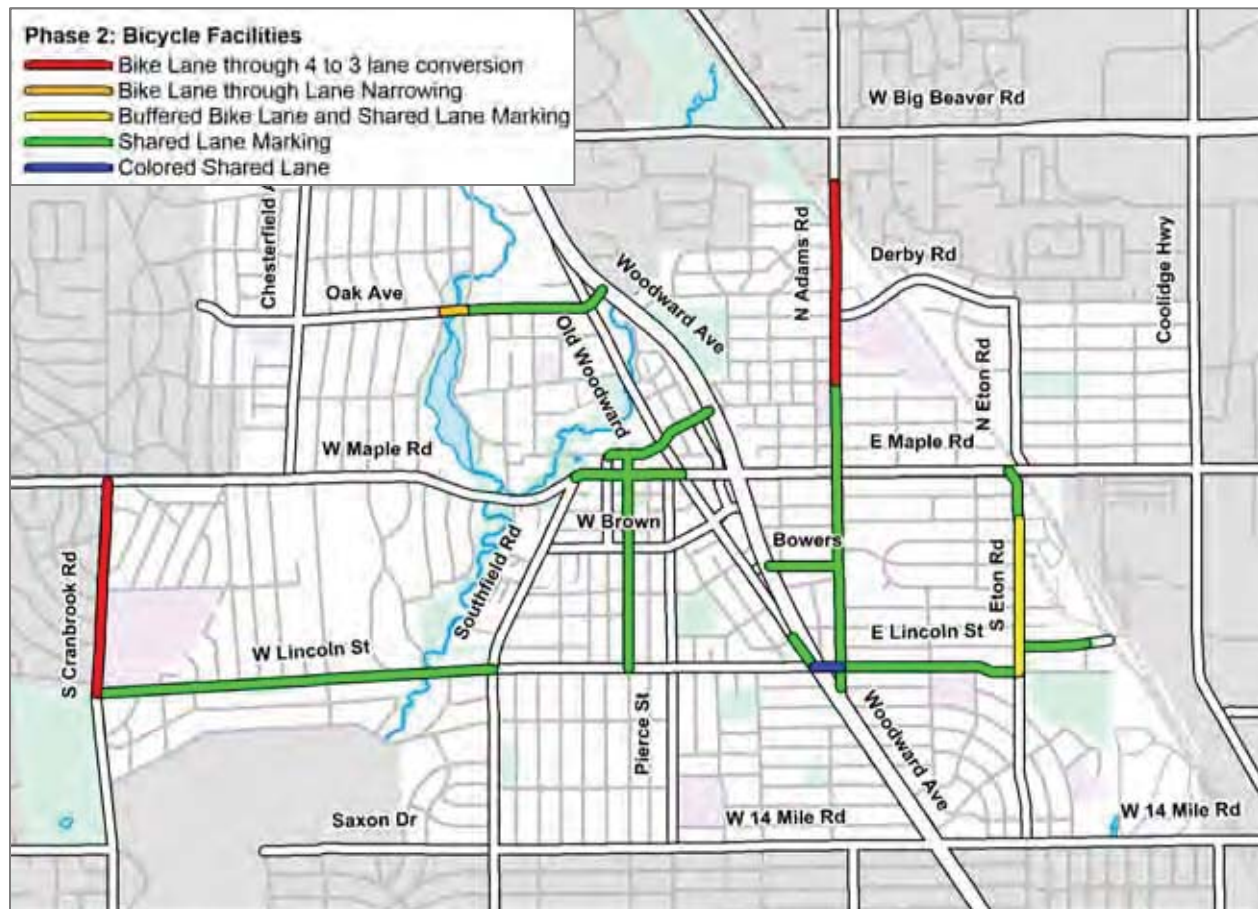
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



PHASE 2: PROPOSED BIKE FACILITIES

The following provides a list of on-road bike facilities that can be implemented in the near-term with minimal changes to the roadway. Please note that at time of implementation all bike facilities should be accompanied by appropriate signage.



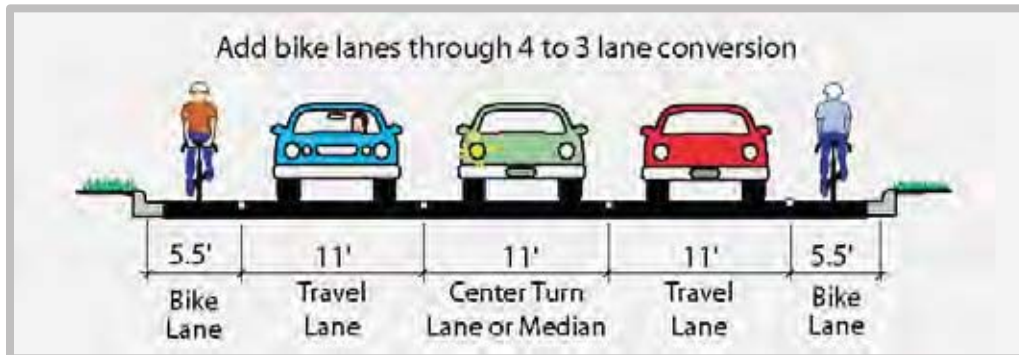
On S Eton Road between Yosemite Boulevard and E Lincoln Street, remove parking on the west side of the street and add a buffered bike lane. On the east side of the street keep on-street parking and add a shared-lane marking. The buffer between the bike lane and travel lane should be cross hatched.

S ETON ROAD



Add bike lanes to S Cranbrook Road between W Maple Avenue and W Lincoln Street through a four-lane to three-lane conversion. Add bike lanes to N Adams Road between Madison Street and Evergreen Drive through a four-lane to three-lane conversion. Please note that prior to implementation a micro-simulation may be necessary to see how school traffic timing affects both corridors.

S CRANBROOK ROAD AND N ADAMS ROAD



Add bike lanes to Oak Avenue between Lake Park Drive and Lakeside Drive by adding an edge stripe 6' out from the curb on both sides of the road.

Add shared lane markings to the following roadways:

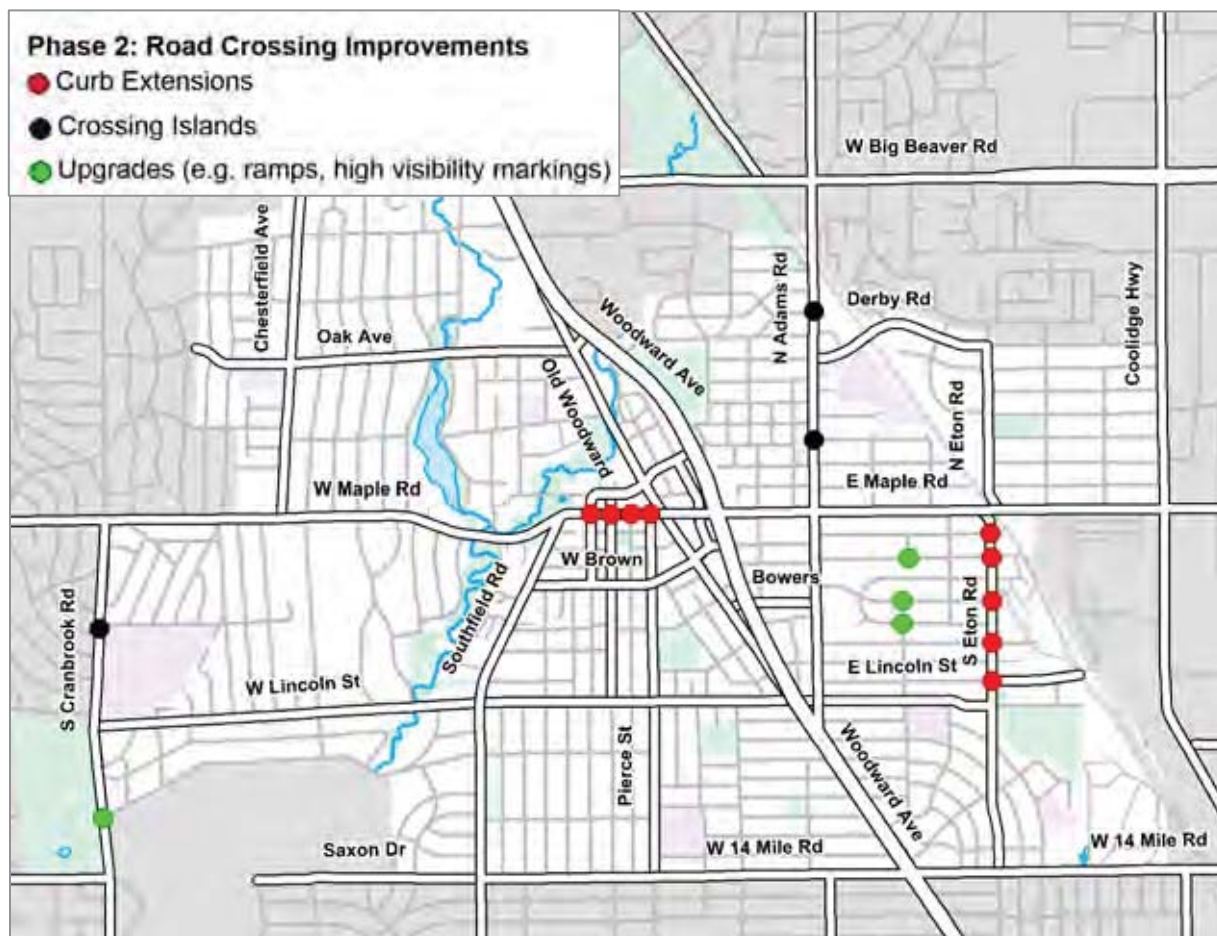
- W Lincoln Street between S Cranbrook Road and Southfield Road
- E Lincoln Street between Adams Road and S Eton Road
- S Eton Road between W Maple Rd and Yosemite
- N Eton Road between Yorkshire Road and W Maple Road
- Bowers Street between Woodward Avenue and Adams Avenue
- Oakland Avenue between N Old Woodward Avenue and Woodward Avenue
- Willits Street between N Chester Street and N Old Woodward Avenue
- W Maple Road between Southfield Road and N Old Woodard Avenue
- S Bates Street between W Lincoln St and Willits Street
- Cole Street east of S Eton Street
- Adams Road between Madison Street and Woodward Avenue
- Oak Avenue between Lake Park Drive and Woodward Avenue
- Chesterfield Avenue between Oak Avenue and W Maple Road
- One-way on S Old Woodward Ave between Landon Rd and E Lincoln St

Add colored shared lane markings to E Lincoln Street between Woodward Avenue and Adams Road.

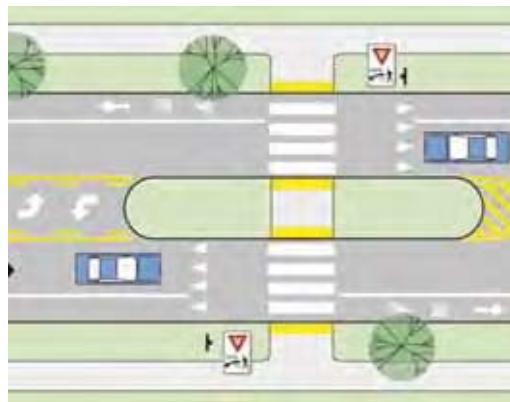
PHASE 2 BICYCLE FACILITIES:				
Road	From	To	Quantity	Unit
Bike Lanes through 4 to 3 lane conversion (stripe removal, pavement markings and signage):				
S Cranbrook Rd	W Maple Rd	W Lincoln Rd	0.57	MI
N Adams Rd	Evergreen Dr	Madison St	0.55	MI
Buffered Bike Lane (pavement markings and signage in one direction)				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	LF
Bike Lanes through Lane Narrowing:				
Oak Ave	Lake Park Dr	Lakeside Dr	0.06	MI
Shared Lane Markings (placed every 200' - 250'):				
W Lincoln St	S Cranbrook Rd	Southfield Rd	1.00	MI
E Lincoln St	Adams Rd	S Eton Rd	0.51	MI
S Eton Rd	W Maple Rd	Yosemite	0.07	MI
N Eton Rd	Yorkshire Rd	W Maple Rd	0.08	MI
Bowers St	Woodward Ave	Adams Rd	0.2	MI
Oakland Ave	N Old Woodward Ave	Woodward Ave	0.16	MI
Willits St	N Chester St	N Old Woodward Ave	0.15	MI
W Maple Rd	Southfield Rd	N Old Woodward Ave	0.27	MI
S Bates	W Lincoln St	Willits St	0.6	MI
Cole St	East of S Eton St		0.25	MI
Adams Rd	Madison St	Woodward Ave	0.9	MI
Oak Ave	Lake Park Dr	Woodward Ave	0.46	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.45	MI
Shared Lane Markings (placed every 200' - 250' in one direction):				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	MI
S Old Woodward Ave	Landon Rd	E Lincoln St	0.12	MI
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Woodward Ave	Adams Rd	0.10	MI

PHASE 2: PROPOSED ROAD CROSSING IMPROVEMENTS

The proposed road crossing improvements include both new road crossings and recommended upgrades to existing road crossings. Due to the high volume of walking that already exists in the City, it is important to improve the existing crossings and provide new crossings where there is high demand in order to create a safer environment for everyone.



A crossing island is proposed on S Cranbrook Road at Midvale on the south side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. A crossing island is proposed on N Adams at Abbey Road on north side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. And a crossing island is proposed at N Adams at Buckingham Avenue on the south side of intersection in the unused center turn lane.



Curb extensions are proposed throughout the downtown to help eliminate the stepped curbed and provide ramps to make the downtown more accessible to everyone. Because of the cluster of proposed curb extensions it would make more sense to implement as part of a road reconstruction project.

Curb extensions are proposed along S Eton Road near the Rail District. They should extend into the roadway 5' on the west side of the street and 8' on the east side of the street.

There are a few locations where pedestrian crossings are needed and/or minor improvements should be made.

- North side of Haynes Street between Bowers Street and Columbia Street – improvements include ramp, detectable warning, sidewalk extension, signs, high visibility pavement marking
- Bowers Street between Haynes Street and Columbia Street – improvements include detectable warnings, signs, high visibility pavement markings
- Villa Road at Yankee – improvements include detectable warnings, signs, high visibility pavement markings
- S Cranbrook Road at Northlawn Boulevard - improvement include ramps, detectable warnings, signs and high visibility pavement markings

PHASE 2 ROAD CROSSING IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Crossing Islands (Bollards, landscaping, concrete curbs, striping):				
S Cranbrook Rd	at Midvale		1	EACH
N Adams Rd	at Abbey Rd		1	EACH
N Adams Rd	at Buckingham Ave		1	EACH
Curb Extensions				
S Eton Rd	at Yosemite Blvd		4	EACH
S Eton Rd	at Villa Rd		4	EACH
S Eton Rd	at Bowers St		4	EACH
S Eton Rd	at Holland St		4	EACH
S Eton Rd	at Cole St		4	EACH
W Maple Rd	at Chester St		1	EACH
W Maple Rd	at S Bates St		4	EACH
W Maple Rd	at Henrietta St		4	EACH
W Maple Rd	at Pierce St		4	EACH
Minor Upgrades (high visibility markings, ramps and signs)				
Haynes St	between Bowers St and Columbia St		1	EACH
Bowers St	between Haynes St and Columbia St		1	EACH
Villa Rd	at Yankee		1	EACH
S Cranbrook Rd	at Northlawn Blvd		1	EACH

ACTIVATING URBAN SPACE: A STRATEGY FOR ALLEYS & PASSAGES



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Photo of Block Plaza, Melbourne, Australia
Source: Derek Magley on Flickr



Photo of the Brattle Book Shop in Cambridge, MA
Source: bill Cornstock on Flickr



Photo of Wolf Lane in Perth, Australia
Source: jaredt on Flickr

EXECUTIVE SUMMARY

DESTINATION VIAS

- » Have the most potential to play a dynamic role in the urban fabric
- » Focus on capital improvement projects, new development and business attraction
- » Possible programming of events to attract residents and visitors

ACTIVE VIAS

- » Great potential for improvement as enhanced multi-modal corridors that provide through block connections
- » Focus on capital improvement projects to improve access and safety for all users
- » Create guidelines or incentives to encourage businesses to expand into the via and improve their alley facades

CONNECTING VIAS

- » Encourage aesthetic enhancements to expand the pedestrian network
- » Capital improvement projects focus on aesthetic improvements such as new paving, furniture, public art etc.

This study identifies alleys and passages in and around Downtown Birmingham, and seeks to provide a framework to classify alleys and passages into different categories, based on their existing uses and to outline options to capitalize on opportunities for aesthetic improvement and activation of these spaces.

Alley and passage classifications provide a flexible framework from which to consider the level of regulation needed to achieve the desired outcomes for each type. The proposed classifications are not meant to be static, and may change due to future land usage, new technology, new destination locations, etc.

DESTINATION VIAS

Destination vias have the most potential to assume an active and dynamic role in the urban fabric. These vias would likely be the focus for capital improvement projects, new development and business attraction, as well as the possible programming of events to attract residents and visitors.

ACTIVE VIAS

Active vias have great potential for improvement as enhanced multi-modal corridors that provide through block connections. These vias would likely be the focus for capital improvement projects to improve access and safety for all users, and for guidelines or incentives to encourage businesses to expand into the via and improve their alley facades.

CONNECTING VIAS

Connecting vias have great potential for aesthetic enhancements to create interesting and creative spaces to expand the pedestrian network and greatly enhance walkability. These vias would likely be the focus for smaller scale capital improvement projects. These projects would improve the aesthetic of the via, using elements such as new paving, landscaping, furniture and public art.

This document outlines recommendations for design guidelines, enhancement strategies and activation strategies for our alleys and passages. These recommendations encourage the enhancement of the urban realm by improving pedestrian and bicycle connectivity; creating active and interesting building edges that provide better engagement opportunities with pedestrians; and allowing for the creation of both formal and informal gathering spaces in alleys and passages. These recommendations ensure high quality urban design, engaging and pedestrian friendly activities, while simultaneously recognizing that service functions will likely continue to exist and need to be accommodated in certain places.

Alleys and passages in cities across the world have traditionally provided a functional purpose, such as access for service vehicles collecting trash, deliveries for adjacent businesses, back door access for employees or corridors for power lines, water lines, sewer lines and drainage. Alleys usually run behind or along the side of buildings to keep these service functions hidden from view and out of the street. Many alleys and passages are found in older areas of town; they are often in historic districts and were designed at a time when large motorized vehicles did not exist. Away from the bustle of main roads, alleys and passages offer an integrated system of pedestrian and vehicle linkages that connect streets and districts.

Often alleys and passages are forgotten spaces. They are not considered part of the main streetscape; they are hidden from view and do not attract visitors other than service providers. However, alleys and passages provide opportunities to create unique urban spaces. In tight urban conditions, alleys and passages provide intimate corridors for pedestrians, and allow for convenient shortcut routes to adjoining streets and destinations. Encouraging activity to spill out from adjacent buildings into alleys and passages can strengthen retail, provide additional space for outdoor dining and special events, and can expand the pedestrian and bicycle network linking many different areas. Public investment designed to improve the aesthetics of alleys and passages, such as paving upgrades, the addition of furniture, lighting or landscaping, will attract people to these spaces, and will have revitalization benefits for all adjacent properties.

TYPICAL ALLEY FUNCTIONS



POTENTIAL ADDITIONS TO MAKE ALLEYS MORE VIBRANT



Photo of Carey's Alley in Washington D.C. This alley has upgraded paving and added other aesthetic improvements to the alleyway.
SOURCE: The Great Photographathon on Flickr

Activating Urban Space: A Strategy for Alleys & Passages is designed to provide a plan to manage and maintain existing alley and passage assets in the city, and to prepare a framework for re-imagining life in these intimate urban spaces. This plan includes a study of existing alleys and passages in Birmingham. It reviews existing master plans, ordinances, and the improvements that have been implemented in alleys and passages as a result of these plans.

This strategy then identifies needed improvements and it provides recommendations for both design enhancements and activation strategies to encourage activity in hidden and underutilized urban spaces to provide active and attractive spaces that enhance public life and increase pedestrian activities in the study area. The overarching purpose of this plan is to inspire interest from adjoining property owners, businesses and residents to create high quality urban spaces that encourage active use and engagement that enhance public life in Birmingham.

Activating Urban Space: A Strategy for Alleys & Passages seeks to recognize the role and character of alleys and passages in creating a fine grain urban realm, and seeks to activate these hidden urban spaces.

The overarching purpose of this plan is to inspire interest from adjoining property owners, businesses and residents to create high quality urban spaces that encourage active use and engagement to enhance public life in Birmingham.

GOALS

- To maintain and enhance existing alleys and passages.
- To improve the walkability and permeability of urban spaces in Birmingham.
- To facilitate and create opportunities for activation of selected alleys and passages.
- To ensure the safety and well-being of all users of alleys and passages.
- To facilitate new development that assists in achieving desired outcome of plan.
- To form the basis for ordinance amendments that will encourage a form of development in alleys and passages that will achieve the physical qualities necessary to enhance, activate and re-imagine the unique urban spaces in Birmingham.

For many years, the City has demonstrated that it is deeply committed to maintaining and enhancing its alleys and passage system. The City recognizes the intrinsic potential for these alleys and passageways to become dynamic spaces that play a critical role in enhancing our street network and serve as unique destinations within the fabric of our City.

The existing *Downtown Birmingham 2016 Plan* identifies and classifies existing alleys and passages in the downtown core. It provides basic recommendations for improving and activating the City's alleys and passages. The recommendations contained in the section, *Circulation 5*, of the *2016 Plan* state that alleys and passages should be held to higher aesthetic standards, similar to sidewalks, given their pedestrian function. *Appendix C-9 of the 2016 Plan* provides a map of all alleys in downtown Birmingham, and classifies each as an alley or a pedestrian passage. Additional attention is given to alleys and passages as pedestrian-friendly spaces in the *Birmingham Zoning Ordinance*. The *Zoning Ordinance* requires screening for parking adjacent to alleys and passages in the same manner provided along streets.

Over the last several years, many of the changes downtown have invigorated the streets and enhanced public life; these changes further reinforce the need for the City to develop a comprehensive strategy to further activate its downtown alleys and passageways. Examples of some of the recent changes to downtown that have been catalytic for enhancing the public realm are the construction of new residential units, the revitalization of three downtown parks, and the addition of a Farmers Market. These changes have brought more people downtown—including residents and visitors, and make it important for the City to continue to cultivate the character of its alleys and passages.

The substantial increase in outdoor dining has also activated the streets and expanded public life. The implementation of the *bistro ordinance* has provided the potential for additional improvements to passages by requiring 70% glazing between 1' and 8' feet above grade on building facades that face a pedestrian passage. Examples of recent and proposed improvements to alleys and passages can be seen in the Willis alley that was improved at the time the Willis building was constructed, and the Social passage which was approved as a part of the Social Bistro plan.

"Designate downtown alleys as either 'alleys' or 'passages' according to the plan in Appendix C-9 [of the Downtown Birmingham 2016 Plan]. Alleys should remain service places, while passages should be treated as sidewalks."

-Downtown Birmingham 2016 Plan



TOP: Vehicles and pedestrians utilize Willis Alley. BOTTOM: Photos of Social Passage and the Social Bistro outdoor dining area.



EXISTING CONDITIONS & 2016 PLAN CLASSIFICATIONS SUMMARY

Birmingham has many alleys located downtown and throughout the city. These alleys and passages vary in character, function, and condition. Each alley has the potential for some degree of improvement.

According to the *Downtown Birmingham 2016 Plan*, it is imperative to consider the function of each alley and passage when deciding which improvements should be undertaken and determine the desired level of pedestrian activity that should take place in each space. These spaces were classified as either an alley or passage in the 2016 Plan.

The 2016 Plan identifies **alleys** by the service-oriented uses that take place here. The need to maintain access for deliveries and trash pickup is critical in alleys; these spaces must therefore maintain a clear zone that vehicles can traverse.

The 2016 Plan defines **passages** as non-motorized cut-throughs. The pedestrian scale and activity can be allowed to flourish without the clear zone restrictions necessary in alleys.

The following list is an account of the classifications given to the downtown alleys and passages in the *Downtown Birmingham 2016 Plan*.

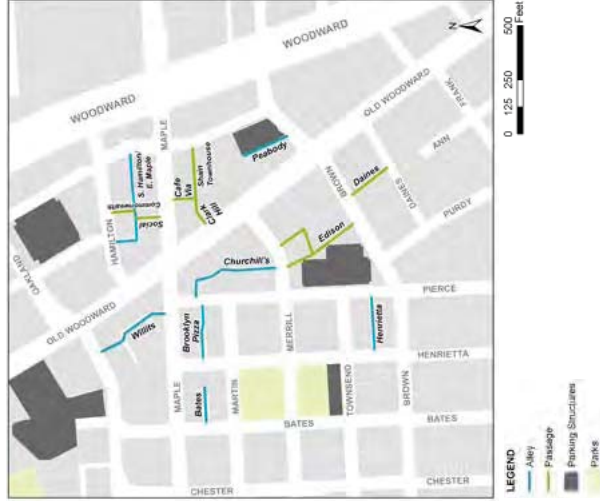
2016 PLAN: ALLEY CLASSIFICATION

- » Service oriented
- » Need access for deliveries & trash pickup
- » Require a clear zone

2016 PLAN: PASSAGE CLASSIFICATION

- » Non-motorized cut throughs
- » Do not require a clear zone
- » Ideal for pedestrian activity

MAP OF ALLEYS & PASSAGES LISTED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN



ALLEYS: IDENTIFIED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN

WILLIS ALLEY: W. MAPLE TO WILLITS



CHURCHILL'S ALLEY: PIERCE TO MERRILL



HAMILTON ALLEY: PARK TO HAMILTON



HENRIETTA ALLEY: PIERCE TO HENRIETTA



BATES/BROOKLYN PIZZA ALLEY: BATES TO PIERCE



PEABODY ALLEY: OFF OF BROWN



PASSAGES: IDENTIFIED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN

SOCIAL / COMMONWEALTH PASSAGE: W. MAPLE TO HAMILTON



CAFE VIA PASSAGE: BRIGGS BUILDING



EDISON / 220 PASSAGE: MERRILL TO BROWN



DAINES PASSAGE: BROWN TO DAINES



Although the Edison / 220 passage was identified by the 2016 Plan as a passage, it should be noted that this passage can be classified as both an alley and a passage. The east side of the building is accessible to non-motorized users only. The west side is accessible by cars and trucks, and it is used for the service functions identified in alleys.

RECOMMENDATIONS

RECOMMENDATION 1: CREATE A NEW CLASSIFICATION SYSTEM FOR ALLEYS & PASSAGES

Existing alleys and passages can be broken up into different classifications for further study based on their future potential. As the urban context surrounding alleys and passages varies, so does the level of access provided and the type of services supported by the alley. These factors, along with others such as location within commercially zoned areas, presence of adjoining commercial development that could extend into the alley or passage, existing or future opportunity for mid-block connections, and level of importance in existing master plans, were all considered in the process of designating alleys and passages into the classification system. This classification system can form the basis for future development and enhancement. Three types of alleys and passages have been identified based on existing conditions, existing use and future potential.

DESTINATION VIAS

Alleys and passages that people are drawn to as a destination for public gathering to participate in cultural activities, commercial activities, recreational activities, outdoor dining, special events, or pausing for respite. These are pedestrian scaled urban spaces designed without vehicular access for service functions.

Destination vias have the most potential to assume an active and dynamic role in the urban fabric. These vias would likely be the focus of capital improvement projects (public or private), new development and business attraction, as well as the possible programming of events to attract residents and visitors. Destination vias will likely be the focus for early implementation of design guidelines and activation strategies.

Destination vias include, but are not limited to:

- » Café Via Passage & Plaza
- » Social Passage (formerly known as Tokyo Sushi Passage)
- » Peabody Passage & Plaza (behind the Birmingham 8 Theater)

ACTIVE VIAS

Alleys and passages with a mix of uses and multi-modal activities. Active vias can be used by pedestrians and bicyclists for travel, smaller scale commercial activities (i.e. outdoor dining, retail sales and display), small pockets for pedestrian respite, and shared use by vehicles for access to parking and service functions.

Active vias have great potential for improvement as enhanced multi-modal corridors that provide through block connections. These vias would likely be the focus of

capital improvement projects (public or private) to improve access and safety for all users, as well as guidelines or incentives to encourage businesses to expand into the via and improve their via facades. Active vias will likely be the focus of ongoing implementation of design guidelines and activation strategies, as they may require significant changes in the behavior and use patterns of adjoining businesses.

Active vias include, but are not limited to:

- » Edison J220 Alley
- » Churchill's Alley
- » S. Hamilton Alley
- » S. Hamilton Alley / E. Maple Alley
- » Brooklyn Pizza Alley
- » Willets Alley
- » Bates Alley
- » Henrietta Alley
- » Peabody Alley (area with cars and dumpsters)

CONNECTING VIAS

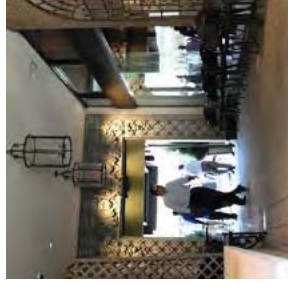
Alleys and passages that provide a through-block connection exclusively for pedestrians and/or bicyclists. These have limited opportunities for commercial activity, limited service function, and no vehicular access.

Connecting vias have great potential for aesthetic enhancements to create interesting and creative spaces for pedestrian and bicycle use, to expand the non-motorized network and greatly enhance walkability. These vias would likely be the focus for smaller scale capital improvement projects (public or private) to improve the aesthetic of the via, such as new paving, landscaping, seating or public art. Connecting vias will provide low cost, high impact, implementation opportunities.

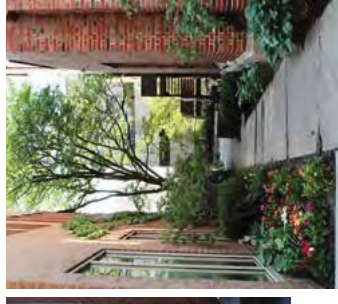
Connecting vias include, but are not limited to:

- » Daines Passage
- » Edison Passage (with the plaza)
- » Peabody Mansion Passage
- » Commonwealth Passage (near café)
- » Shain Townhouse Passage
- » Clerk Hill Passage
- » Tender Passage
- » Baldwin Passage

DESTINATION VIA: CAFE VIA PASSAGE



CONNECTING VIAS:
EDISON'S PASSAGE & BALDWIN PASSAGE



ACTIVE VIA: CHURCHILL'S ALLEY





RECOMMENDATION 2: ESTABLISH DESIGN GUIDELINES & ENHANCEMENT STRATEGIES

PAVING

Depending on the classification of an existing (or new) alley or passage, different types of design guidelines and enhancement strategies can be applied as new developments or capital improvements are proposed. The following elements should be integrated into design guidelines or design standards for each classification of alley or passage:

PAVING

Paving should be consistent with the materials and design patterns within the existing streetscape standards. Broom finish concrete with exposed aggregate accents is typical. Generally, broom finish concrete should serve as the primary pedestrian path.

LIGHTING

Pedestrian scale street lights may be added where feasible. Architectural and accent lighting should be encouraged to provide added visual interest. In addition, surface lighting of building facades and edges in alleys and passages should be encouraged as it provides better visibility and security.

FURNITURE

Where feasible and practical, streetscape furniture should be provided including trash receptacles, bike racks, benches and City news racks. Determining factors in placement should include available space, potential for use and adjacency to activity centers.

LANDSCAPING

Additional landscaping and greenery should be added wherever possible, particularly vertical elements along the edges of alleys and passages. This includes trees, bushes, shrubs, and flowers as well as vertical plantings in planter boxes, trellises or green screens with plant material such as climbing ivy and vines.

NAMING RIGHTS

A naming rights program should be explored as an additional method to provide funding for physical improvements in public alleys and passages.

PEDESTRIAN SCALED DESIGN

All portions of buildings and sites directly adjoining an alley or passage should maintain a human scale and a fine grain building rhythm that provides architectural interest for pedestrians and other users. Design details such as windows and doors overlooking the alley or passage to provide solar access, visual interaction and surveillance of the alley and passage should be encouraged or required. Walls facing alleys and passages should include windows and architectural features customarily found on the front facade of a building, such as awnings, cornice work, edge detailing or decorative finish materials.

CROSSWALKS

Crosswalks may be appropriate in some areas as a means to link alleys and passages together. Crosswalks could help visually connect the alleys and passages network and create a convenient way for pedestrians and bicycles to move through the city.

COMMERCIAL SIGNAGE

To draw people into alleys and passages, directory signage should be provided at each entry to all alleys and passages. In addition, to encourage creativity, to add color and to activate the urban space in alleys and passages, specific sign guidelines should be created for all properties with building facades immediately adjoining alleys or passages. Alley and passage signage should be bold and graphic in nature, and be used by individual businesses to draw attention to the rear access points of ground floor businesses.

TERMINATING VISTAS

Some of the alleys and passages could be enhanced by giving special attention to the terminating vistas residents and visitors see as they meander through alleys and passages. Interesting architectural details, landscaping or the addition of public art along blank building walls and other terminating vistas will enhance how residents and visitors experience these spaces.

PAVING



Broom finish concrete with exposed aggregate accents

LIGHTING



Barcelon's Spain passage with edge lighting
SOURCE: Carter Remick on Flickr

STREET FURNITURE



The City's official street furniture

LANDSCAPING



Climbing vines



Utility boxes screened by shrubs



Landscaping makes passages more welcoming to pedestrians



A mountain trail doubles as a bench in the Cafe Via Passage

NAMING RIGHTS



The passage for Cafe Via is known as the Cafe Via Passage

COMMERCIAL SIGNAGE



Example of wayfinding signage for Wills Alley

PEDESTRIAN SCALED DESIGN



Architectural features help make an alley more pedestrian-friendly

RECOMMENDATION 3: ESTABLISH ACTIVATION STRATEGIES

of pedestrians and bicyclists. A clear zone should be maintained to allow alleys and passages with existing vehicular traffic to maintain safe access for service vehicles. In addition, to ensure safe and secure pedestrian and bicycle routes in alleys and passages, it is important to reserve a shared zone that minimizes conflict points for bikes and pedestrians, while integrating any required service or access function. Any barriers that preclude full access of alleys and passages, such as parking gates, fences or enclosures blocking off stairs, windows or entrances should be prohibited. In some areas, where alleys align across streets, crosswalks may be appropriate to visually link alleys and passages together. Alleys and passages should also be utilized to provide multi-modal connections to key destinations throughout the city, such as parks or public libraries.

PUBLIC ART

Tasteful and appropriate public art should be encouraged in all available space. Special emphasis should be placed on creating terminating views that provide visual cues to users that these spaces are intended to be active and friendly.

WAYFINDING SIGNAGE

Wayfinding signage can be the most effective method of raising awareness that alleys and passages exist, and that these spaces provide additional retail and recreation opportunities. The signage could also indicate that they provide convenient shortcuts and increased connectivity in commercial areas.

Depending on the classification of an existing (or new) alley or passage, different types of activation strategies can also be used to encourage new developments and new uses. The following elements should be integrated into activation guidelines or standards for each classification of alley or passage:

ACTIVE EDGES

To enhance the amenity and character of alleys and passages, to enhance visual interest and encourage surveillance of urban spaces, active uses should be provided at the ground floor level along the majority of the edges of buildings located adjacent to alleys and passages. Uses such as outdoor dining, retail sales and display and art display should be encouraged to allow first floor uses to spill out into alleys and passages. All first floor uses should be directly accessible to the public from adjoining alleys and passages, with care taken to avoid conflict with pedestrian movement in the alley or passage. All doors adjoining alleys or passages should be required to provide signage identifying the first floor business(es) to attract visitors, and add visual impact and color to the alley or passage.

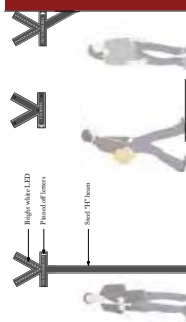
Uses such as drive-in facilities or commercial uses that encourage patrons to remain in their automobiles while receiving goods or services should be specifically prohibited in all alleys and passages. In addition, conditions that limit opportunities and the desirability of pedestrian uses, such as outdoor automatic food and drink vending machines, unscreened trash receptacles and unscreened outdoor storage should also be prohibited in alleys and passages.

Uses such as community gardens and public plaza space should be developed in or adjacent to alleys and passages to enhance public life by providing intimate public gathering spaces for special events, rest and relaxation or people watching. Design details for such spaces should include formal seating to create "places to pause" and informal seating that is integrated into the design of the public space, such as planter boxes or sculpture bases at chair height.

MULTI-MODAL ACCESS

Active and functional alleys and passages should provide 24-hour accessibility for bicycles, pedestrians and/or vehicles depending on their widths and functions. For alleys and passages with vehicular access, only slow speeds should be permitted, and equitable access should be provided to bikes, pedestrians and cars. Reconfiguration of existing traffic flow may be needed to provide for the safe flow

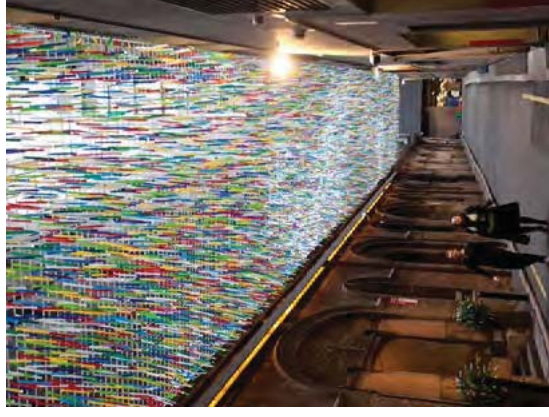
ACTIVATION STRATEGIES



ENHANCED PASSAGE: PUBLIC ART, RETAIL DISPLAYS, LANDSCAPING, OUTDOOR DINING & WAYFINDING



Burnett Lane in Brisbane, Australia. This alley has been activated through outdoor dining.
Source: <http://desktopmag.com.au/news/sydney-lane-way-art-submissions/>



This is an example of a passage in Sydney, Australia that is part of the Laneway Art Program. The Laneway Art Program's goal is to activate and enliven Sydney's alleys and public spaces through temporary public art. The pieces are on display for a few months out of the year.

Source: <http://ide-aktopmag.com.au/news/sydney-laneway-art-submissions/>

IMPLEMENTATION STRATEGY

TIMELINE	ACTION	DELIVERABLE
PHASE 1 PRIORITIZATION	Identify and classify all alleys & passages within study area	Maps and photo survey
	Document existing conditions (pavement width, condition, etc.)	Prepare information sheets on all alleys & passages within study area
	Identify multi-modal connection opportunities within alleys & passages	Integrate findings and connections into Multi-Modal Plan
	Identify green strategies for alleys & passages	Establish a pilot section of green alley within the study area
	Develop signage standards for alleys & passages	Amendments to Sign & Zoning Ordinance
	Incorporate public art into alleys & passages	Attend Public Arts Board meeting to present <i>Activating Urban Spaces: A Strategy for Alleys & Passages</i> , encourage placement of public art to enhance alleys & passages
	Improve wayfinding	Create brand for alley & passage wayfinding, develop standards for location of directional signage, install
	Develop conceptual case studies	One conceptual plan for each classification of alley and passage
	Enhance Design Guidelines for private development adjacent to alleys & passages	Alleys & Passages Overlay ordinance, or integration of regulations into existing Downtown & Triangle Overlay Districts
	Consider establishing a Naming Program for alleys & passages	Establish donor program for naming and improvement of alleys & passages
PHASE 2 PRIORITIZATION	Review implementation strategies and prioritization for capital improvements	Prepare Capital Improvement Plan for alleys and passages with identified funding sources
	Establish a funding mechanism to encourage enhancement projects	A funding program to ensure that alleys and passages are enhanced
	Conduct regular review and plan update every 5 years	Revised strategy to reflect changes
	Encourage social, artistic, cultural events within destination alleys & passages	Develop event calendar and program for alleys & passages
	Investigate opportunities to attract and promote business within alleys and passages	Create incentive provisions in Zoning Ordinance or establish activation requirements, prepare pamphlet for distribution to existing businesses

CITY OF BIRMINGHAM ALLEYS AND PASSAGES INVENTORY



JULY 2012

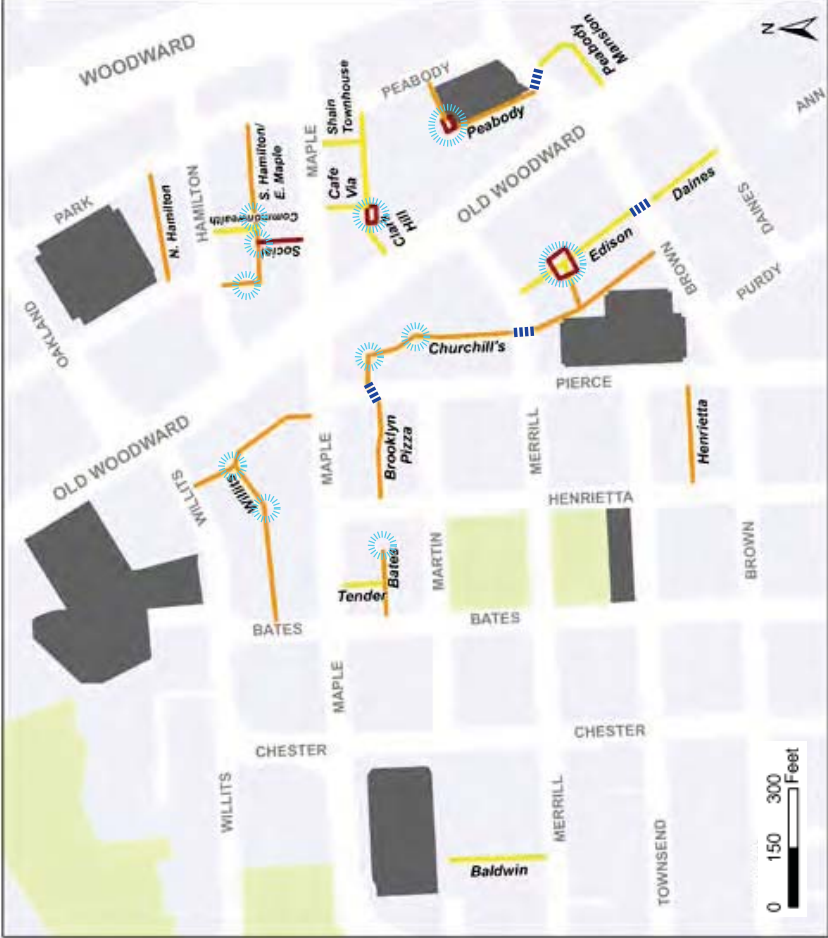
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DOWNTOWN ALLEYS & PASSAGES CLASSIFICATIONS MAP

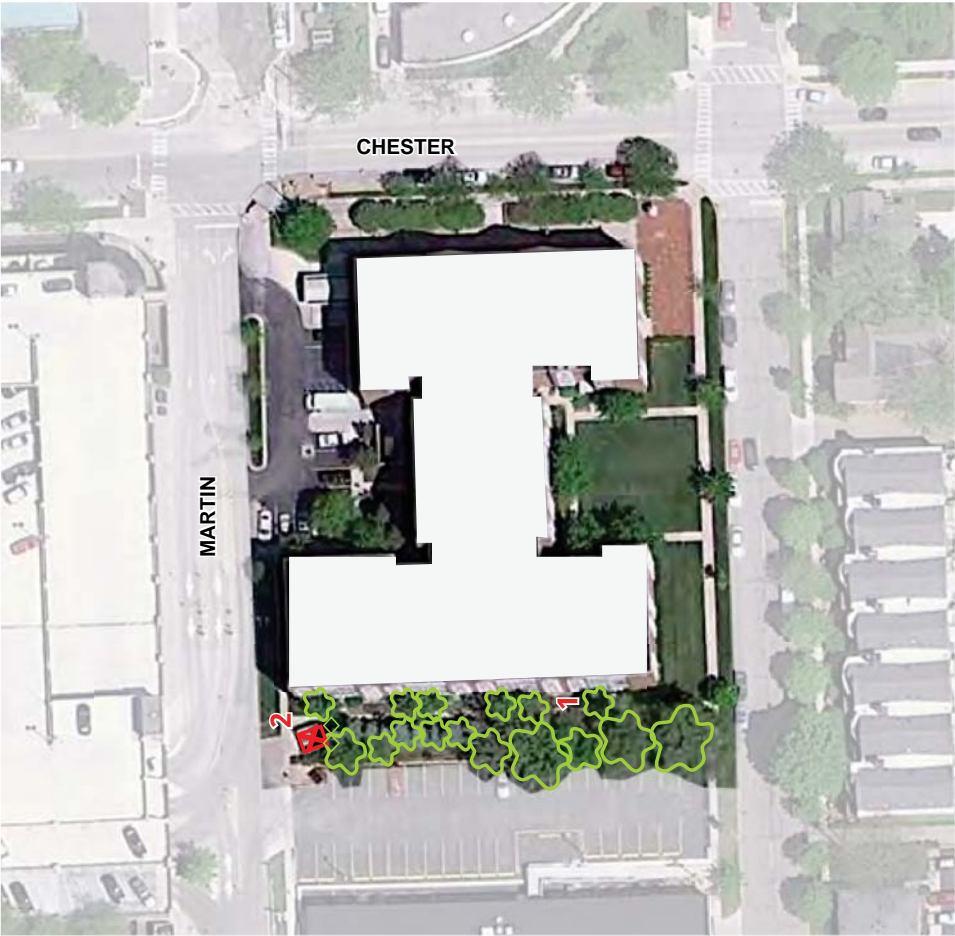


- LEGEND**
- Active
 - Connecting
 - Destination
 - Parking Structures
 - Parks
 - Crosswalks
 - Vistas

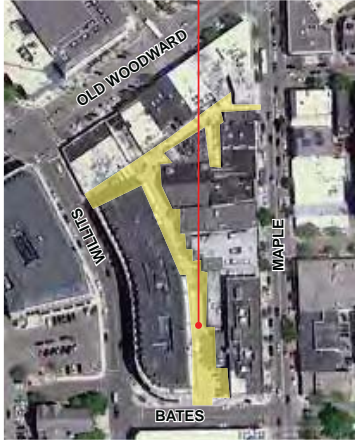


EXISTING CHARACTERISTICS

- CLASSIFICATION:** Connecting
- WIDTH:** 4.5 foot sidewalk, passage is approximately 11 feet wide
- SURFACE:** Concrete sidewalk
- SURFACE CONDITION:** Excellent
- EXISTING SERVICES:** Trash, adjacent to the passage
- SCREENING:** Dumpster enclosure adequately screens trash
- VEHICLES:** None, exclusively a pedestrian passage
- PARKING:** No
- BICYCLE FACILITIES:** No existing facilities
- LIGHTING:** Lighting from adjacent patios & bollards along the passage
- FURNITURE:** No
- PLAZA/ GATHERING SPACE:** No
- LANDSCAPING:** Thick tree coverage lining the passage, and flower bed adjacent to the sidewalk on the Martin side of the passage
- PEDESTRIAN SCALED ARCHITECTURE:** Patios, sliding doors & windows of the senior housing facility
- OUTDOOR COMMERCIAL USES:** None
- SIGNAGE:** None
- WAYFINDING SIGNAGE:** None
- VISUAL FEATURES/ ART:** Nice landscaping
- OTHER NOTES:** A well-maintained passage that does not appear to be widely traveled



- Trees
- Landscaping
- Dumpster
- Screening Structure/Enclosure



1



2



3



4

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 27 feet east to west, approximately 14 to 22 feet wide north to south

SURFACE: Concrete with aggregate accents

SURFACE CONDITION: Good in most areas, OK in others

EXISTING SERVICES: Trash & deliveries

SCREENING: Some trash receptacles are screened, utilities are screened by a green wall on the Willits edge of the alley

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: There are a number of "No Parking in Fire Lane" signs, parallel parking and perpendicular parking occurs in areas throughout the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: 9 City street lamps & wall-mounted lights on the buildings along the passage

FURNITURE: 4 City benches along the alley

PLAZA/GATHERING SPACE: There are two small areas to pause for repose in the alley

LANDSCAPING: Green walls, trees, shrubs and other plantings

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses, windows, and balconies on many of the buildings

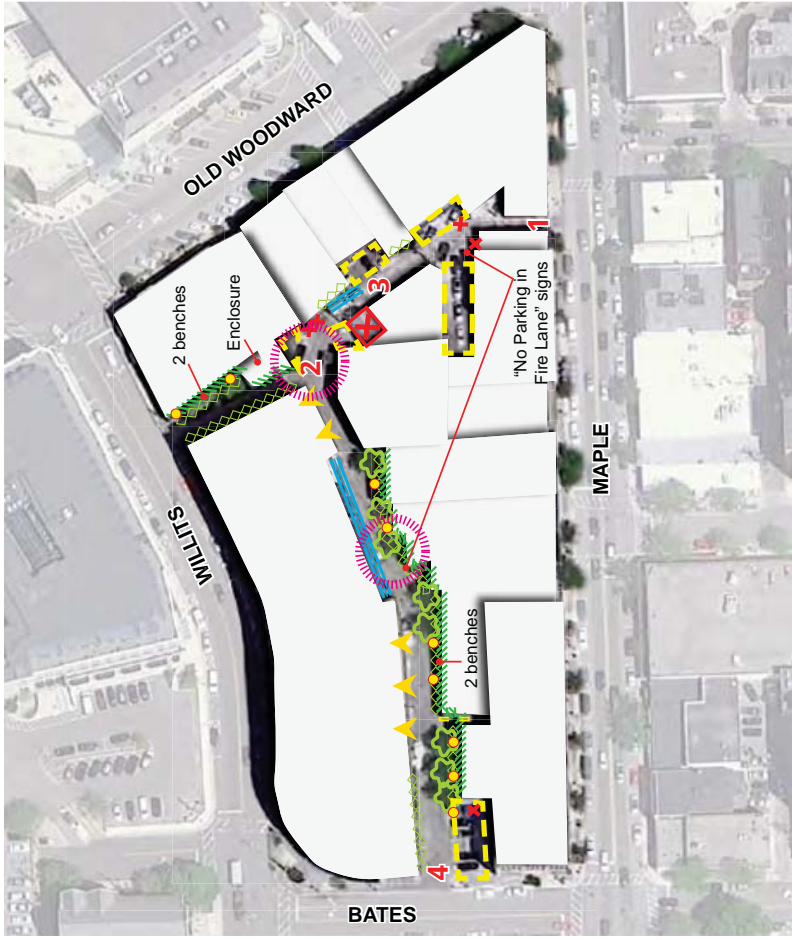
OUTDOOR COMMERCIAL USES: None

SIGNAGE: Many of the buildings have signage on the wall facing the alley

WAYFINDING SIGNAGE: On Maple there is a wayfinding sign

VISUAL FEATURES/ ART: Nice mix of colors, textures, architectural & green features

OTHER NOTES: Clean and well-maintained alley that could use more delineation for parking, deliveries and pedestrian traffic



- Perpendicular or Angled Parking
- Trash Compactors & Dumpsters
- Trees
- Landscaping
- Compactor Enclosure
- Terminating Vista
- Green Wall
- Cars parallel park here in the alley
- Entrances for covered parking or garage door



1



2



3

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting
WIDTH: 3 feet wide at its narrowest & 7 feet wide at its widest
SURFACE: Concrete sidewalk
SURFACE CONDITION: Excellent
EXISTING SERVICES: None in the passage, however, there is a dumpster in the Bates Alley adjacent to the Tender Passage
SCREENING: No

VEHICLES: None, exclusively a pedestrian passage
PARKING: No parking in the Tender Passage, however, there is parking in the adjacent Bates Alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: No

PLAZA/ GATHERING SPACE: No

LANDSCAPING: None

PEDESTRIAN SCALED ARCHITECTURE: 2 staircases, a door to the other part of "Tender" & high first floor windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

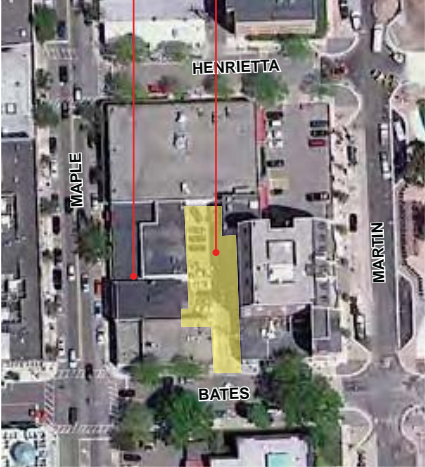
WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: View of Bates Alley, telephone pole & wires
OTHER NOTES: This passage is rather plain and aesthetic improvements could be made



Side entrance to Tender
Dumpster





EXISTING CHARACTERISTICS

- CLASSIFICATION: Active
- 2016 PLAN TYPE: Alley
- WIDTH: 26 feet at narrowest point where there's no parking
- SURFACE: Concrete & asphalt
- SURFACE CONDITION: Okay, could use some work in areas
- EXISTING SERVICES: Trash & deliveries
- SCREENING: Dumpster screening for townhouses next to garage doors
- VEHICLES: Cars and trucks
- SPEED LIMIT: Not posted
- PARKING: "No Parking in Alley" signs. Perpendicular parking permitted on the north side of the alley
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Small wall-mounted lights
- FURNITURE: No

- PLAZA/ GATHERING SPACE: No
- LANDSCAPING: Small planters mounted on the walls of buildings
- PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows
- OUTDOOR COMMERCIAL USES: None
- SIGNAGE: None
- WAYFINDING SIGNAGE: None
- VISUAL FEATURES/ ART: Telephone poles & wires, large plain white brick wall
- OTHER NOTES: Connects to the Tender Passage with a set of three stairs. Dumpsters could be enclosed, and areas for pedestrian and vehicular traffic could be more clearly defined.



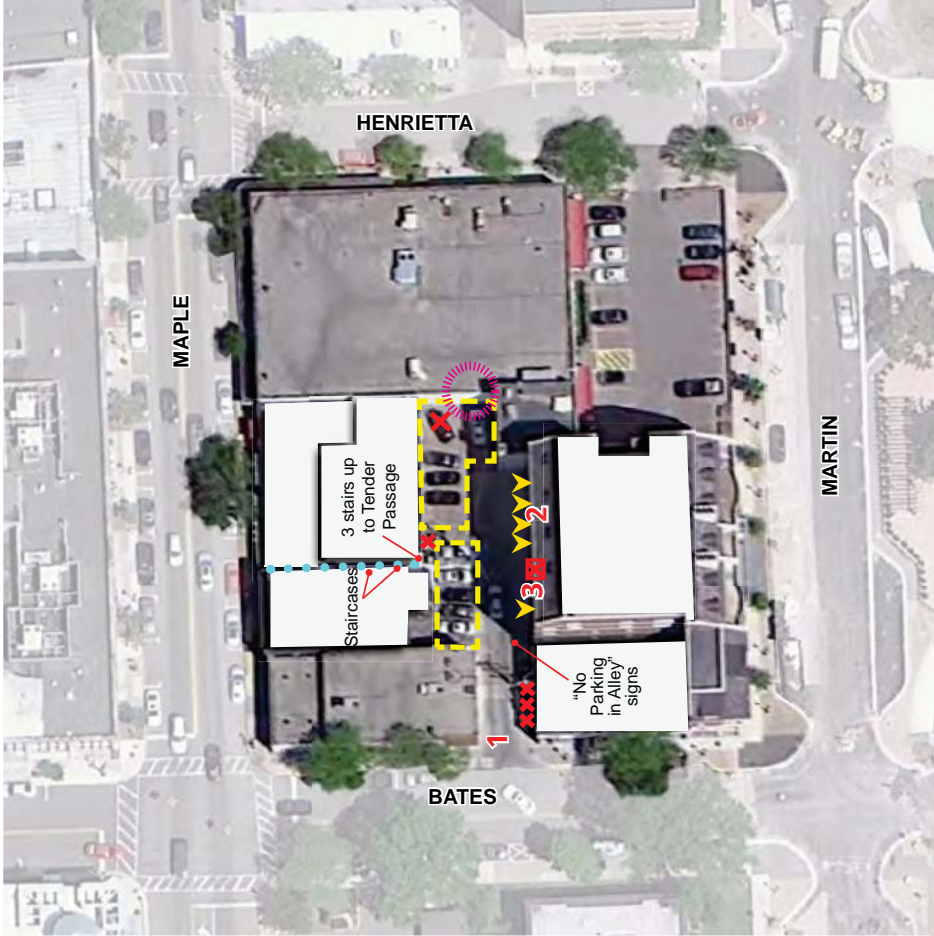
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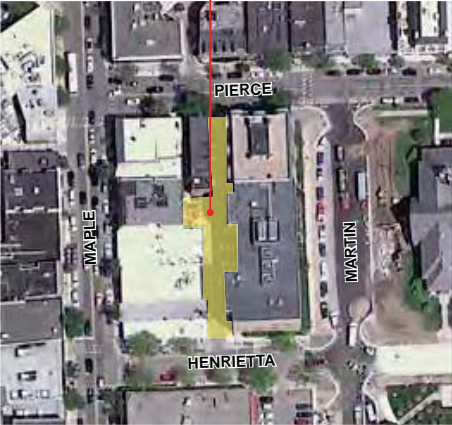
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3



- Tender Passage
- Perpendicular Parking
- Garage doors for townhouses
- Dumpster
- Dumpster Enclosure
- Terminating Vista



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2



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4

EXISTING CHARACTERISTICS

- CLASSIFICATION: Active
- 2016 PLAN TYPE: Alley
- WIDTH: Approximately, 27 feet wide, excluding parking area
- SURFACE CONDITION: Poor
- EXISTING SERVICES: Trash & deliveries
- SCREENING: None
- VEHICLES: Cars and trucks
- SPEED LIMIT: Not posted
- PARKING: "No Parking in Alley" signs, perpendicular parking on the north side of the alley
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Small wall-mounted lights
- FURNITURE: None
- PLAZA/ GATHERING SPACE: No
- LANDSCAPING: None
- PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows
- OUTDOOR COMMERCIAL USES: None
- SIGNAGE: On the back of some businesses
- WAYFINDING SIGNAGE: None
- VISUAL FEATURES/ ART: Telephone poles
- OTHER NOTES: A busy service alley



- Perpendicular Parking
- Dumpsters & Recycle Bins
- Potential Crosswalk Connection



EXISTING CHARACTERISTICS

CLASSIFICATION: Active
2016 PLAN TYPE: Alley
WIDTH: Approximately 18 feet wide
SURFACE: Asphalt
SURFACE CONDITION: Poor
EXISTING SERVICES: Trash & deliveries
SCREENING: None

VEHICLES: Cars and trucks

SPEED LIMIT: Not posted

PARKING: "No Parking in Alley" signs, however, parallel parking occurs. There is perpendicular parking in a bump out & covered parking adjacent to the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: 3 City street lamps, some small wall-mounted lights
FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Climbing vines on two buildings

PEDESTRIAN SCALED ARCHITECTURE: Alley entrance to Biggby's coffee, back doors of businesses and a few windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Small wall sign for Biggby's Coffee entrance, one business has a decal on its back door

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Corners break up the length of the alley, climbing vines

OTHER NOTES: A busy service alley with good vista opportunities. This alley could benefit from more clear delineation of pedestrian & service uses



- Perpendicular Parking
- Dumpster
- Potential Crosswalk Connection
- Green Wall
- Entrance for covered parking area
- Street Lamps
- Terminating Vista
- Cars parallel park here in the alley



EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Passage

WIDTH: Approximately, 16 feet wide total: 5 feet in the pedestrian area & 11 feet wide for vehicles

SURFACE: Aggregate & concrete with brick accents

EXISTING SERVICES: Good in some areas, poor in area near the internal plaza

EXISTING SERVICES: Trash & deliveries in area adjacent to the passage

SCREENING: None

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: One space behind 220 & two spaces by the large brick building adjacent to the passage. Bollards prevent parking along edge of the passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: 1 City street lamp in plaza area, wall-mounted lights illuminate covered portion of the passage, wall mounted lights on the back of 220

FURNITURE: 4 benches and 6 large planters in the plaza

PLAZA/ GATHERING SPACE: Small plaza along the passage and landscaped plaza with sculptures adjacent to Merrill side

LANDSCAPING: Tree, shrubs and flowers along the passage

PEDESTRIAN SCALED ARCHITECTURE: Windows and doors along the passage

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Decals on business doors adjacent to passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Sculptures in plaza adjacent to the Merrill side of the passage

OTHER NOTES: The plaza could be made more inviting



1



2



3



4



- Potential Crosswalk Connection
- Parking space
- Street Lamps
- Landscaping
- Trees
- Green Wall
- Dumpster
- Plaza



1

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting
2016 PLAN TYPE: Passage
WIDTH: The passage is approximately 12 feet wide and it is wider where the plaza is located
SURFACE: Concrete & aggregate along the passage; aggregate with brick and concrete accents in the plaza
SURFACE CONDITION: OK along the passage, poor in the plaza
EXISTING SERVICES: Utilities, deliveries (on foot)

SCREENING: Lush landscaping provides some camouflage for utilities, some utility screening
VEHICLES: No vehicles permitted on this portion of the Edison passage

BICYCLE FACILITIES: No existing facilities
LIGHTING: 1 City street lamp in plaza area, small wall-mounted lights on 220

FURNITURE: 3 benches

PLAZA/ GATHERING SPACE: Large plaza area with minimal furniture & landscaping
LANDSCAPING: Trees, shrubs and other plantings along the northern half of passage

PEDESTRIAN SCALED ARCHITECTURE: Windows and doors on buildings. A short brick wall, and a staircase located near the plaza

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Attractive buildings and landscaping adjacent to the north side of the passage, the southern half of the passage is located adjacent to a surface parking lot

OTHER NOTES: This passage could be a good destination for a public art installations



2



3



4



- Potential Crosswalk Connection
- Terminating Vista
- Dumpster
- Plaza
- Street Lamps
- Trees
- Landscaping



1



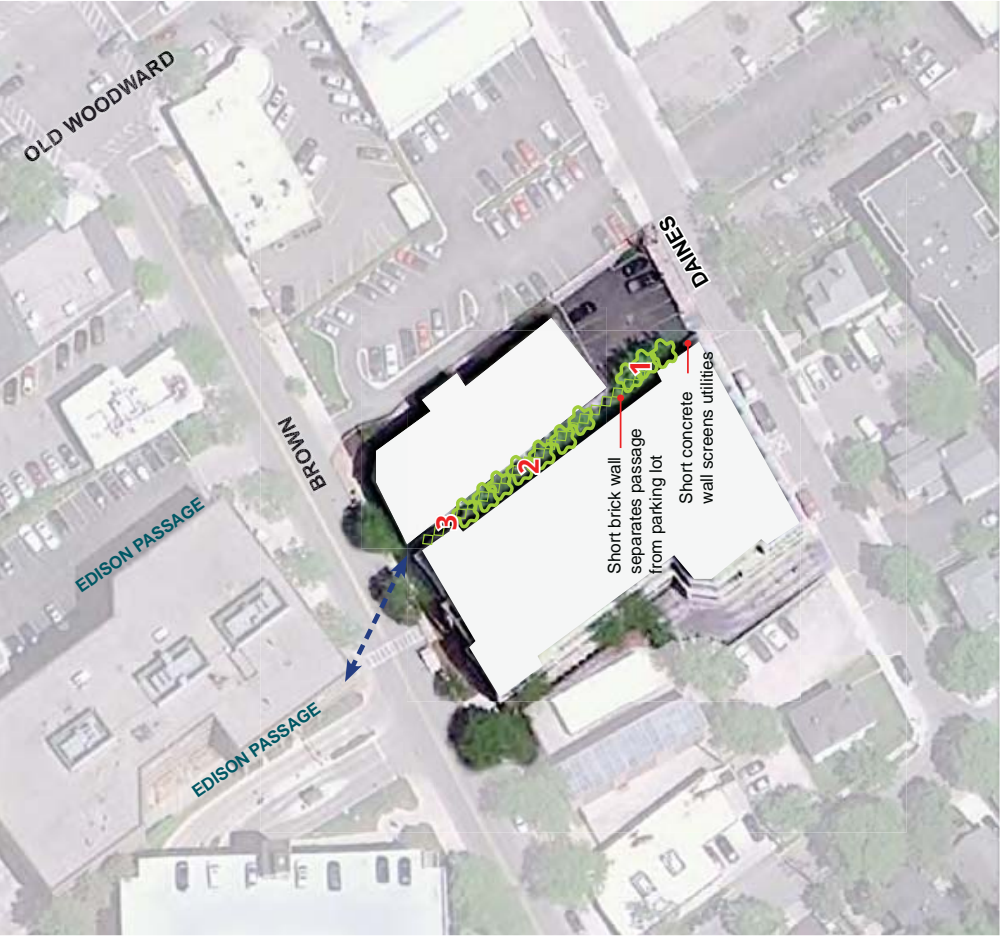
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3

EXISTING CHARACTERISTICS

- CLASSIFICATION:** Connecting
- 2016 PLAN TYPE:** Passage
- WIDTH:** Approximately 12 feet wide
- SURFACE:** Aggregate with brick accents
- SURFACE CONDITION:** Good
- EXISTING SERVICES:** None
- SCREENING:** N/A
- VEHICLES:** None, exclusively a pedestrian passage
- BICYCLE FACILITIES:** No existing facilities
- LIGHTING:** Wall-mounted lights
- FURNITURE:** None
- PLAZA/ GATHERING SPACE:** No
- LANDSCAPING:** Trees, shrubs, planters and flowers
- PEDESTRIAN SCALED ARCHITECTURE:** Windows along both sides of the passage
- OUTDOOR COMMERCIAL USES:** None
- SIGNAGE:** None
- WAYFINDING SIGNAGE:** None
- VISUAL FEATURES/ ART:** Nicely landscaped
- OTHER NOTES:** Well-maintained pedestrian passage



- Potential Crosswalk Connection
- Landscaping
- Trees



1



2



3



4

EXISTING CHARACTERISTICS

- CLASSIFICATION: Active
- 2016 PLAN TYPE: Alley
- WIDTH: Approximately 25 feet wide
- SURFACE: Concrete
- SURFACE CONDITION: Good
- EXISTING SERVICES: Trash & deliveries
- SCREENING: None
- VEHICLES: Cars & trucks
- SPEED LIMIT: Not posted
- PARKING: "No Parking in Alley" sign
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Wall-mounted lights
- FURNITURE: None
- PLAZA/ GATHERING SPACE: No
- LANDSCAPING: None

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: One business with its name on the back door

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Interesting mural on the back of one building

OTHER NOTES: This is a well-maintained & wide alley that is well-lit in natural light



X Dumpsters & Recycle Bins

Yellow arrowhead Entrance for covered parking area

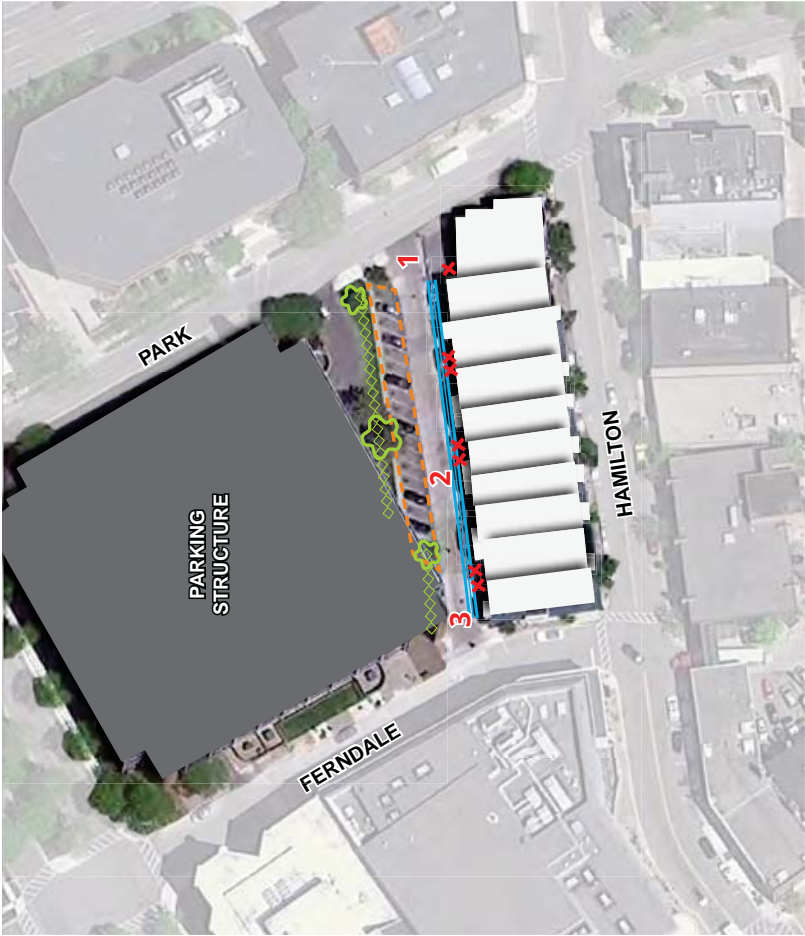


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EXISTING CHARACTERISTICS

- CLASSIFICATION: Active
- 2016 PLAN TYPE: Alley
- WIDTH: Approximately 30 feet wide excluding the angled parking area
- SURFACE: Concrete & asphalt
- SURFACE CONDITION: OK
- EXISTING SERVICES: Trash & deliveries
- SCREENING: None
- VEHICLES: Cars & trucks
- SPEED LIMIT: Not posted
- PARKING: "No Parking in Alley" signs, parallel parking occurring on the south side and angled parking spaces on the north side
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Recessed lighting above business doors
- FURNITURE: None

- PLAZA/ GATHERING SPACE: No
- LANDSCAPING: Trees and other plantings along the side of the alley adjacent to the parking structure
- PEDESTRIAN SCALED ARCHITECTURE: The businesses have ample signage on the facade facing the alley and glass doors that are welcoming back entrances for pedestrians
- OUTDOOR COMMERCIAL USES: None
- SIGNAGE: Businesses have substantial signage on the facade facing the alley
- WAYFINDING SIGNAGE: None
- VISUAL FEATURES/ ART: Very open & inviting alley
- OTHER NOTES: This alley has great potential for outdoor dining, events and sales



- Dumpsters
- Cars parallel park here
- Angled Parking
- Landscaping
- Trees



3



EXISTING CHARACTERISTICS

- CLASSIFICATION: Active
- 2016 PLAN TYPE: Alley
- WIDTH: Approximately 18 feet wide
- SURFACE: Asphalt
- SURFACE CONDITION: OK in some areas, poor in others
- EXISTING SERVICES: Trash & deliveries
- SCREENING: 1 dumpster enclosure built into a building, the rest of the receptacles are unscreened
- VEHICLES: Cars & trucks
- SPEED LIMIT: Not posted
- PARKING: "No Parking in Alley" signs, parallel parking occurs as well as perpendicular parking
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Small wall-mounted lights
- FURNITURE: None
- PLAZA/ GATHERING SPACE: Small plaza with City benches adjacent to the alley
- LANDSCAPING: Green wall, plantings near alley entrances & small landscaped areas throughout the alley
- PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows
- OUTDOOR COMMERCIAL USES: None
- SIGNAGE: A few businesses have their names on their back walls
- WAYFINDING SIGNAGE: None
- VISUAL FEATURES/ ART: Covered elevated walkway adjacent to Hamilton & some interesting brick work on buildings
- OTHER NOTES: This alley could use some aesthetic upgrades and better delineation for parking, deliveries & pedestrian traffic



- | | |
|--------------------------------|-----------------------------|
| Perpendicular Parking | Terminating Vista |
| Dumpsters & Recycle Bins | Green Wall |
| Potential Crosswalk Connection | Social Passage |
| Trees | Commonwealth Passage |
| Landscaping | Cars parallel park here |
| Dumpster Enclosure | Garage doors for townhouses |
| Plaza | |



1



2



3

EXISTING CHARACTERISTICS

- CLASSIFICATION:** Destination
- 2016 PLAN TYPE:** Passage
- WIDTH:** Approximately 14 feet wide
- SURFACE:** Concrete sidewalk
- SURFACE CONDITION:** Excellent
- EXISTING SERVICES:** None
- SCREENING:** N/A
- VEHICLES:** None, exclusively a pedestrian passage
- BICYCLE FACILITIES:** No existing facilities
- LIGHTING:** 2 City street lamps, Social Bistro provides lighting in outdoor seating area, 1 wall-mounted light fixture
- FURNITURE:** City newsrack, outdoor seating area for Social Bistro
- PLAZA/ GATHERING SPACE:** Outdoor seating area at Social Bistro
- LANDSCAPING:** Planter boxes on rails of outdoor seating area
- PEDESTRIAN SCALED ARCHITECTURE:** Outdoor seating area with awning, large windows on Social Bistro
- OUTDOOR COMMERCIAL USES:** Outdoor seating
- SIGNAGE:** Sign for JoS. A. Bank, decals on doors
- WAYFINDING SIGNAGE:** None
- VISUAL FEATURES/ ART:** The Social Bistro outdoor seating area provides a mix of vibrant colors & textures
- OTHER NOTES:** This passage could be a good location for public art installations



- Terminating Vista
- Street Lamps
- Social Bistro outdoor seating area
- Planter boxes along rail of outdoor seating area
- City newsrack
- Commonwealth Passage



1

Commonwealth
Passage
S. Hamilton / E.
Maple Alley
Social
Passage

EXISTING CHARACTERISTICS

- CLASSIFICATION:** Connecting
- 2016 PLAN TYPE:** Passage
- WIDTH:** Approximately 5 feet wide
- SURFACE:** Concrete & red brick pavers
- SURFACE CONDITION:** Excellent
- EXISTING SERVICES:** None
- SCREENING:** N/A
- VEHICLES:** None, exclusively a pedestrian passage
- BICYCLE FACILITIES:** A rack on Hamilton adjacent to the passage
- LIGHTING:** 2 City street lamps
- FURNITURE:** None
- PLAZA/ GATHERING SPACE:** No
- LANDSCAPING:** Two trees, some woodchips on the edge of the passage
- PEDESTRIAN SCALED ARCHITECTURE:** A few windows on the Commonwealth Cafe building
- OUTDOOR COMMERCIAL USES:** None
- SIGNAGE:** None
- WAYFINDING SIGNAGE:** None
- VISUAL FEATURES/ ART:** Vista opportunity
- OTHER NOTES:** Well-maintained passage could benefit from more landscaping or other added visual interest



2



- Street Lamps
- Social Passage
- Trees



1



2



3



4



EXISTING CHARACTERISTICS

CLASSIFICATION: The passage is Connecting & the plaza is a Destination

2016 PLAN TYPE: Passage

WIDTH: Approximately 20 feet wide in the passage, wider in the plaza area

SURFACE: Concrete & aggregate

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: Utilities screened by landscaping on Peabody side passage. Tables, chairs & a fireplace in the plaza area.

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: Decorative hanging lamps in the covered passage & recessed lighting

FURNITURE: Small cafe tables, chairs & a fountain in the passage. Tables, chairs & a fireplace in the plaza area.

PLAZA/ GATHERING SPACE: Yes, Cafe Via Plaza

LANDSCAPING: Trees, shrubs & other plantings near the parking garage in the passage area, and raised planters in the plaza area.

PEDESTRIAN SCALED ARCHITECTURE: The passage has ornate decorative features for pedestrians, and the plaza adds to the pedestrian scaled design in the plaza area

OUTDOOR COMMERCIAL USES: Outdoor dining in the plaza area

SIGNAGE: Sign above the Cafe Via covered passage entrance & above the business doors along the uncovered passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Beautiful fountain & fireplace, and decorative tiling in the Cafe Via passage



- Terminating Vista
- Cafe Via Covered Passage
- Clark Hill Passage
- Shain Townhouse Passage
- Brick privacy wall
- Trees
- Landscaping
- Landscaping screening utilities
- Cafe Via Plaza / outdoor seating area
- Fountain



EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting
2016 PLAN TYPE: Passage
WIDTH: Approximately 20 feet wide
SURFACE: Aggregate & decorative stone
SURFACE CONDITION: Excellent
EXISTING SERVICES: None
SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage
BICYCLE FACILITIES: No existing facilities
LIGHTING: Recessed lighting in the ceiling of the covered passage

FURNITURE: None
PLAZA/ GATHERING SPACE: Adjacent to the Cafe Via Plaza
LANDSCAPING: Planters at entrances

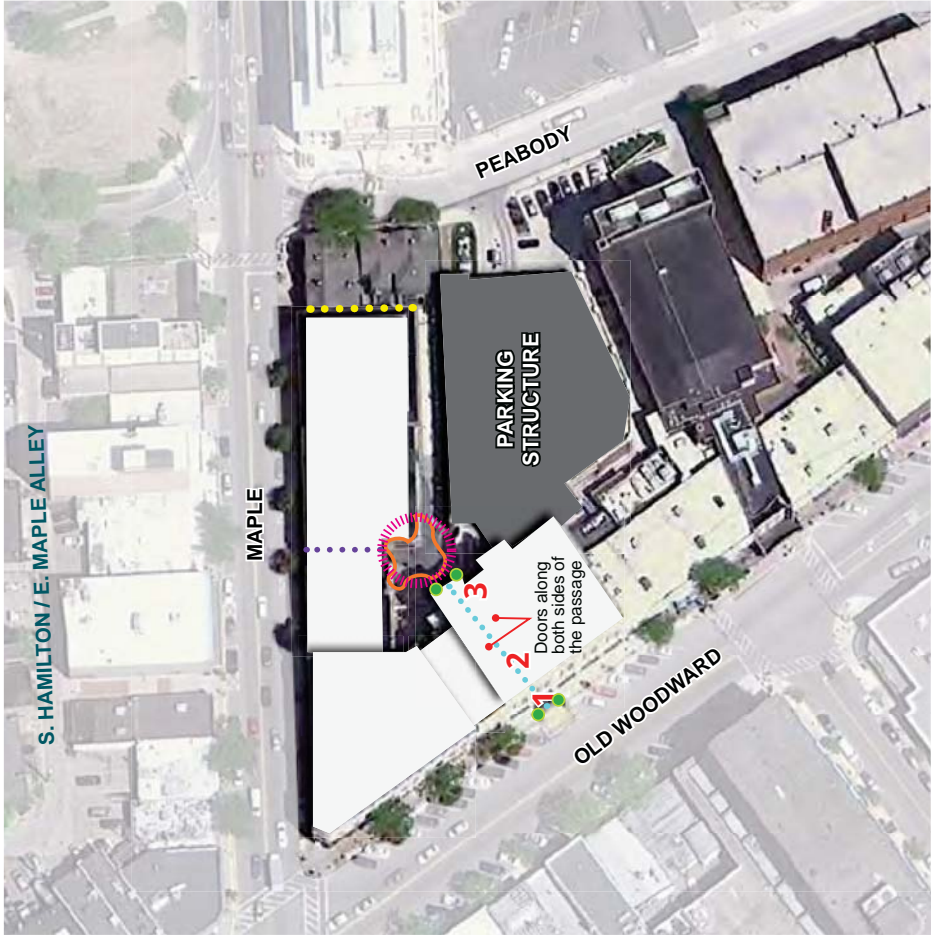
PEDESTRIAN SCALED ARCHITECTURE: Doors along the covered passage
OUTDOOR COMMERCIAL USES: Adjacent to outdoor dining in the Cafe Via Plaza

SIGNAGE: Sign above the passage opening on Old Woodward, address number signs within passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Cafe Via Plaza vista

OTHER NOTES: The passage is a little dark, it has potential as a site for public art installations



- Terminating Vista
- Cafe Via Plaza / outdoor seating area
- Cafe Via Covered Passage
- Clark Hill Passage
- Shain Townhouse Passage
- Planters



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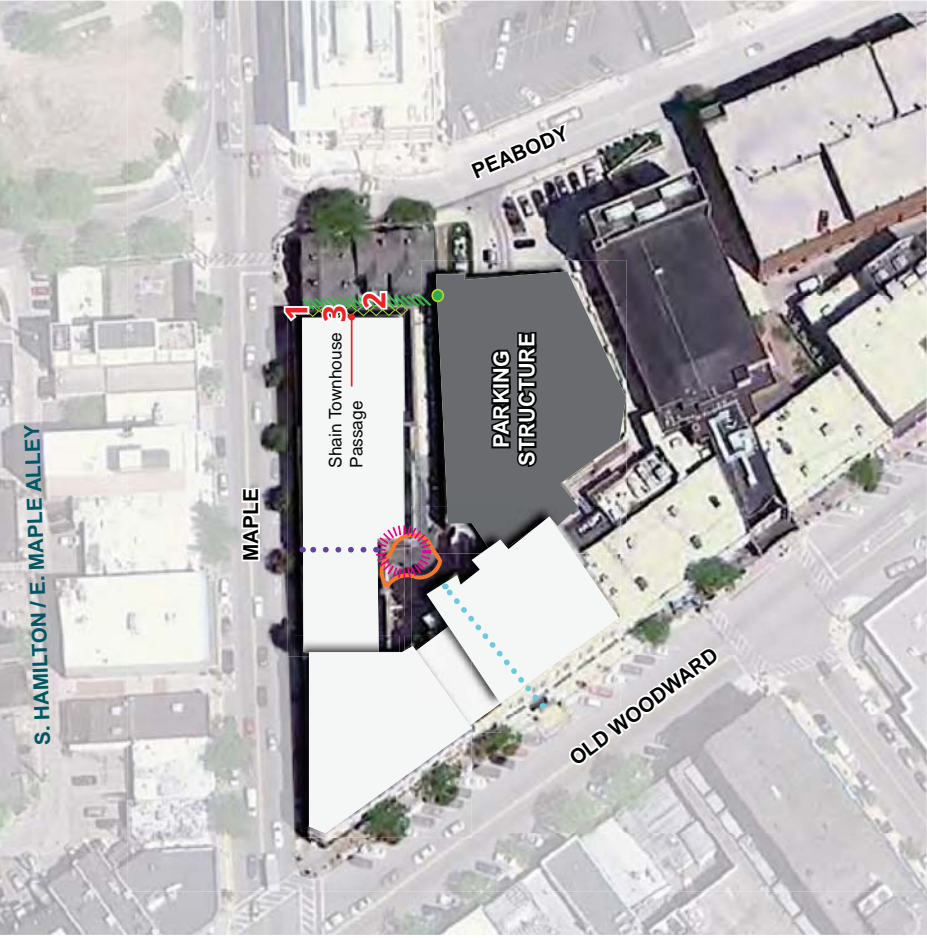
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EXISTING CHARACTERISTICS

- CLASSIFICATION: Connecting
- 2016 PLAN TYPE: N/A
- WIDTH: Approximately 8 feet wide
- SURFACE: Concrete & aggregate
- SURFACE CONDITION: Excellent
- EXISTING SERVICES: None
- SCREENING: N/A
- VEHICLES: None, exclusively a pedestrian passage
- BICYCLE FACILITIES: No existing facilities
- LIGHTING: Recessed lighting on the 370 building
- FURNITURE: None
- PLAZA/ GATHERING SPACE: Near the Café Via Plaza
- LANDSCAPING: Green walls & small plantings
- PEDESTRIAN SCALED ARCHITECTURE: Large windows on the 370 building and townhouse steps & entrances
- OUTDOOR COMMERCIAL USES: None

- SIGNAGE: Business signage
- WAYFINDING SIGNAGE: Sign for the door to Lippitt O'Keefe
- VISUAL FEATURES/ ART: Green walls
- OTHER NOTES: A well-maintained and pleasant passage

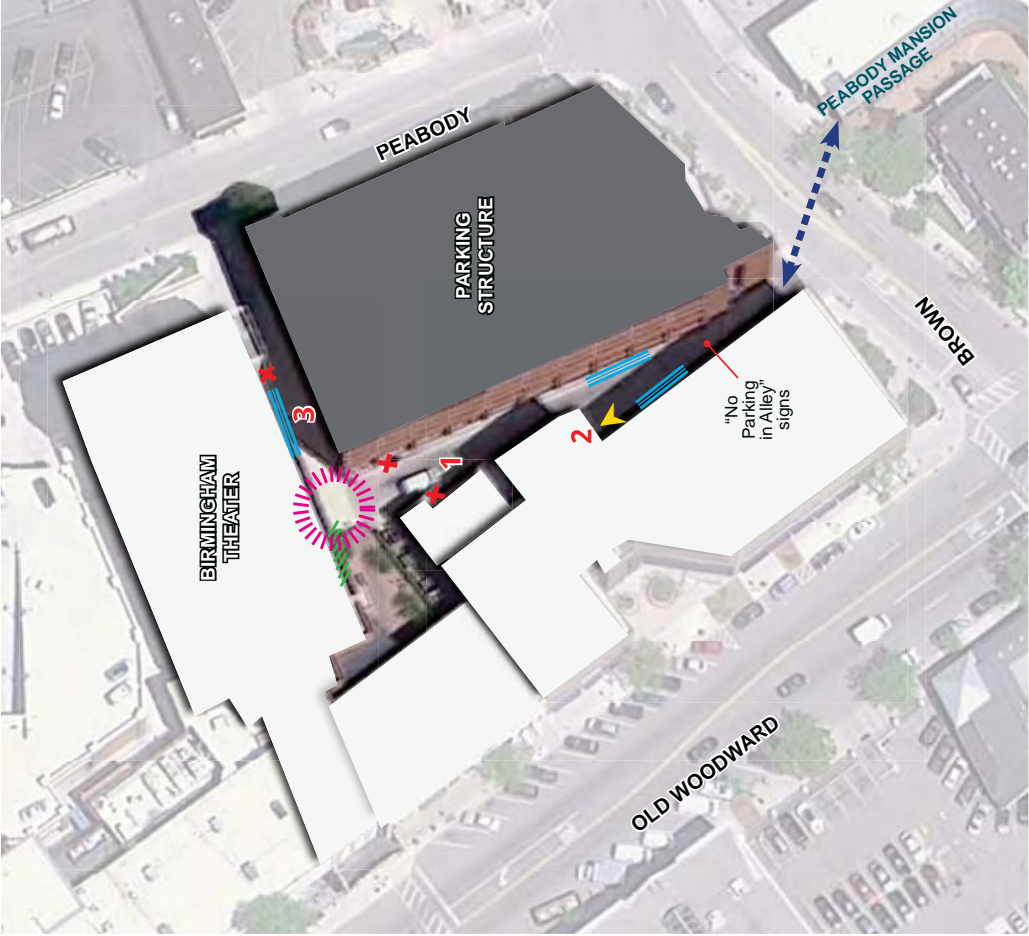


- Terminating Vista
- Cafe Via Plaza / outdoor seating area
- Cafe Via Covered Passage
- Clark Hill Passage
- Shain Townhouse Passage
- Green Wall
- Landscaping
- Planters



EXISTING CHARACTERISTICS

- CLASSIFICATION:** Active
- WIDTH:** Approximately 15 feet on Peabody side, wider in areas off of Brown
- SURFACE:** Concrete
- SURFACE CONDITION:** OK
- EXISTING SERVICES:** Trash & deliveries
- SCREENING:** Utilities screening area. Dumpsters are not enclosed
- VEHICLES:** Cars and trucks
- SPEED LIMIT:** Not posted
- PARKING:** "No Parking in Alley" signs, however, parallel parking occurs
- BICYCLE FACILITIES:** No existing facilities
- LIGHTING:** Small wall-mounted lights
- FURNITURE:** No
- PLAZA/ GATHERING SPACE:** Yes
- LANDSCAPING:** Green wall
- PEDESTRIAN SCALED ARCHITECTURE:** Back door of a business
- OUTDOOR COMMERCIAL USES:** None
- SIGNAGE:** One business with its name on the back door
- WAYFINDING SIGNAGE:** None
- VISUAL FEATURES/ ART:** Plaza when looking from Peabody; opportunity to create a strong terminating vista from Brown
- OTHER NOTES:** This alley could benefit from more clear delineation of pedestrian, parking & service uses. The alley could also benefit from an enhanced terminating vista opportunity.



- Green Wall
- Garage Entrance/ Loading Dock
- Cars parallel park here
- Potential Crosswalk Connection
- Terminating Vista
- Dumpsters

PEABODY MANSION PASSAGE



EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

WIDTH: Approximately 16 feet wide

SURFACE: Red brick pavers

SURFACE CONDITION: Excellent

EXISTING SERVICES: No

VEHICLES: None, exclusively a pedestrian passage

PARKING: No

BICYCLE FACILITIES: No existing facilities

LIGHTING: 4 City street lamps & 3 wall-mounted lights

FURNITURE: 7 City benches that wrap around tree trunks

PLAZA/ GATHERING SPACE: Yes, seating along passage

LANDSCAPING: Bushes, trees & flowers

PEDESTRIAN SCALED ARCHITECTURE: Large windows on the office building, Victorian Era architectural features on Peabody Mansion, Powerhouse Gym entrance adjacent to the passage

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Decals on the glass doors of businesses

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Large clock & planters on pillars near Old Woodward

OTHER NOTES: Well-maintained and visually interesting passageway



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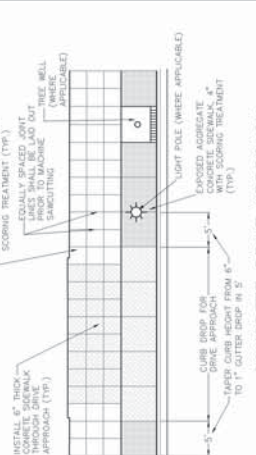
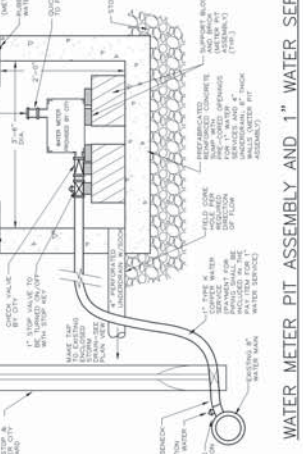
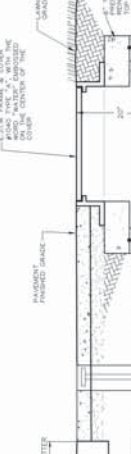
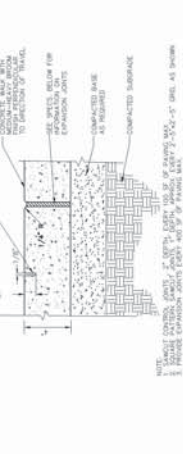
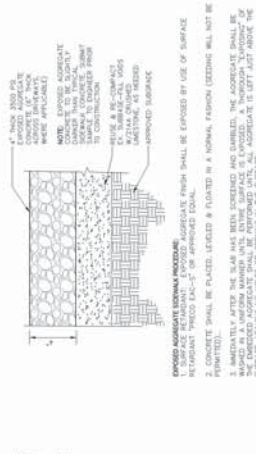
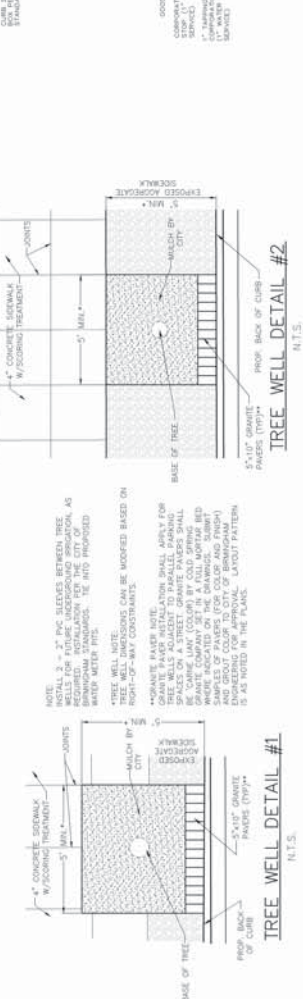
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PEABODY MANSION PASSAGE



- Street Lamps
- Landscaping
- Potential Crosswalk Connection
- Terminating Vista
- Trees

45



ATTACHMENT E:

**BIDDER'S PROPOSAL FOR THE
OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM**

In submitting this proposal, as herein described, the consultant agrees that:

1. They have carefully examined the specifications and terms of the Request for Proposal and all other provisions of this form and understand the meaning, intent, and requirement of it.
2. They will enter into written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

BID PREPARED BY
(Print Name)

DATE SUBMITTED

AUTHORIZED SIGNATURE

DATE

TITLE

COMPANY

ADDRESS

PHONE

NAME OF PARENT COMPANY

ADDRESS

PHONE

BID QUOTE:

ATTACHMENT F:

**ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM
FOR OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM**

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

PREPARED BY
(Print Name)

DATE

TITLE

DATE

AUTHORIZED SIGNATURE

E-MAIL ADDRESS

COMPANY

ADDRESS

PHONE

NAME OF PARENT COMPANY

PHONE

ADDRESS

TAXPAYER I.D.#

ATTACHMENT G:

**AGREEMENT OLD WOODWARD CORRIDOR
IN DOWNTOWN BIRMINGHAM**

This AGREEMENT, made this _____ day of _____, 2016, by and between CITY OF BIRMINGHAM, having its principal municipal office at 151 Martin Street, Birmingham, MI (hereinafter sometimes called "City"), and _____, Inc., having its principal office at _____ (hereinafter called "Consultant"), provides as follows:

WITNESSETH:

WHEREAS, the City is desirous of finalizing plans and preparing color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street in the City of Birmingham.

WHEREAS, the City has heretofore advertised for bids for the procurement and performance of services required to finalize plans and prepare color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street, and in connection therewith has prepared a request for sealed proposals ("RFP"), which includes certain instructions to bidders, specifications, terms and conditions.

WHEREAS, the Consultant has professional qualifications that meet the project requirements and has made a bid in accordance with such request for cost proposals to finalize plans and prepare color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street in the City of Birmingham.

NOW, THEREFORE, for and in consideration of the respective agreements and undertakings herein contained, the parties agree as follows:

1. It is mutually agreed by and between the parties that the documents consisting of the Request for Proposal for the Old Woodward Corridor in Downtown Birmingham and the Consultant's cost proposal dated September ____, 2016 shall be incorporated herein by reference and shall become a part of this Agreement, and shall be binding upon both parties hereto. If any of the documents are in conflict with one another, this Agreement shall take precedence, then the RFP.
2. The City shall pay the Consultant for the performance of this Agreement in an amount not to exceed _____, as set forth in the Consultant's September ____, 2016 cost proposal.
3. This Agreement shall commence upon execution by both parties, unless the City exercises its option to terminate the Agreement in accordance with the Request for Proposals.
4. The Consultant shall employ personnel of good moral character and fitness in performing all services under this Agreement.

5. The Consultant and the City agree that the Consultant is acting as an independent Consultant with respect to the Consultant's role in providing services to the City pursuant to this Agreement, and as such, shall be liable for its own actions and neither the Consultant nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the City nor the Consultant shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Consultant shall not be entitled or eligible to participate in any benefits or privileges given or extended by the City, or be deemed an employee of the City for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the City.

6. The Consultant acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The Consultant recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the City. Therefore, the Consultant agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The Consultant shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The Consultant further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.

7. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Consultant agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.

8. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

9. This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by the Consultant without the prior written consent of the City. Any attempt at assignment without prior written consent shall be void and of no effect.

10. The Consultant agrees that neither it nor its sub-consultants will discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The Consultant shall inform the City of all claims or suits asserted against it by the Consultant's employees who work pursuant to this Agreement. The Consultant shall provide the City with periodic status reports concerning all such claims or suits, at intervals established by the City.

11. The Consultant shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required under this paragraph. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with carriers acceptable to the City of Birmingham.

12. The Consultant shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

- A. Workers' Compensation Insurance: Consultant shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
- B. Commercial General Liability Insurance: Consultant shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than **\$1,000,000** per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Consultants Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.
- C. Motor Vehicle Liability: Consultant shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
- D. Additional Insured: Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employee and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any other coverage that may be available to the additional insured, whether any other available coverage by primary, contributing or excess.
- E. Professional Liability: Professional liability insurance with limits of not less than \$1,000,000 per claim if Consultant will provide service that are customarily subject to this type of coverage.
- F. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance (and Professional Liability Insurance, if applicable), as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal, shall be sent to: Finance Director, City of Birmingham, PO Box 3001, 151 Martin Street, Birmingham, MI 48012-3001.
- G. Proof of Insurance Coverage: Consultant shall provide the City of Birmingham at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City of Birmingham, as listed below.

- 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
- 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
- 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
- 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
- 5) If so requested, Certified Copies of all policies mentioned above will be furnished.

H. Coverage Expiration: If any of the above coverages expire during the term of this Agreement, Consultant shall deliver renewal certificates and/or policies to the City of Birmingham at least (10) days prior to the expiration date.

I. Maintaining Insurance: Upon failure of the Consultant to obtain or maintain such insurance coverage for the term of the Agreement, the City of Birmingham may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the Agreement amount. In obtaining such coverage, the City of Birmingham shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.

13. To the fullest extent permitted by law, the Consultant and any entity or person for whom the Consultant is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from and the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham.

14. If, after the effective date of this Agreement, any official of the City, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the Consultant, the City shall have the right to terminate this Agreement without further liability to the Consultant if the disqualification has not been removed within thirty (30) days after the City has given the Consultant notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

15. If Consultant fails to perform its obligations hereunder, the City may take any and all remedial actions provided by the general specifications or otherwise permitted by law.

16. All notices required to be sent pursuant to this Agreement shall be mailed to the following addresses:

City of Birmingham

CONSULTANT

Attn: Jana L. Ecker Planning Director
151 Martin Street
Birmingham, MI 48009
(248) 530-1841

17. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL§600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.

18. FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the said parties have caused this Agreement to be executed as of the date and year above written.

WITNESSES:

CONSULTANT

By: _____

Its:

CITY OF BIRMINGHAM

By: _____

Rackeline J. Hoff

Its: Mayor

By: _____

Laura Pierce

Its: City Clerk

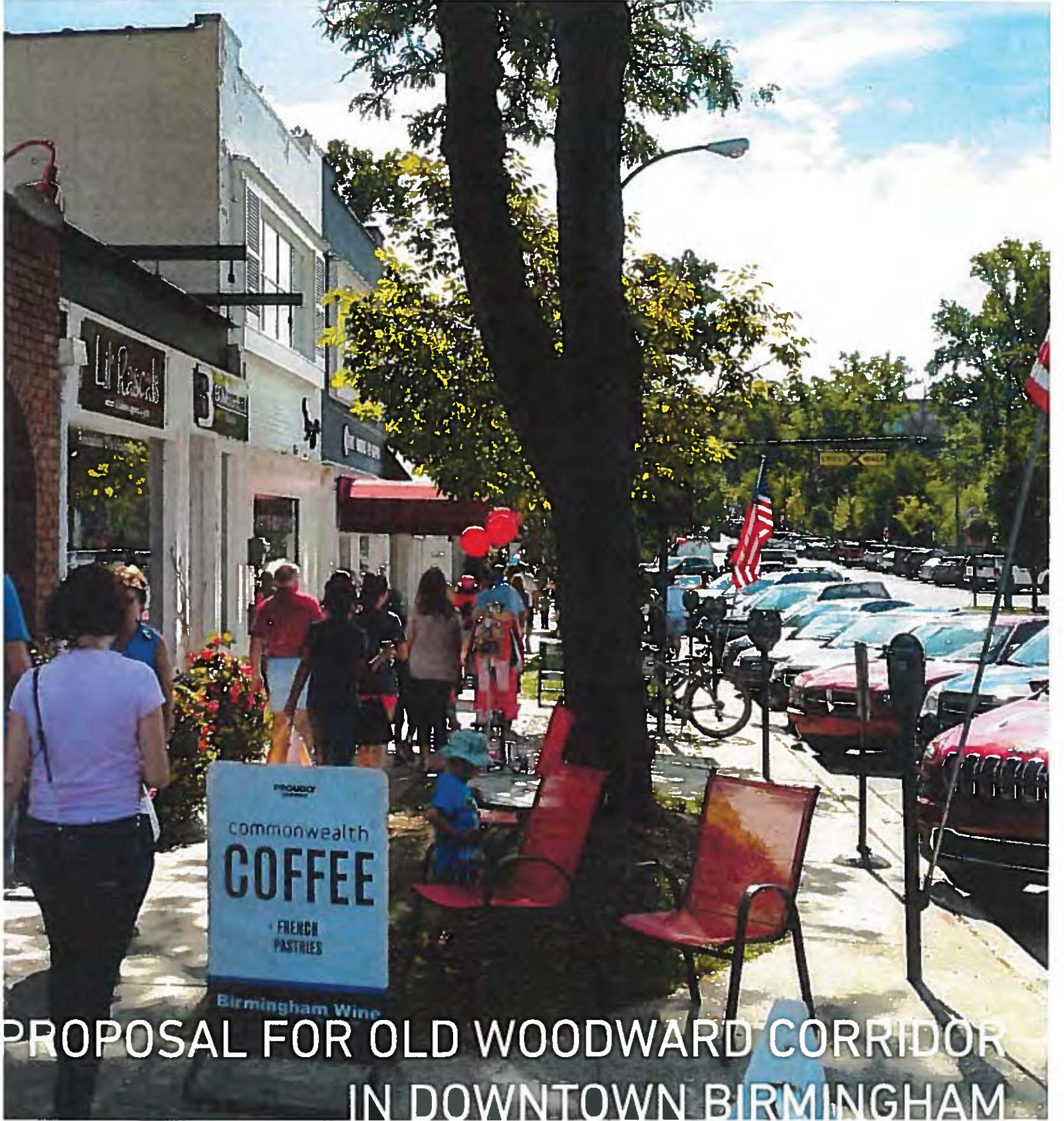
Approved:

Joseph A. Valentine, City Manager
(Approved as to substance)

Mark Gerber, Director of Finance (Approved
as to financial obligation)

Timothy J. Currier, City Attorney
(Approved as to form)

Jana L. Ecker, Planning Director
(Approved as to substance)



Columbus	462 South Ludlow Alley, Columbus, Ohio 43215	614.621.2796
Detroit	681 West Forest Avenue, Detroit, Michigan 48201	248.867.8942
Lexington	27 West 7th Street, Covington, Kentucky 41011	859.957.0957
Lexington	163 East Main Street, Lexington, Kentucky 40507	859.303.5727
Indianapolis	405 Massachusetts Avenue, Suite 2A, Indianapolis, Indiana 46204	317.423.9600
West Lafayette	220 South Street, Suite 201, West Lafayette, Indiana 47906	765.250.9209

ATTACHMENT E:

**BIDDER'S PROPOSAL FOR THE
OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM**

In submitting this proposal, as herein described, the consultant agrees that:

1. They have carefully examined the specifications and terms of the Request for Proposal and all other provisions of this form and understand the meaning, intent, and requirement of it.
2. They will enter into written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

Brian P. Kinzelman

9/28/16

**BID PREPARED BY
(Print Name)**

DATE SUBMITTED



9/26/16

AUTHORIZED SIGNATURE

DATE

Principal

TITLE

MKSK

COMPANY

462 South Ludlow Alley, Columbus, OH 43212

(614) 621-2796

ADDRESS

PHONE

N/A

NAME OF PARENT COMPANY

N/A

N/A

ADDRESS

PHONE

BID QUOTE: \$72,537.00

SEPTEMBER 28, 2016

MKSK

Attn: Jana L. Ecker, Planning Director
Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

462 S. Ludlow Alley
Columbus, OH 43215
614.621.2796

RE: Request for Proposal for the Old Woodward Corridor in Downtown Birmingham

Dear Jana,

MKSK, along with our consulting partner Parsons Transportation, are pleased to present our proposal for detailed design for the above referenced project. We have carefully crafted our team to exhibit the desired professional qualifications, design and technical expertise to perform every requirement of the project within the expected time frame. Our team provides interdisciplinary expertise in street design, landscape architecture, urban design, parking, traffic engineering, sustainability and placemaking across a broad range of project scales and complexities.

MKSK has more than 20 years experience in corridor planning and design within urban environments. We have led redesigns of streets to be more multi-modal and contribute to district vibrancy for many cities including Lexington, Louisville and Covington, KY; Columbus, Dublin and Findlay, OH; and West Lafayette, IN, among other cities. The MKSK Team includes Design Principal and Landscape Architect Jeffrey Pongonis, RLA, ASLA. With more than 19 years experience, Jeff has comprehensive experience in designing urban streets, from initial planning phases through design and implementation. He has been the lead designer on several complex, urban, and high profile award-winning projects in Columbus and Cleveland, OH, Pittsburgh, PA, Louisville, KY, Des Moines, IA, and Phoenix, AZ. Local Coordination will be led by Senior Transportation Leader Brad Strader of our Detroit office. Brad is known throughout the Great Lakes Region and beyond for innovative approaches to multi-modal design. He is frequently sought as a speaker at national events and conferences on complete streets and design of transportation systems to support vibrant downtowns. As you may recall, Brad Strader and I collaborated with the City on the Triangle District Urban Design Plan and Form Based Code. Both Brad and our Associate Planner Caitlin Malloy-Marcon bring extensive experience working with Birmingham staff, stakeholders, and the public on several other important plans and studies for the Triangle District and the downtown as detailed in our qualifications. We will bring back the same collaborative team to build on the success of the Urban Design Plan and our in-depth knowledge of the Triangle District. MKSK's technical resources include 34 registered Landscape Architects, LEED AP certified professionals along with 11 AICP Certified Planners, PTP Transportation Planners and signage and wayfinding specialists. We will utilize our team resources and experience to design world-class streets on a rigorous project schedule.

Our consultant partner, Parsons Transportation, has performed work in the City of Birmingham for over 30 years having completed many traffic and parking studies including a parking study for the Townsend Hotel and recent traffic study for 856 Old Woodward. Brad Strader has also collaborated with Eric Tripi and Joseph Marson of Parsons, on several projects over the years. PT will serve as the team's traffic engineering advisors to confirm that all street design plans will meet city engineering standards.

Given our valued relationship with you and the positive experience working in this community on past undertakings, we would be very pleased to continue on with this project. I look forward to your favorable review of our proposal and am available to answer any questions you might have. Any notices and inquiries by the City as part of the proposal, should be directed to me at the address and phone number listed above.

Respectfully submitted,
MKSK



Brian P. Kinzelman, FASLA, AICP, LEED AP, Senior Principal
bkinzelman@mkskstudios.com

MKSKSTUDIOS.COM



QUALIFICATIONS OF TEAM - FIRM INFORMATION

MKSK- PROJECT LEAD

Since 1990, MKSK has made an impact on the design and planning fields with creative solutions to a diversity of design challenges. A combination of creative problem solving and technical expertise has resulted in hundreds of built projects. With a studio of gifted professionals and a guiding principle of design excellence, MKSK strives to raise the standard of landscape architecture, urban design and planning services.

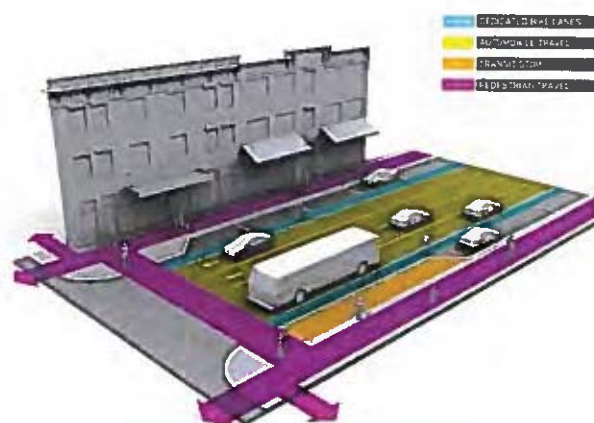
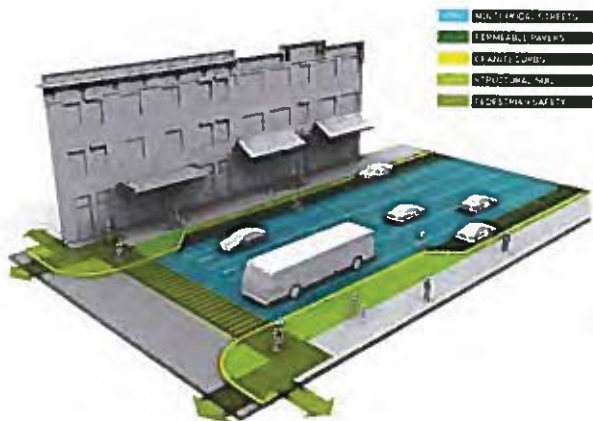
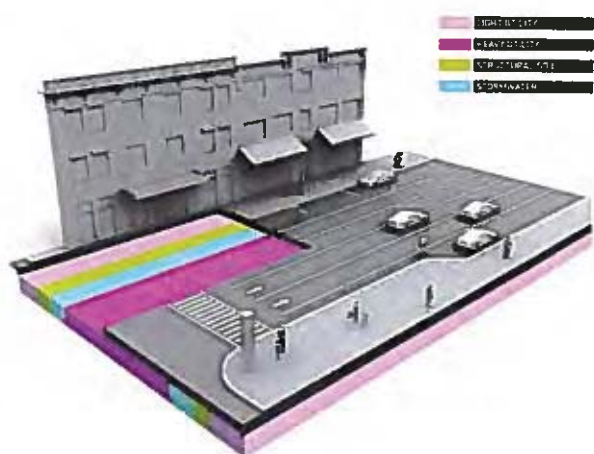
The firm's success is based on a team of design and planning professionals driven to push each project to a higher level of quality. With backgrounds in landscape architecture, land use and transportation planning, and urban design, the staff brings a broad range of skills, creativity and experience to each project. From concept to construction detailing, strategic planning to implementation, an emphasis on innovation is the hallmark of our design studios.

The diversity of projects and the consistent high-quality design and planning expertise has created a growing sphere of recognition and respect for MKSK in the industry. From urban parks to environmental parks and from campus planning to community planning, the work of MKSK has generated a network of satisfied clients and users throughout the region, the country and abroad. With the goal of meeting new design challenges with fresh ideas, MKSK is at the forefront of the profession, leaving as a legacy the beauty of its craft on the land.

GREAT STREETS - GREAT PLACES

We at MKSK are committed to a streetscape design approach that is holistic in nature, that seeks to balance the economic, environmental and societal impacts and opportunities and apply creativity and innovation to solve current issues while striving for responsible, long-term, practical solutions. This integrated approach considers all the layers of activity along the street, from retail nodes to office and residential districts, the interrelationships between the public realm and other adjoining uses (whether public, semi-public, or private spaces) in order to accommodate multi-functionality.

Our experience and expertise includes the design and implementation of hundreds of streetscapes throughout the Midwest centered around several principles:


THE SMART STREET LAYERS OF ACTIVATION

THE SMART STREET MULTI-MODAL TRANSPORTATION

THE SMART STREET SUSTAINABLE PRACTICES

THE SMART STREET FUTURE INFRASTRUCTURE

DESIGN FOR SAFETY, DESIGN FOR ALL - We utilize best practice research evaluating current successful methodologies as well as innovative safety treatments particularly those successfully implemented elsewhere. Prioritizing pedestrian and motorist safety and usability at all levels of streetscape composition is critical, particularly for more vulnerable groups.

GREAT STREETS ARE FOR GREAT COMMERCE - Streets are an economic asset as well as a functional element. Well-designed streets generate higher value for businesses, properties, cities, and residents. Though streetscapes should not be considered only an economic solution, their value should not be dismissed. Thoughtful composition can encourage and direct visitors, promote outdoor dining and active shopping, and visually enhance a district.

STREETS ARE PUBLIC SPACES - We consider the 21st century street must be designed for livability. Beyond their fundamental use for moving people and goods, our streets comprise an extensive network of public open spaces that can facilitate social, civic, and economic interactions. Streets should encourage physical activity for all ages, by facilitating walking, bicycling, and transit as attractive and convenient means of transportation.

STREETS ARE ECOSYSTEMS - Streets present an extraordinary opportunity to improve the environmental health of the community. A consistent, connected, and green streetscape can substantially improve urban heat island and stormwater impacts while improving both the beauty of the urban environment and the true real estate value of adjacent land.



STREETS CAN BE CHANGED, STREETS CAN BE MAINTAINED - Our infrastructure networks must be mindfully designed for durability and cost-effectiveness. We'll consider full lifecycle costs and benefits while proposing and challenging solutions. Besides initial capital outlays, the measurable long term economic, environmental, safety, health, and other benefits of well-designed, well-managed streets will be taken into consideration.

Administration and reliability of a system is critically important, as such we'll aim to encourage the implementation of a clear and consistent design review process to streamline project review and keep current the discussion of streetscape design and construction.

PARSONS TRANSPORTATION- SUBCONSULTANT TRANSPORTATION/TRAFFIC ENGINEERING

Parsons Transportation, with more than 70 years of professional practice, offers worldwide experience and expertise in the planning, design, engineering, operation and construction of major transportation systems and public works transportation projects. Parsons provides extensive planning, engineering and project management services throughout all phases of transportation. The professional staff is focused on traffic engineering, transportation planning and modeling, traffic safety, geometric design, traffic signing and marking, parking lot design, traffic signal studies and design, traffic control plans, and design plans for road construction projects, neighborhood traffic control plans, site plan reviews, and traffic impact analysis.

Parsons' experience on Department of Transportation, County and Local Agency projects, as well as a variety of private developer projects provides them with the practical skills required to deliver successful public and private client projects. This very experience provides Parsons' staff with many of the skills needed to train other professionals and indeed, many of Parsons' projects require training public agency staff on a variety of engineering topics. To ensure that its professional and business practices are consistent with recognized standards anywhere in the world, the firm has attained full registration under the international standard ISO 9001. Parsons' QA/QC system is certified ISO 9001:2008 compliant and all of the firm's operations are conducted in a manner consistent with the standard's protocols. Parsons emphasizes service and responsiveness to client needs using the latest technologies and techniques. Parsons services range from problem identification and solution through implementation, operation and inspection.

BRIAN KINZELMAN, FASLA, AICP, LEED AP

Senior Principal, Project Manager/Principal-in-Charge

MKSK

BRIAN'S PASSION IS DESIGNING SPACES THAT PROVIDE A SOLID FOUNDATION FOR FUTURE DEVELOPMENT AND FIT SEAMLESSLY INTO THE EXISTING LANDSCAPE

Brian has 39 years experience in landscape architecture and planning with principal leadership and project management on hundreds of projects. Brian has extensive experience in large scale land use planning, transportation/streetscape enhancement, corridor planning, higher education and campus planning, urban design and mixed use development. Brian is also a recognized leader in the industry of aesthetic design for transportation projects. His experience includes both context sensitive solutions and context sensitive design while also incorporating alternate modes of transportation.

RELEVANT PROJECTS

Triangle District Urban Design Plan and Form Based Code

Birmingham, Michigan

Tremont Road Corridor Plan & Improvements

Upper Arlington, Ohio

Northam Park Gateway and Parking Improvements

Upper Arlington, Ohio

Creative Campus Streetscape Improvements

Columbus, Ohio

Short North Streetscape Improvements

Columbus, Ohio

Convention Center Expansion and Streetscapes

Columbus, Ohio

The Ohio State University Cannon Drive Relocation

Columbus, Ohio

OSU South High Rises - 12th Avenue Streetscape

Columbus, Ohio

Downtown Streetscape Master Plan

Lexington, Kentucky

Third Street Streetscape Traffic Corridor Study

Columbus, Ohio

Hamilton Road/Eastland Area Study

Columbus, Ohio

Morse Road Design Study, Gateway and Improvements

Columbus, Ohio

EDUCATION

The Ohio State University

Bachelor of Landscape Architecture, 1977

REGISTRATION

Registered Landscape Architect, OH, KY, IN, WV, TN, PA

CLARB Certified Landscape Architect

LEED Accredited Professional, U.S. Green Building Council

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects Fellow

American Institute of Certified Planners

American Planning Association, Ohio Chapter

Society for College and University Planning

AWARDS

2011 Ohio State University Distinguished Alumni Award for Excellence in Engineering & Architecture



BRAD STRADER, AICP, PTP

Senior Transportation Planner, Deputy Project Administrator

MKSK

BRAD ADVOCATES LINKING LAND USE WITH MULTI-MODAL TRANSPORTATION AND DESIGN TO CREATE VIBRANT PLACES

Brad has more than 33 years experience in comprehensive and downtown plans, multi-modal transportation planning and innovative district regulations that entice designer development. His experience with transportation and corridor planning, complete streets, land use codes and parking strategies reaches to communities throughout Michigan, Ohio, Indiana and other states. He has also served as zoning advisor to several municipalities and led community engagement on dozens of projects. Brad is a frequent lecturer on planning, zoning and transportation topics at state, regional and national conferences and training webinars.

RECENT PROJECTS

Triangle District Urban Design Plan and Form Based Code,

South Gateway District Plan, Oakland Avenue District

Zoning Analysis

Birmingham, Michigan

Woodward Avenue TOD Study & Complete Streets

Oakland County, Michigan

Woodward Avenue Rapid Transit Alternatives Analysis

Metro Detroit, Michigan

Downtown Plan and Parking Structure Analysis

Birmingham, Michigan

Downtown Transportation Plan

Findlay, Ohio

Downtown Parking Study, Road Diet, Placemaking and

'Main Street' Plans

Berkley, Michigan

Downtown Plan and Parking Strategy

Grand Blanc, Michigan

Auburn Avenue Corridor Plan

Cincinnati, Ohio

Michigan Street Corridor Plan

Grand Rapids, Michigan

Downtown Parking and Circulation Plan

Crown Point, Indiana

EDUCATION

Michigan State University

B.S. with Honors in Urban Planning, 1983

Federal Highway Administration, Access Management

Course, 1993, Transportation Planning Methods, 1991

REGISTRATION

Fellow, Institute of Transportation Engineers (ITE)

ITE Professional Transportation Planner (PTP)

American Institute of Certified Planners

PROFESSIONAL AFFILIATIONS

American Planning Association

Transportation Research Board (TRB), Access Management

Committee

ITE Transportation Planning Council, Executive Committee

Chair, TOD Parking Task Force, Parking Council, Ped/Bike

Council



PROJECT TEAM



Jeffrey Pongonis, PLA, ASLA, Role: Design Principal brings 19 years experience to the team with comprehensive experience in designing urban streets and urban landscape environments from initial planning phases through design and implementation and project management. His practice is based around a framework of performative and contemporary infrastructure systems of organized urban spaces, connected pedestrian ways, and contributing green corridors all equally responsible in the creation of a successful, human-scaled urban pattern. His relevant experience includes South Fourth Street Corridor Plan and Phases I & II in Louisville, KY; Arena District—Master Plan, Streets and Plazas Plan, Ludlow Alley, Theater Alley, Arena Crossing, McFerson Commons, East & West Nationwide Boulevard Improvements, Columbus, OH; Grandview Yard Streetscapes and Open Spaces, Grandview Heights, OH; Liberty Center Streetscape and Parks, Liberty Township, OH; Louisville KY Downtown Connectivity Study. Jeff has a B.S. in Landscape Architecture from The Ohio State University and is a Licensed Landscape Architect.



Caitlin Malloy-Marcon, Associate Role: Parking/Community Engagement specializes in transportation planning with over 10-years-experience in land use and development connectivity, community engagement, parking management, transit oriented development and multi-modal transit station plans. Caitlin's background also includes economic development aspects of transportation and parking as well as transit oriented development planning throughout Chicagoland, concentrating on commuter first/last mile multi-modal solutions. She brings contemporary tactics and knowledge capital to every project. Her relevant experience includes the Downtown Streetscape Redevelopment Study, Midland, MI; Southeast Michigan RTA/SEMOG Woodward Avenue Rapid Transit Alternatives Analysis, Metro Detroit, MI; Triangle District Parking Study & Downtown Parking Structure Alternatives Analysis (North Old Woodward Site) in Birmingham, MI; South State Street Redesign, Ann Arbor, MI and Auburn Road Corridor Plan, Rochester Hills, MI. Caitlin has a M.A. in Urban Planning and B.A. in Urban Studies from Wayne State University and is a current member of the SEMCOG Transportation Coordinating Council regional planning partnership.



Matt McGrath, PLA, ASLA, LEED AP, Senior Associate, Role: Project Landscape Architect has 13 years experience on diverse projects, many of which include transportation/corridor planning, streetscape enhancement, detailed site design and public space design. In recent years, his focus has been on large scale urban based projects. Matt's responsibilities include client relations, contract management, budget oversight, consultant coordination, project staffing and scheduling, and design review. He has a demonstrated ability to successfully provide design oversight on often complex projects. His relevant experience includes Tremont Road Corridor, Northam Park Gateway and Parking Improvements in Upper Arlington, OH; The Ohio State University Cannon Drive Relocation Study, Preliminary Engineering and Phases 1-3, OSU Herrick Drive Extension and OSU Wexner Medical Center Streetscapes, Columbus, OH; 70/71 Design Enhancement Manual, Columbus, OH. Matt has a Masters in Landscape Architecture from The Ohio State University, 2001; Ohio University, BA Political Science/Business Administration, 1995, Cum Laude. He is a Registered Landscape Architect (State of Ohio) and LEED Accredited Professional, 2009.



Niels Braam, Role: Environmental Graphic Designer and Wayfinding Specialist has more than 14 years experience servicing the environmental graphic design needs of businesses and institutions. Engaged from concept ideation through production and installation, his experience includes interior and exterior signage and wayfinding audits and analysis, planning and design for downtown, institutional and higher ed campuses, as well as exhibit and environmental graphic design and donor recognition. Relevant Experience: Essence of Athens Plan - Branding & Signage, Athens, OH; Ohio University Dublin Campus Signage, Dublin, OH; Music Center Branding, Signage Wayfinding, Huber Heights, OH; City of Mount Vernon, OH; Vehicular Wayfinding Signage Program, Mount Vernon, OH; Downtown Wayfinding Study, Delaware, OH; Case Western Campus Wayfinding Plan and Signage System, Cleveland, OH; OSU Medical Center Vehicular and Pedestrian Signage Program, OSU Traffic & Parking, Regulatory Signage Audit and Update, OSU Payne Display Parking Branding & Graphics, Columbus, OH; Wake Forest Campus Wayfinding Plan & Signage System, Winston-Salem, NC.



Matt Manda, ASLA, Associate, Role: Project Designer has 15 years experience in landscape architecture where he has worked on a number of projects from small scale neighborhood parks to large scale city master planning studies. His ability to work at all scales allows him to lead complex projects developing comprehensive landscape strategies that address both clients goals and the need to create holistic experiences. His interest in complete streets, performance based landscapes and sustainable design motivates Matt's dedication to landscape architecture and urban design. Relevant experience includes: Creative Campus Streetscape Improvements, Short North Streetscape Improvements, Greater Columbus Convention Center Expansion, 111 North Front Street, Columbus, OH. Matt received a B.S. in Landscape Architecture from The Ohio State University, 2001.

Eric J. Tripi, P.E., P.T.O.E Regional Engineering Manager

PROJECT ROLE: PROJECT MANAGER

EXPERIENCE SUMMARY

Mr. Tripi has a diverse background in transportation planning, design, safety, and operations. He has 22 years of professional engineering experience in transportation planning, traffic operations, and ITS. Mr. Tripi specializes in operation studies, traffic signals (design, timing, warrants, and optimization), intersection and interchange analysis/design, freeway analyses, traffic impact studies, traffic safety, and traffic estimation. He has extensive experience in managing and conducting major signal optimization projects, corridor studies, safety studies, and training. Mr. Tripi is a certified National Highway Institute (NHI) instructor and has served as an adjunct professor at The Citadel in Charleston, SC.

PROJECT EXPERIENCE

Project Name and Location: National Highway Institute (NHI) Course Instruction – NHI #133121, 133122, 133123, 133124, and 133125, *Traffic Signal Series*, Nationwide

Project Role: Certified instructor responsible for conducting the NHI Traffic Signal Series training across the Country. Courses include *"Traffic Signal Design and Operation," "Traffic Signal Timing Concepts,"* and *"Successful Traffic Signal Management: A Basic Service Approach"*. Classes consist primarily of State Department of Transportation personnel and local agencies.

Project Name and Location: MDOT Statewide Traffic Operational and Geometric Study Services, On-call Services, Michigan

Project Role: Project Manager - Providing as-needed statewide traffic operational and geometric study services. Studies include traffic signal optimization, recommendations for individual traffic signals or corridors, Capacity analyses and geometric recommendations for access management and improvements to intersections, interchanges, and freeways.

Project Name and Location: Purdue University/City of West Lafayette Campus Street System Civil Engineering and Traffic Analysis

Project Role: Lead Traffic Engineer - Purdue University in conjunction with the City of West Lafayette are making drastic changes to the campus roadway system. Mr. Tripi was responsible for leading the traffic analyses for planned conversions of one-way streets to two-way streets, Road Diet planning and analysis, and implementing pedestrian- and bicycle-friendly improvements. Traffic volumes were projected and reassigned for future years 2019 and 2039.

Project Name and Location: City of Detroit Traffic Signal System Optimization Project, Phase III, Detroit, MI

Project Role: Deputy Project Manager/Senior Traffic Engineer - Responsible for detailed analyses and development of optimized signal timing plans for eleven corridors (120 signalized intersections) in the City of Detroit. Included traffic operational and safety analyses, countermeasure recommendations, travel time studies and implementation of timings.

Project Name and Location: US-17 Access Management Study, Pawleys Island, SC

Project Role: Project Manager/Lead Traffic Engineer - This access management project involved the study of a 2-mile section of US-17 in Pawleys Island, SC. US-17 is an existing 5-lane roadway and a median was proposed to be constructed for safety and access management reasons. Tasks involved reviewing and analyzing historical crash data, evaluating existing businesses and their access points, and developing plans to consolidate driveways in an effort to better manage the access points in the project area.



EDUCATION

MS, Civil Engineering,
University of Nebraska-Lincoln,
1994

BS, Civil Engineering, Michigan
State University, 1992

PROFESSIONAL REGISTRATIONS

Professional Traffic Operations
Engineer

ITSA Level II Traffic Signal
Certified

Professional Engineer in
Florida, Georgia, Michigan,
Ohio, Indiana, Mississippi,
North Carolina, and South
Carolina

PROFESSIONAL AFFILIATIONS

Institute of Transportation
Engineers

ITE Technical Advisory
Committee Member for the
Update of the ITE *"Manual of
Transportation Studies,"* 1st Ed.

ITE Expert Review Panel
Member for the Update of the
ITE *"Tnp Generation
Handbook,"* 2nd Ed.

Chi Epsilon, National Civil
Engineering Honor Society

National Highway Institute
(NHI) Certified Instructor
(#0424)

The Citadel, Adjunct Professor

AWARDS

NHI Instructor of Excellence –
2010

Iteris Employee of the Month –
September 2011



JOSEPH A. MARSON, PE, PTOE

Senior Transportation Engineer

Role: Senior Advisor

PARSONS

Joseph (Joe) Marson has managed many significant traffic engineering, transportation planning, and parking projects during his 40+ year career, including development of city thoroughfare plans; travel demand modeling; traffic signal optimization and simulation of corridors and networks; construction traffic control plans, city-wide, corridor, and intersection crash analyses; traffic signal design; traffic impact analyses for development, sign and pavement marking plans; roadway design; operational improvement studies; and intelligent transportation system (ITS) design. Joe joined Parsons after serving as the City Traffic Engineer for the City of Dearborn, Michigan, for 12 years.

EDUCATION

Wayne State University, BS, Civil Engineering 1972; Michigan State University, MS, Civil Engineering (Transportation), 1976

REGISTRATION

Professional Engineer, State of Michigan; State of Kentucky; Professional Traffic Operations Engineer

RELEVANT EXPERIENCE M-5 (Grand River Ave.) from M-39 to Evergreen Road traffic operation and landscape plans, Detroit, MI – MDOT; Livernois Avenue Boulevard Concept Plan Development; M-5 to Davison - City of Detroit; M-29 Corridor Traffic Study, City of St. Clair - MDOT; Fort Bragg Comprehensive Parking Study, Fayetteville, North Carolina – US Army Corps of Engineers; Traffic Impact Studies for various developments in Birmingham: Whole Foods, 856 Old Woodward; Woodward/Oak MUD; Stonefield Development; Townsend Hotel Parking/Valet; – Various clients



CATHERINE ST. PIERRE, PE, PTOE

Senior Transportation Engineer

Role: Lead Geometric Designer

Catherine has more than nine years of experience involving various transportation engineering projects. Her experience includes road design, signal optimization, signal design, signing plans, construction maintenance-of-traffic plans, crash analyses, traffic impact studies for various land uses, and report preparation. She has completed training for the American Association of State Highway and Transportation Officials (AASHTO) "Highway Safety Manual" and MDOT's "Michigan Traffic Sign Inventory System".

EDUCATION

Wayne State University, BS, Civil Engineering 2005; Wayne State University, MS, Civil Engineering (Transportation) 2007

REGISTRATION

Professional Engineer, State of Michigan, 2010; Professional Traffic Operations Engineer, 2010

RELEVANT EXPERIENCE M-24 (Lapeer Road) Rehabilitation – MDOT, Lapeer, MI; I-96/Cascade Road Mobility Analysis – MDOT, Grand Rapids Township, MI; Traffic Signal Optimization Projects – MDOT and RCOC, Oakland County, MI; Green Lake Road Rehabilitation – RCOC, Charter Twp of West Bloomfield, MI; Traffic Impact Studies for various Mixed-Use Developments – City of Birmingham and PEA, Inc., Birmingham, MI



JEFF MORDEN, PE

Associate Transportation Engineer

Role: Junior Traffic Engineer

Jeff has 2 years of experience on projects ranging from MDOT traffic signal design (modernization, maintenance of traffic, and sidewalk design) and optimization, intersection analysis studies, and traffic impact studies for various land uses. He has also been involved in roadway geometric design and freeway lighting design. Jeff's responsibilities include design, field work, client relations, and design review.

EDUCATION

Michigan Technological University, BS, Civil Engineering, 2009; Wayne State University, MS, Civil Engineering (Transportation), 2013

REGISTRATION

Professional Engineer, State of Michigan, 2016

RELEVANT EXPERIENCE Ishpeming TSC Signal Design – MDOT, Houghton and Marquette County, MI; 9 Mile Road and Halsted Road Intersection Study – City of Farmington Hills, Farmington Hills, MI; US-12 Signal Modernization – MDOT, Wayne, MI; I-96/Cascade Road DDI Signal Design – MDOT, Grand Rapids Township, MI; Traffic Signal Optimization Project – MDOT, Oakland County, MI; Pontiac Trail and Marjorie Ann Street Signal Design – RCOC, South Lyon, MI; Proposed Whole Foods – Traffic Impact Study – PEA, Inc., Birmingham, MI

TRIANGLE DISTRICT URBAN DESIGN PLAN & FORM-BASED CODE AND PARKING STUDIES

MKSK

Birmingham Michigan



LISTENING TO STAKEHOLDERS HELPS CREATE A DOWNTOWN DESIGN WITH LONG-TERM VISION AND BROAD APPEAL

A master plan was needed to redevelop Birmingham's Triangle District. Its goal would be to create a cohesive vision for the area that would direct future development and connect the downtown with the surrounding residential neighborhoods. A two-day public charrette was held to guide and inform the design and build community support. It brought together prominent stakeholders, neighborhood residents, area developers, and business owners to share their hopes and visions for the area. Concepts of the final plan include mixed use buildings, new housing, parking structures, urban green spaces, public plazas and the preservation of the existing neighborhood.

Architectural and design guidelines along with form-based code will help to control the future development of the area, ensure the long-term vision, and maintain the overall quality of design.

Since the plan and code were adopted, several millions of dollars of private development has occurred in and adjacent to the Triangle District.

BIRMINGHAM PARKING STUDIES (2015)*

Birmingham has a vibrant downtown with ongoing mixed use redevelopment consistent with the Downtown and Triangle District Plans. MKSK's Detroit based planners assisted with those plans, particularly related to parking. Provision and management of parking is one of the keys to the continued vitality of the city's commercial districts. Brad Strader and Caitlin Malloy-Marcon worked with city staff and committees to redesign downtown parking to add more spaces, to evaluate a new parking structure for the Triangle District, and redesign of an existing downtown structure to add more parking and new mixed use developments.

** Personal Experience of Brad Strader and Caitlin Malloy-Marcon*

CLIENT	City of Birmingham
CONTACT	Jana Ecker, Planning Director
PHONE	248 530 1850
YEAR	2007, 2015

LEXINGTON STREETSCAPE MASTER PLAN & IMPLEMENTATION **MKSK**

Lexington, Kentucky



COORDINATED FUNDING AND COOPERATION ACROSS AGENCIES ALLOW FOR UNIQUE RESULTS

The Lexington Downtown Streetscape Master Plan established a strategy and guidelines for the incremental transformation of Downtown Lexington's public realm. Phase One implementation involved Lexington's major downtown roadway corridors, focusing on the implementation of the development of public spaces, streetscape improvements and green infrastructure. Also included was the renovation of Cheapside Park and construction of the new Market Pavilion, a covered performance, outdoor dining and event space.

Completed on a rigorous schedule, the project involved state and federal funding as well as substantial coordination between the local client, KY Department of Highways, and Federal Highway Administration. Construction administration services included consultation with local, state and federal officials responsible for evaluation of an FHWA "Right-to-Experiment" associated with a "Floating Bike Lane." Stormwater mitigation elements include 29 Rain Gardens and 6,700 sq. ft. of Pervious Pavers.

Traffic modeling and roadway modifications were part of a "complete street" initiative that includes new bicycle facilities, bus and trolley stops, on-street parking and loading spaces. The design of underground utilities, curb alignments, and signal infrastructure supports the future conversion of one-way streets to two-way while reducing the overall width of pavement cross-sections.

Outcomes

- Increased property values along with new retail and hospitality destinations
- New 21C Hotel and 200 Jobs created in 2 blocks alone
- Awards - 2011 ACEC Engineering Excellence National Honor Award, 2010 OCASLA Honor Award, 2010 AIA Cincinnati COTE Sustainability Award, International Downtown Award 2011

CLIENT	Lexington-Fayette Urban County Government
CONTACT	George Milligan, Construction Supervisor
PHONE	859.258.3400
YEAR	2011

SOUTH FOURTH STREET CORRIDOR

Louisville Kentucky

MKSK



CREATING A VIBRANT AND CULTURALLY SIGNIFICANT PUBLIC REALM

South Fourth Street, historically the commercial spine of Downtown Louisville, has struggled in recent decades to remain relevant. Investment in Fourth Street Live! has helped to bring a focus back to the corridor. Louisville Metro along with the Louisville Downtown Partnership, have teamed up to improve the streetscape and bring in new retail tenants to occupy these historic storefronts. Working with the Project Engineer MKSK developed a master plan for the revitalization of South Fourth Street that will encourage retail activity and simplify the streetscape. This includes the restoration of the original street centerline to remove the remnants of a failed 1970s pedestrian mall, adding parking to both sides of the street, creating new street tree planter bump-outs, and incorporating pervious pavers into the parking lane. The design team worked within the constraints of multiple underground vaults and utilities and accommodated the needs of two major hotels to develop a workable plan that will transform this street into a more functional, vibrant corridor.

Working on a tight timeframe, the team developed a set of bid documents to speed construction on the first phase of South Fourth Street in order to meet the needs of the new retail businesses. Construction on Phase I was completed in 2013. Phase II Design Development was completed that same year with construction of Phase II completed in 2015.

Outcomes

- 2013 KY ASLA Merit Award: Planning & Analysis
- Since Plan Implementation: 6 New Businesses
270-Room Embassy Suites Hotel (Opened 2015)
162-Room Hilton Garden Inn (Opened 2014)
Louisville Downtown Partnership offices have opened
- \$47M 7-story mixed use redevelopment project and 310-space parking garage to be developed near Fourth and Guthrie streets

CLIENT	Louisville Metro Public Works and Louisville Downtown Partnership
CONTACT	Dirk Gowin, PE, PLS, Transportation Planning
PHONE	502.574.5925
YEAR	2012 Plan, 2013 Phase I, 2015 Phase II

"RE-STATE" STATE STREET MASTER PLAN

West Lafayette Indiana

MKSK



RE-STATE IS A VISION AND STRATEGY SEEKING TO RE-IMAGINE, RE-INVEST, AND RE-MAKE STATE STREET

MKSK led the creation of RE-STATE: A Master Plan for State Street. The Plan is a vision and strategy seeking to RE-imagine, RE-invest, and RE-make State Street through Downtown West Lafayette, Purdue University, and a newly opened western gateway. It is a commitment to a new State Street—as a place where people want to live, work, and play—connected to recreational, educational, natural and cultural assets; connected to neighborhoods and transportation networks; and most importantly, connected to the heritage, the character and the people of West Lafayette and Purdue University. The Plan is a shared vision of the City of West Lafayette, Purdue University, and Purdue Research Foundation and was guided by a series of public meetings and workshops and numerous stakeholder meetings.

Anticipated outcomes of future implementation include: thriving, vibrant, and economically diverse commercial districts that withstand the cyclical nature of the academic calendar, thoughtful integration of all modes of travel—vehicular, pedestrian, bicycle, transit; a cohesive street

character that is of West Lafayette; distinct identifiers for the special districts along State Street; a continuous tree canopy supporting social, environmental and economic vibrancy; creative use of green infrastructure tying to both functional and placemaking aspects of the street.

DESIGN REVIEW & CONSTRUCTION OVERSIGHT

The City and University have teamed to jointly deliver the \$100M project through a public-private partnership model. As part of the technical advisory team, MKSK is providing urban design services during the technical procurement portion of the project, will evaluate developer team responses, will review final design documents, and will audit construction. The project is anticipated to be complete by Purdue University's sesquicentennial, in 2019.

Outcomes

- 2014 INASLA Award of Excellence

CLIENT	City of West Lafayette
CONTACT	Mayor John Dennis / David Buck
PHONE	765.775.5100 / 765.775.5130
YEAR	2014, Ongoing

GAY STREET CORRIDOR IMPROVEMENTS

Columbus, Ohio

MKSK



TRAFFIC AND STREETScape CHANGES BREATHE NEW LIFE INTO AN URBAN NEIGHBORHOOD

In 2008, the 11-block length of Gay Street in downtown Columbus became one inaugural project for converting car-oriented one-way roads into two-way pedestrian-friendly neighborhood streets. Since 2008, the improved Gay Street corridor has spurred \$6 million in public investment and \$140 million in private investment including new restaurants, bars, residential projects, and a hotel. The project required close collaboration with city planning, development, and engineering officials to provide the district with a tailored solution. Individual property owners became involved as the design team strived to maintain parking and access for existing businesses while accommodating the traffic-flow conversion.

Expanded sidewalks provide a buffer for the many outdoor seating areas being opened by local restaurants, and the raised urban median that bursts to life each spring with flowering trees slows traffic speed and increases pedestrian safety. Low iron fences add a touch of elegance throughout.

Integrated services that included planning, conceptual and schematic design, design development, and bidding and construction services for streetscape related features have resulted in a successful project and the growth of a delightful urban neighborhood. The project has also served as a template for future downtown conversions.

As a result of these improvements, the Gay Street has seen the following positive impacts:

- 11 new businesses
- Average increase in property value of 29.09% between 2007 and 2012
- Average increase in appraised value of \$93,949 between 2007 and 2012
- 3 buildings purchased and redeveloped
- 130 new luxury apartment units, 105 new condominiums

CLIENT	City of Columbus
CONTACT	Rory McGuiness, Deputy Director, Dept. of Development
PHONE	614.645.7671
YEAR	2008

TREMONT ROAD CONCEPTUAL CORRIDOR PLAN & PHASE 1 IMPROVEMENTS

Upper Arlington, Ohio

MKSK



COMPLETE STREET DESIGN FOR A COMMUNITY'S 'MAIN STREET'

MKSK completed a comprehensive streetscape master plan concept for Tremont Road in the City of Upper Arlington. The Concept Plan develops a cohesive design theme and complete street approach to reinforce the corridor as the city's 'Main Street' which services a variety of residential, commercial, and community uses. As a major thoroughfare for the community and a residential street for many Tremont Road is of vital importance to the area and is the address for Upper Arlington's community park, library and Tremont Elementary School. Tremont Road moves pedestrians, bicyclists and transit vehicles and the intensity of these uses will increase as Upper Arlington continues to evolve and density increases.

Recommendations proposed in the Plan included narrowing the road section and adding on-street parking, highly visible pedestrian crossings via specialty pavement at intersections, brick and striping planter medians for increased safety,

sustainable stormwater strategies, and an added leisure path/bike lane for bike traffic among other design solutions. The Final Concept Plan includes design criteria for the entire corridor and sub-areas within the corridor; a materials and amenities palette of hardscape materials, planting, lighting, signage, utilities, street furniture, and an implementation strategy with recommended phasing for construction. The project has involved thoughtful urban planning and engineering and a transparent public process.

MKSK was part of the team for the first phase of the implementation. Construction of Phase I was completed this year. Preferred options outlined in the plan included permeable paving in on-street parking areas and pedestrian areas at intersections and crossings highlighted with brick.

CLIENT	City of Upper Arlington
CONTACT	Jacelyn Thiel, PE., City Engineer
PHONE	614.583.5351
YEAR	2014 Concept Plan, 2016 Implementation

SHORT NORTH STREETSCAPE IMPROVEMENTS

Columbus, Ohio

MKSK



IMPROVING A CITY'S PRIMARY RESIDENTIAL/COMMERCIAL CORRIDOR

The Short North Streetscape Improvements project includes recommendations for streetscape and roadway improvements within this dense commercial/residential corridor of downtown Columbus. Overarching project goals include an increased and enhanced pedestrian environment to accommodate daily traffic and monthly 'Gallery Hop' traffic, as well as opportunities for outdoor dining.

The study area includes High Street from Ohio Center Way to 9th Avenue. Considerations include aesthetic enhancements/modifications (street lighting, conversion of strain pole supported signal facilities to mast arm, conversion of overhead utilities), curb extensions, sidewalks, bikeways, ADA compliance, walkability, and street tree/planting area.

improvements that reflect a Complete Streets approach. Streetscape composition is meant to establish a 'brand' for this vibrant arts district to distinguish it from other city streets while supporting the functions of High Street as Columbus' major thoroughfare.

MKSK partnered with the Engineer team to provide an inventory of existing conditions within the corridor and conceptual design studies of each block within this section of High Street as part of the preliminary engineering study.

MKSK is providing design development through documentation and construction observation services for streetscape improvements as part of the first (Ohio Center Way to Goodale Street) and fourth phases (King Avenue East 7th Avenue to 9th Avenue) of improvements.

CLIENT	City of Columbus
CONTACT	Rory McGuinness
PHONE	614.645.7671
YEAR	2013, Ongoing

MIDLAND DOWNTOWN STREETSCAPE PLAN

Midland Michigan

MKSK



STREETSCAPE ENHANCEMENTS IMPROVE CONNECTIVITY BETWEEN THE DOWNTOWN AND RIVERFRONT

MKSK is part of the team for the City of Midland's development of a new downtown streetscape plan and circulation plan. Downtown Midland serves as an entertainment and employment hub for the greater Midland Area. The streetscape plan includes many best practices including curbless festival blocks, removal of traffic lights, social public gathering hubs, separated bicycle facilities, and green sustainable infrastructure.

The plan serves as a community connector linking the riverfront, Dow Diamond and Dow headquarters to the downtown. Wider sidewalks allow for better use of the sidewalks for dining and retail sales in the summer and

snow storage in winter. The process included an interactive community engagement process in which the design team was able to fully engage with the community on many levels. It included stakeholder meetings with seniors, schools, advocacy groups and business leaders, design workshops, and pop-up sessions, and community surveys.

CLIENT	City of Midland
CONTACT	Selina Crosby Tisdale, Dir. of Community Affairs
PHONE	989.837.3304
YEAR	Ongoing

LYNN AND PEARL ALLEY IMPROVEMENTS

Columbus, Ohio

MKSK



PUBLIC REALM ENHANCEMENTS SUPPORT PEDESTRIAN COMFORT, BUSINESSES IN THE HEART OF A DOWNTOWN'S BUSINESS DISTRICT

Over the past several years, the Capital Crossroads Special Improvement District (SID) in Columbus, Ohio, has expanded its mission beyond clean and safe to make substantial and transformative community investments in the public realm. As part of those efforts and to encourage micro-retail in Downtown Columbus, Pearl and Lynn Alleys are undergoing phased construction to enhance lighting, improve access to storefronts, provide electric service and colorful tents for the Pearl Market (bi-weekly open-air farmers market), and create a series of artist installations. These improvements are geared towards enhancing pedestrian traffic and comfort—keeping intact the authentic urban grit of the

alleys—in order to create an environment conducive to small urban retailers.

Outcome

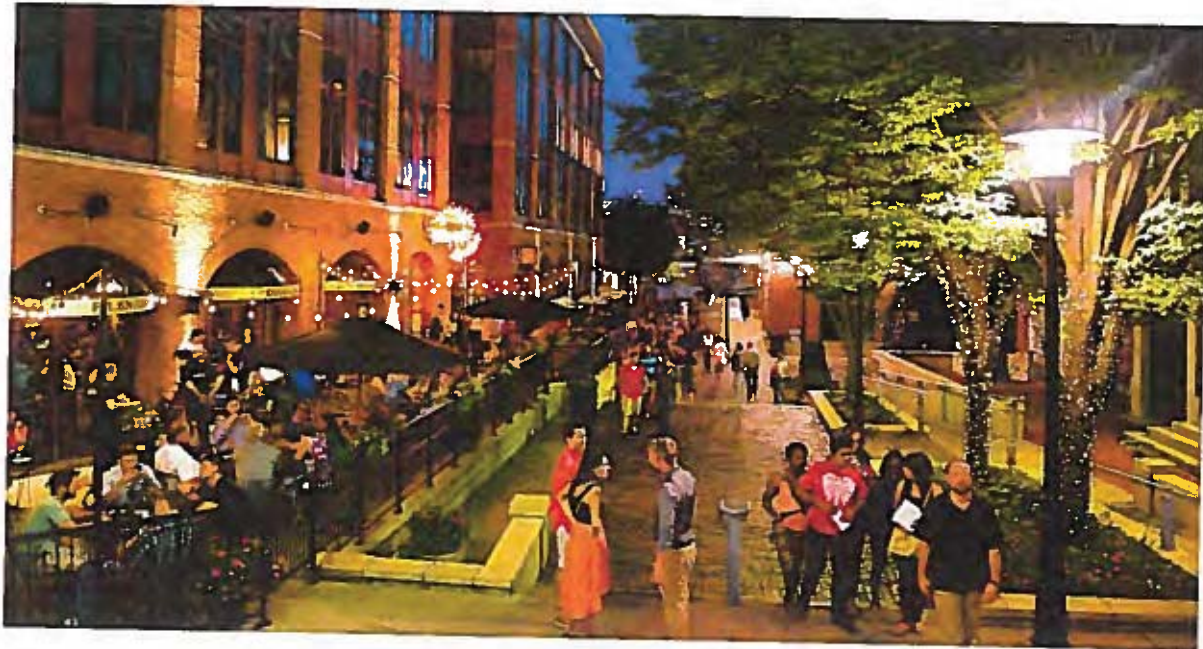
- 2015 International Downtown Association Merit Award

CLIENT	Capital Crossroads SID
CONTACT	Cleve Ricksecker
PHONE	614.645.5133
YEAR	On-going

ARENA DISTRICT STREETS AND PLAZAS PLAN

Columbus, Ohio

MKSK



CREATING A COHESIVE SIGNATURE IDENTITY FOR A VIBRANT DOWNTOWN ENTERTAINMENT DISTRICT

The Arena District Streets and Plazas Plan implements the primary goals of the Arena District Master Plan and establishes a vibrant and charming pedestrian-friendly entertainment district. The primary vision of the project was to create an urban village that brings together streets, sidewalks, pedestrian plazas and buildings that all work to enhance and blend in with the surroundings. By including brick streets and sidewalks, large street trees and ample lighting, the planners and designers created a sense of warmth and human scale environments for pedestrians. Designed around the focal point of the Nationwide Arena, the Streetscape Plan establishes a network of streets and open spaces that connect the unique sports and entertainment features of the district.

The overall district aesthetic is enhanced by careful, thoughtful selections of site materials, furnishings, custom lighting, and environmental graphics. Design standards were established for the roadways, sidewalks, finish grades and materials throughout the project site. Restored historic bricks were re-purposed to pave Ludlow Alley, a narrow pedestrian-only area that is home to numerous clubs, bars and other nightspots. The full scope of design services were performed from initial master planning to design and implementation.

Outcomes

- \$1 Billion in private investment since master plan implementation

CLIENT	Nationwide Realty Investors
CONTACT	Brian Ellis, President
PHONE	614.857.2331
YEAR	2000

M-1 WOODWARD AVENUE TOD PLAN AND CODE

Oakland County, Michigan

MKSK



CONCEPT PLAN GUIDES FIVE COMMUNITIES ON ADAPTING ALL MODES OF TRANSIT

In anticipation of enhanced bus rapid transit service that is planned along Woodward Avenue in Detroit, Brad Strader assisted a joint effort by five cities to plan a land use redevelopment pattern to complement "premier" transit service into Southern Oakland County. This "pre-planning" document included an audit of comprehensive plans and zoning ordinances to identify changes toward a unified transit vision for the corridor.

Using Brad Strader's experience on both land use and transit planning, transit nodes around potential transit stations were identified. A concept plan to illustrate areas where density should be concentrated, with transition areas to protect the

single-family neighborhoods was created. A model TOD overlay code was prepared with instructions on how each community can adapt it. Finally Brad Strader contributed his Complete Streets experience to outline ways to transform the right-of-way to be more supportive of transit, walking and biking.

Demonstration of the commitment to changing land use regulations to be more transit friendly was an important factor in the next step, which led to recommendation for a bus rapid transit system for Woodward Avenue. Our planning team helped lead that evaluation and community engagement process for the Regional Transit Authority.

Personal experience of Brad Strader

CLIENT	Woodward Avenue Action Association (former)
CONTACT	Heather Carmona, Executive Director
PHONE	248 867 1346
YEAR	2014

Project Location:
Detroit, Michigan

Client:
City of Detroit
Traffic Engineering Division
2633 Michigan
Detroit, MI 48216

Tucker, Young, Jackson, Tull Inc.
565 E. Larned, Suite 300
Detroit, MI 48226

Client Contact:
Manilal Patel
313-628-5601

TYJT
Al Schneider, PE
313-963-0612

Parsons Contract Value:
\$22,240

Start Date:
2006

Completion Date:
2007

Key Staff:
Joseph Marson, PE, PTOE
Project Manager

Steve Myers
Sr. Designer/Drafter

Parsons conducted traffic analyses and geometric services for approximately 1.25 miles of the Livernois corridor between I-96 and Davison in the City of Detroit as part of a team with TYJT, Inc. Livernois Road was a wide roadway (7 lanes plus parking) for which it was the City's desire to create a boulevard to manage access and improve safety as a result of prior crash studies

Improvement of pedestrian access and safety across this highway were major considerations. Parsons completed field investigations and study of traffic patterns/movements to optimize access to abutting properties, evaluated bus and truck needs in terms of access and turning ability, completed signal warrant studies, developed a concept plan for the proposed boulevard-type median that considered safe pedestrian crossing locations and business access, and developed a traffic simulation model to compare existing and proposed operations as well as identify any projected operational issues. Parsons completed additional crash analysis to update and confirm prior analysis done by the city. TYJT then carried the concept plan through design.



Contract Number:
648149

Project Location:
Lafayette, Indiana

Client:
City of West Lafayette
222 N. Chauncey Avenue
Room 102
West Lafayette, Indiana 47906
(765) 775-5130

Client Contact:
David Buck, Public Works Director
(765) 775-5130
dbuck@westlafayette.in.gov

Owner:
Purdue University
401 S. Grant Street
West Lafayette, Indiana 47907
United States

Owner Contact:
Don Peterson, Managing Director
(765) 496-8335
drpeter@purdue.edu

Parsons Current/Final Contract Value:
5,766,000

Parsons Value (Firm Cost):
5,766,000

Start Date:
01/15/2015

Completion Date:
03/10/2016

Parsons Contract Relationship:
Sole Prime Contractor

Key Staff:
Mark D. Perron, P.E.
Project Manager

Eric J. Tripi, PE, PTOE
Lead Traffic Engineer

Jeffery Morden, EIT
Traffic Engineer



The State Street Redevelopment Project consists of eight sections involving construction of new roundabouts, travel lanes, bicycle lanes and multi-use paths, storm sewers, new roadway alignments and other improvements to enhance the University City Village and Downtown districts. The project goals include 1) increase safety for pedestrians and drivers throughout the University and City; 2) Construct new gateways into

the City and University that are in line with the Master Plans; 3) provide streetscape and pedestrian amenities to enhance community and campus resident cohesiveness; and 4) expand transportation infrastructure to accommodate planned and future growth of the City and University. The project is a main thoroughfare through Purdue University and West Lafayette, Indiana, which currently operates in a manner that prioritizes vehicular traffic and operates over other modes of travel and land development. This project is being advanced via a private-public partnership to design, construct, finance, operate, and maintain the project.



PROJECT UNDERSTANDING

The Old Woodward Corridor consists, in general, of portions of Old Woodward and Maple Road in the heart of Downtown Birmingham. Considerable planning and design efforts are underway through the direction of the City of Birmingham to enhance the entire right-of-way of these corridors from storefront to storefront and includes sidewalks, road configuration/width, intersections/crosswalks, bicycle facilities, lighting, plantings, furniture and other elements making a more attractive, welcoming and functional public domain for Downtown Birmingham. This effort has included input gathering from city departments, residents and property owners along the corridor. Additionally, considerable planning has been generated in the past that speaks to the corridor condition, including the Downtown Birmingham 2016 Plan, formulated in 1996, Birmingham Future Land-use Plan, 1980, Alleys and Passages Plan, 2012, Multi-modal Transportation Plan, 2013 and the Downtown Birmingham Streetscape Standards as adopted by the City Commission.

While the goals of each of these independent plans remain valid, their vintage and focus requires the revisiting of all, in connection to one another and the conditions of the day. The following scope of services intends to review/understand the detail and intent of each, work closely with city staff to evaluate findings/recommendations of each for current application, thoroughly analyze concept street plans for the corridor, engage the public through Open House sessions and, ultimately, compose a coordinated, Comprehensive Corridor Plan which accounts for all plan, staff and public input. Attractive, descriptive and accurate to-scale graphics are to be produced to sufficiently communicate the design intent to all audiences. It is intended that this plan is the basis for construction/physical development of the corridor moving forward... the one, single guide. Based on this understanding of the project, we propose the following Scope of Services:

SCOPE OF WORK

TASK 1 KICK-OFF

- 1.1 Conduct a Kick-off Meeting with City to discuss the approach, schedule of production, preliminary design thoughts, establish communications protocol, clarify the issues/goals for the project and establish Multi-modal Task Force of key stakeholders with representation from the various city departments, key property/business owners, and others to be determined by the city.
- 1.2 Conduct a corridor "walk-through" by the Design Team to view and discuss corridor issues. Prepare general assessment of existing site conditions, identify issues/problem areas, opportunities and constraints. Assessment will focus on key corridor systems including:
 - a. Adjacent building arrangements and spaces (doors, outdoor dining/retail areas, service
 - b. Vehicular circulation relative to lane configurations, access to destinations including parking lots/structures and service areas
 - c. On-street parking and seasonal parklets and outdoor seating in the right-of-way

- d. Lighting and signal systems
 - e. Amenities and natural features such as major trees and plantings
 - f. Pedestrian/Bicycle Circulation and Crosswalks
 - g. Current drainage facilities
 - h. Visibility
 - i. Community connection issues/opportunities
 - j. Wayfinding to parks, library, parking structures, farmers market, etc.
- 1.3 Meet with city staff, and others as deemed germane to the long-term function and upkeep of the corridor, to fully understand their thoughts at the beginning of the design process.
- 1.4 Gather street and utility plans in CADD form, surveys and development plans of surrounding properties and any other pertinent information provided by the city. Photo inventory of key corridor sections and details as necessary.
- 1.5 Assess apparent safety deficiencies and areas of concern.
- 1.6 Create base plans to act as the basis for moving forward with future conditions planning. This proposal assumes that the recently prepared preliminary street plans commissioned by the city July 2016 are of sufficient quality and accuracy to serve as these base plans and may be augmented by the design team as may be necessary to include other corridor issues. Additional and more detailed site survey information, including overhead and underground utilities may be required.

Deliverables:

Base plan, meeting minutes, Issues & Opportunities assessment with plans, photo images, analysis in plan form, presented in PowerPoint format with hardcopies made available.

Schedule:

October 5, 2016

TASK 2. CORRIDOR DESIGN

- 2.1 Conduct extensive review of each of the above-mentioned planning documents and the recently prepared preliminary street plan. Specific attention to be paid to the following:
- a. Vehicle lane design and function – Capacity for vehicles will be reviewed while at the same time incorporating pedestrians and transit needs.
 - b. Intersection design incorporating complete streets best practices for pedestrians, bicyclists and transit users – Opportunities to reduce pedestrian crossing lengths will be evaluated, storage lengths for turn lanes will be reviewed.
 - c. Sidewalk design – In addition to maximizing the sidewalk space and usage, ADA requirements will be reviewed to assure requirements are met.
 - d. Crosswalk design and placement – The provision of visible and properly designed crosswalks will be noted.
 - e. Alley and passage system – The Alleys and Passages Plan will be reviewed and recommendations incorporated.
 - f. Bicycle facilities – Review the Multi-Modal Transportation Plan to look for opportunities to incorporate bicycle facilities.
 - g. Transit facilities – Transit stop locations (including bikeways and bike parking) will be evaluated and enhanced where possible. This could include provisions for access to the planned Woodward Avenue bus rapid transit station.
 - h. On-street parking – Opportunities opportunities to make the best use of the area between the curbs including parking, loading and seasonal outdoor dining will be evaluated. Research will be conducted on what other similar communities are doing and then compared to preliminary plans.
 - i. Street lighting and street furnishings
 - j. Street trees and landscaping including potential for low impact design and plantings.
 - k. Signage – Traffic signage will be reviewed and where possible minimized to reduce clutter. We will review the city's wayfinding plan and current wayfinding system.
- 2.2 Prepare draft Comprehensive Maple and North Old Woodward Corridors Plan which accommodates elements described above, and works together with buildings, infrastructure and meets the design and functional recommendations of the City's master plan.
- 2.3 Assemble "best practices" imagery of other significant and desirable street environments plus individual street elements such as pavements, plantings, signs, furniture, etc., to help communicate design intent.

- 2.4 Review meeting with Multi-modal Task Force to present initial designs, solicit comment, and prepare for public open house.

Deliverables:

Streetscape plans, best practices imagery presented in PowerPoint format and hardcopies.

Schedule:

October 26, 2016

TASK 3. PUBLIC OPEN HOUSE

- 3.1 Conduct public open house meeting to inform them of the scope of the project, review the goals of the corridor enhancement project and solicit their early opinions on design direction.
- 3.2 Summarize findings/results of the public open house and review with Multi-modal Task Force for their concurrence and direction.

Deliverables:

Graphic plans and draft perspective drawings, Meeting minutes/summary

Schedule:

November 2, 2016

TASK 4. FINAL DESIGN

- 4.1 Refine corridor design and specific design criteria for entire corridor and sub-areas from comments received above, and more detail for three agreed upon typical segments as noted in the RFP.
- 4.2 Identify preliminary materials and amenities that include hardscape materials, planting, lighting, signage, utilities, street furniture, and other critical features, yet to be identified, that are in keeping with the above findings.
- 4.3 Prepare graphic plan and illustrations such as sections, enlarged plans and supporting design criteria, if necessary.
- 4.4 Conduct meeting with Multi-modal Task Force and two (2) public presentations to city boards and commissions to present the preferred direction of the final design plan.
- 4.5 Prepare compendium document in PowerPoint format including Comprehensive Plan, supporting graphics, details and documentation of process including alternate concepts

Deliverables:

Corridor-wide plan of Old Woodward from Oakland to Landon, Maple Road from Southfield to Woodward, both in hard copy and digital form, color rendered "segment" area plans with one at Maple and Old Woodward, two others as selected by the committee during design, compendium document of intermediate drawings, notes, images along with reduced versions of the above segment plans design criteria for each specific street element presented in PowerPoint format with hardcopies made available.

Schedule:

November 10, 2016 - Compendium/drawings submission

November 21, 2016 - Public presentation

ADDITIONAL SERVICES

The following listing includes service provision opportunities additional to the base Scope of Work that may be deemed important and necessary by the city and appear in no particular order. We would review options for additional services at the kickoff meeting and again after reaction to the concepts from the public and officials.

1. Detailed traffic analysis and evaluation of changes to traffic and pedestrian signal timing or types of control.
2. Advancement of preliminary documents to/thru final design/construction documentation (given aggressive schedule, this team continues uninterrupted thru construction)
3. Final design for streetscape elements (sidewalk environments only) to augment engineering plans by others. (a subset version of the above option)
4. Advanced public process, past the single open house
5. Update of street standards document
6. Architectural façade design guidelines
7. Advanced district parking study
8. Evaluate the city's parklet standards
9. Additional meetings with city staff or boards and commissions

Our proposed fees for the completion of the Old Woodward Corridor in Downtown Birmingham is based on our current understanding of the project. We propose a lump sum, not-to-exceed fee of \$72,537.00 as noted below by general task and firm. We anticipate discussions with the client team towards the development of a final agreed scope of services and fees based on your priorities and funding.

	MKSK	PARSONS
TASK		
1. KICK-OFF	\$11,000	\$1,201
2. CORRIDOR DESIGN	\$15,000	\$6,303
3. PUBLIC OPEN HOUSE	\$10,000	\$716
4. FINAL DESIGN	\$23,000	\$3,751
Base Fee	\$59,000	\$11,971
REIMBURSABLE EXPENSES* (Travel, Mileage, Equipment, Materials, Printing, Supplies, etc.) *billed at direct cost plus a 15% administrative charge	\$1,504	\$62
TOTAL PROPOSED PROJECT FEE		\$72,537

TEAM HOURLY RATES

NAME	HOURLY RATE	FIRM / ROLE
Brian Kinzelman, FASLA, AICP LEED AP	\$190	MKSK / Principal-in-Charge, Project Manager
Brad Strader, AICP PTP	\$190	MKSK / Senior Transportation Planner, Deputy Project Administrator
Jelf Pongonis, PLA ASLA	\$190	MKSK / Design Principal
Caitlin Malloy-Marcon	\$140	MKSK / Project Planner
Matt McGrath, PLA ASLA LEED AP	\$155	MKSK / Project Landscape Architect
Matt Manda, PLA ASLA	\$140	MKSK / Project Designer
Niels Braam	\$115	MKSK / Environmental Graphic Designer
Eric Tripi, PE, PTOE	\$179.08	Parsons / Engineering Project Manager
Joseph Marson, PE, PTOE	\$166.58	Parsons / Senior Engineering Advisor
Catherine St. Pierre, PE, PTOE	\$94.40	Parsons / Lead Geometric Designer
Jeff Morden, PE	\$71.37	Parsons / Traffic Engineer
Renell Apacanlis	\$88.04	Parsons / Project Administration

ATTACHMENT F:

**ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM
FOR OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM**

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

Brian P. Kinzelman

9/26/16

**PREPARED BY
(Print Name)**

DATE

Principal

9/26/16

TITLE

DATE



bkinzelman@mkskstudios.com

AUTHORIZED SIGNATURE

E-MAIL ADDRESS

MSK2 LLC (dba MKSK)

COMPANY

462 South Ludlow Alley

(614) 621-2796

ADDRESS

PHONE

N/A

N/A

NAME OF PARENT COMPANY

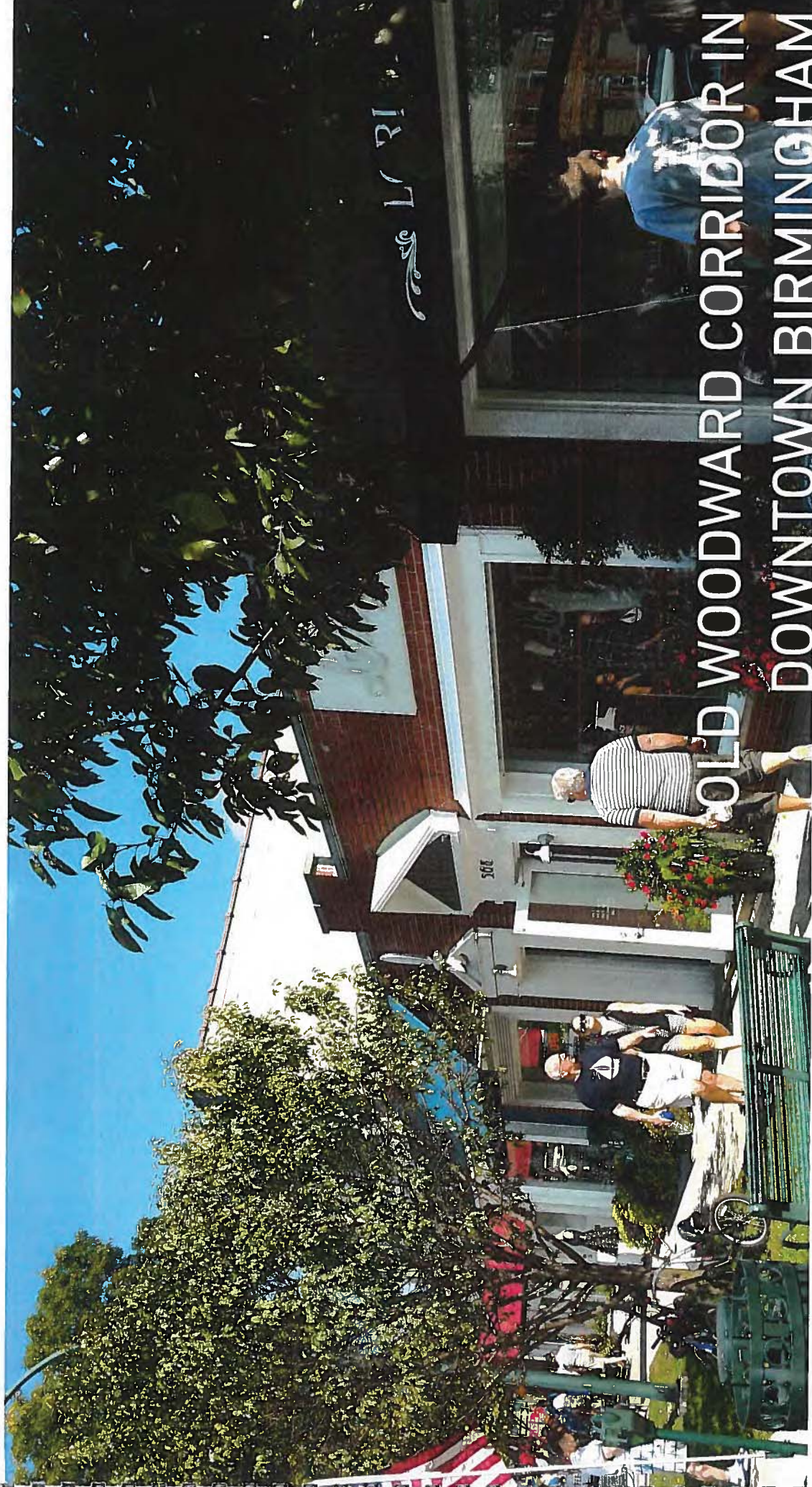
PHONE

N/A

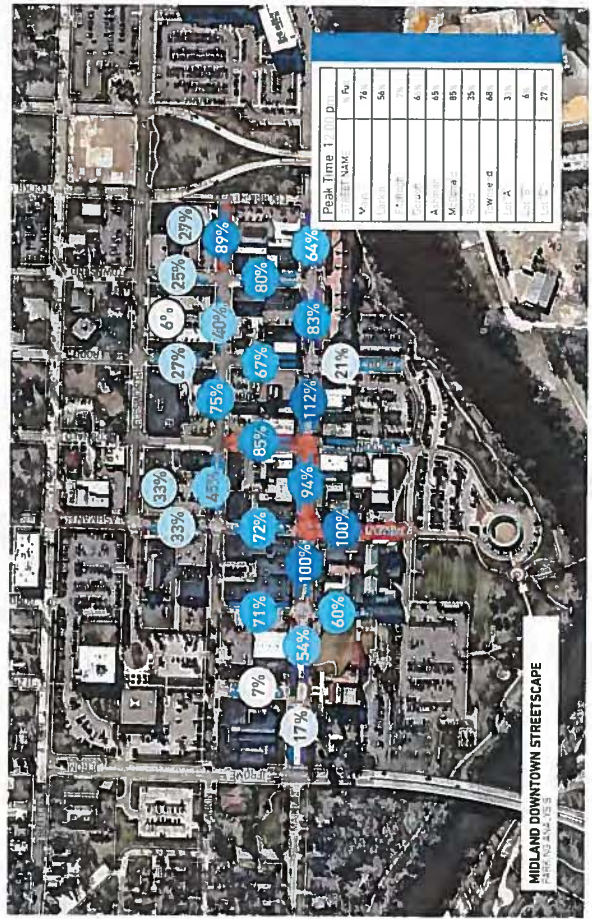
ADDRESS

45-3413259

TAXPAYER I.D.#



PORTIONS OF SAMPLE PLANS, EXAMPLE WORK PRODUCT & RENDERINGS
MKSK



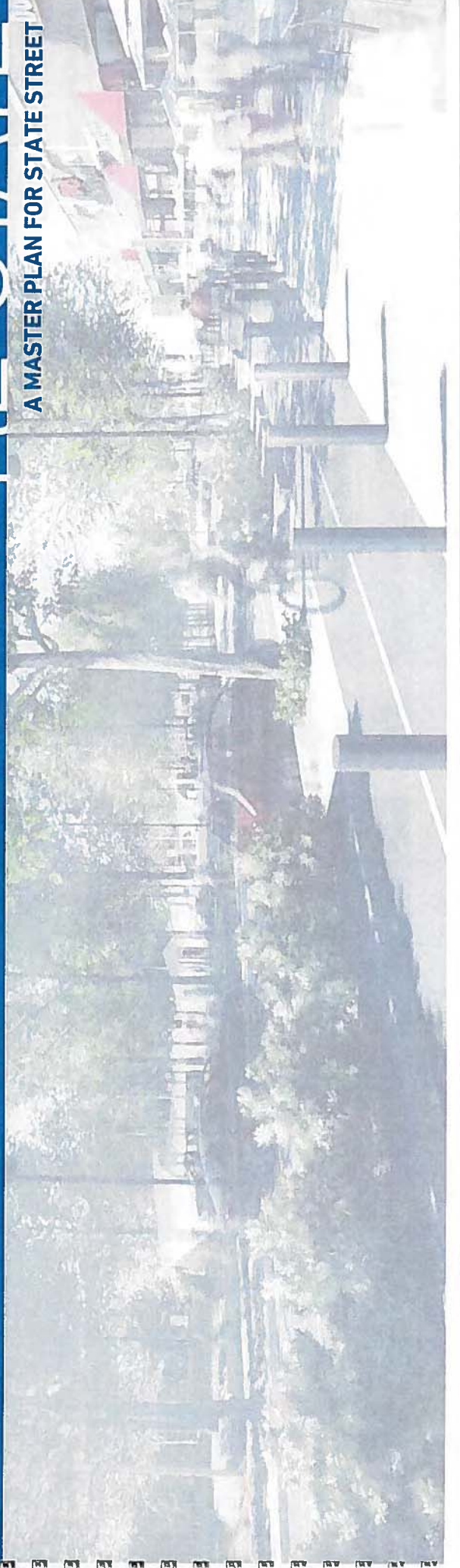
MAIN STREET

PREFERRED ALTERNATIVE

RE-IMAGINE
RE-INVEST
RE-MAKE

RE-STATE

A MASTER PLAN FOR STATE STREET



INTRODUCTION

RE-STATE is a vision and strategy seeking to **RE-IMAGINE, RE-INVEST, and RE-MAKE** State Street through Downtown West Lafayette, Purdue University, and a newly opened western gateway. It is a commitment to a new State Street – as a place where people want to live, work, and play – connected to recreational, educational, natural, and cultural assets; connected to neighborhoods and transportation networks; and most importantly, connected to the heritage, character, and people of West Lafayette and Purdue University. This is a shared vision, crafted in 2014 by the City of West Lafayette, Purdue University, the Purdue Research Foundation, and community residents and business owners, facilitated by consultants MKSK.



Because State Street is no longer a state highway and is now City-owned, we can create OUR street, one that favors resident, business, student, and visitor needs over highway transportation objectives, addresses modal disparities, encourages economic development, and establishes a true sense of place and center to the City – a long-needed downtown West Lafayette. As an outcome, we anticipate transformational implementation to include: thriving, vibrant

and economically diverse commercial districts that withstand the cyclical nature of the academic calendar; thoughtful integration of all modes of travel – vehicular, pedestrian, bicycle, and transit; a cohesive street character that is of West Lafayette; distinct identifiers for the special districts along State Street; a continuous tree canopy supporting social, environmental, and economic vibrancy; and creative use of green infrastructure tying to both functional and placemaking aspects of the street.

Within the initial phases of the project, a consistency emerged among consensus-building sessions. Commonly heard comments and concerns about challenges and opportunities were synthesized with team impressions and then identified and categorized as “Eight Themes”.

These themes were presented in subsequent consensus-building sessions as “what we’ve heard”. The intent with this phrasing was to check that we were “on the right track”. Positive feedback from these sessions solidified these “Eight Themes” as the foundation for the work to follow.

There persists a lack of identity in the City of West Lafayette and, in varying degrees, the districts along the corridor as well.

This plan begins to establish those identities by recognizing three main vistas along the State Street corridor: the Downtown District, which encompasses both the Bluff and Village Districts on the east end; the University District; and finally, the emerging Eastern District to the west.

Implementation of proposed changes may be phased to align with other transportation projects throughout the City. It is thought that certain portions of the street could be re-constructed soon and as funding allows.

Investing in the transformation of State Street encourages new development opportunities along the corridor where market data suggests current unmet demand. In concert with a new State Street, new development will help to create a vibrant, economically diverse corridor with a strong sense of place – a Downtown West Lafayette.

EIGHT THEMES

01 OF THIS PLACE
CONTEXT-APPROPRIATE SOLUTIONS AND AN INCLUSIVE PROCESS



02 YOU ARE HERE
A DOWNTOWN WEST LAFAYETTE EMBRACING REINFORCING, AND STRENGTHENING DIVERSE DISTRICTS



03 COLLABORATION
A COMMON VISION BETWEEN THE CITY, PURDUE, AND PURDUE RESEARCH FOUNDATION



04 COHESIVENESS
MORE CONSISTENCY FROM DISTRICT TO DISTRICT



05 STREETS FOR ALL
INTEGRATION OF ALL TRAVEL MODES - PEDESTRIAN, BIKES, CARS AND BUSES



06 OPEN SPACE & TREE CANOPY
WELL-CONNECTED SIGNIFICANT OPENS SPACES AND A STRONG URBAN STREET CANOPY



07 VIBRANCY
THRIVING AND ECONOMICALLY DIVERSE MIXED-USE DISTRICTS



08 GOING GREEN
ENVIRONMENTALLY RESPONSIBLE INFRASTRUCTURE



CHARACTER + IDENTITY

GATEWAY DISTRICT
(AVIATION, TRANSPORTATION, RECREATION, CULTIVATION)

4 LANES*
2 TRAVEL LANES EACH DIRECTION WITH MEDIAN
2 TURN LANES WITH RECREATION
* MAY INITIAL BEST EACH DIRECTION WITH MEDIAN

8' BICYCLE PATH

8' SIDEWALKS/MULTI-USE PATH

TREES IN LAWN

UNIVERSITY DISTRICT (COLLABORATION, DISCOVERY, ACTIVITY HUB)
PURDUE UNIVERSITY MASTER PLAN, PRINCIPLE 2: ESTABLISH STATE STREET AS COLLABORATIVE CENTER
STATE STREET MUST BECOME A LINEING FEATURE AT THE HEART OF STUDENT AND ACADEMIC LIFE RATHER THAN A CAMPUS DIVIDER

2 LANES
1 TRAVEL LANE EACH DIRECTION
TURN LANES WHERE NECESSARY

8-10' BICYCLE PATH

10-12' SIDEWALKS

TREES IN LAWN

TREES BETWEEN BIORETENTION CELLS

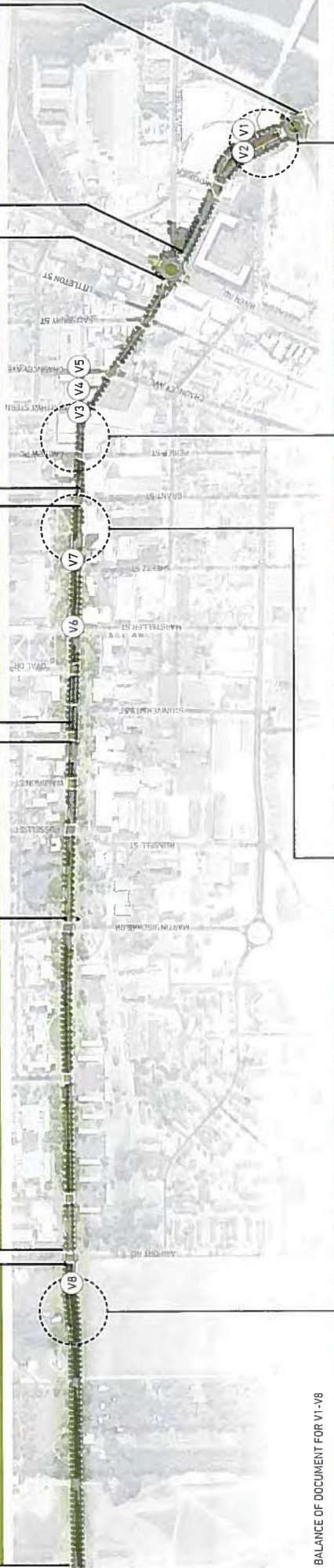
DOWNTOWN WEST LAFAYETTE (VILLAGE + RIVERFRONT DISTRICTS)
RIVERFRONT DISTRICT VALLEY HYDROLOGY
TOPOGRAPHY + GEOLOGY

2 LANES
1 TRAVEL LANE EACH DIRECTION
TURN LANES WHERE NECESSARY

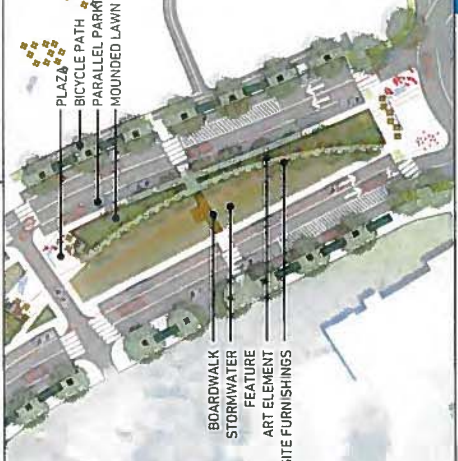
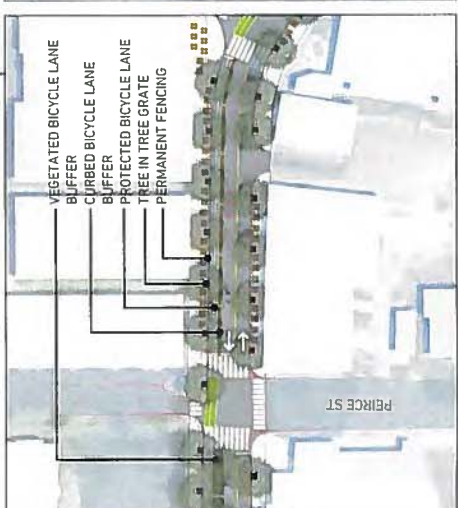
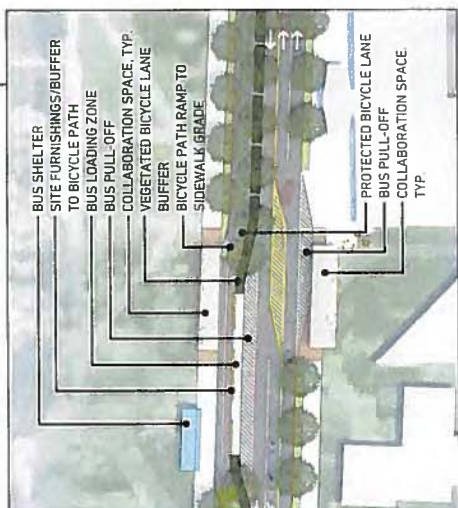
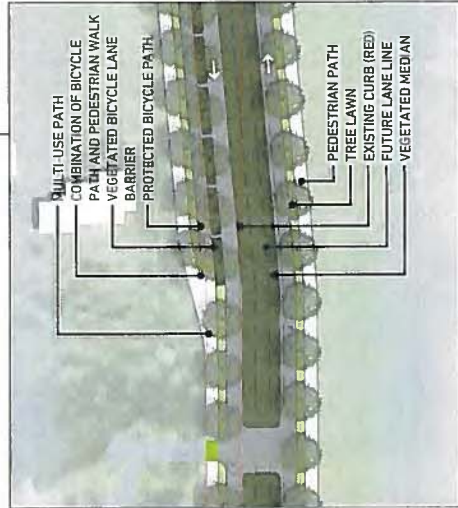
8' BICYCLE PATH

11-14' SIDEWALKS

TREES IN GRATES



* SEE BALANCE OF DOCUMENT FOR V1-V8



CHARACTER + IDENTITY: DISTRICTS

RIVERFRONT DISTRICT: STREET CHARACTER

Dramatic changes to the Riverfront District address a number of existing challenges. Reconfiguring this segment of State Street to make space for a boulevard, widening sidewalks for outdoor dining and display space, running the bicycle path between the widened sidewalks and parallel parking would activate and revitalize Wabash Landing.

The plan recommends changing Tapawingo Drive's signalized intersection to a roundabout and creating a new boulevard and park space in place of the surface parking lot in front of Wabash Landing. This configuration will place thousands of daily westbound vehicular travelers at the front doors of existing Wabash Landing shops and businesses



RIVERFRONT DISTRICT: IDENTITY + PLACEMAKING

The boulevard is envisioned as a passive open space, expressive of natural riverine attributes: geology, hydrology, ecology, and topography. It is seen as an opportunity to promote connectivity to the river, wellness through new trail and path systems, social interaction within new gathering spaces, and economic development at its edges

The boulevard is proposed to include a productive landscape – a space dedicated to managing stormwater runoff from the street and sidewalks, gathering areas, walkways undulating landform, stone outcroppings, and a potential Welcome Center at the east end of the boulevard. Meaningful, commissioned public art is envisioned as an integrated element reinforcing the character and identity of this space



CHAUNCEY VILLAGE DISTRICT: STREET CHARACTER

Re-introducing two-way vehicular traffic, providing wider sidewalks, and safely integrating bicycle travel throughout the Chauncey Village District will correctively contribute to a more resilient the business district.

Proposed enhancements such as wider walks to accommodate outdoor dining and merchant displays, the bicycle path, and street trees help to create a comfortable multi-modal environment. These changes along with abundant new seating opportunities embrace the notion of vibrancy by providing places for people to meet, mingle, gather, and spend time in this unique urban environment.



CHAUNCEY VILLAGE DISTRICT: IDENTITY + PLACEMAKING

Integrated placemaking elements celebrate the wonderful attributes associated with the Village, new gathering spaces invite residents to visit more often and stay longer.

The proposed new gathering space at the Northwestern Avenue, South Street, and State Street intersection is one such element. It is envisioned that this space will be frequently programmed with live music, dance, and other visual performances that attract a diverse range of people and ages



5 MARSTELLER STREET TO OVAL DRIVE

EXISTING CONDITION



PROPOSED CONDITION



In front of Purdue's Memorial Mall, from Marsteller Street to Oval Drive, State Street today is a two-way, four-lane street with a center paved median. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present on the south side of the street.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by a proposed pedestrian actuated flasher at Oval Drive.
- » Future conversion to two-way vehicular travel on South Marsteller Street is anticipated; a full-access intersection is proposed. Oval Drive is anticipated to remain one-way southbound, but a left-turn from Oval Drive onto State Street is proposed.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

6 OVAL DRIVE TO MARTIN JISCHKE DRIVE

EXISTING CONDITION



PROPOSED CONDITION



Within campus, from Oval Drive to Russell Drive, State Street today is a two-way, four-lane street with a center paved median in most places. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present in a handful of areas.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, bioretention cells, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at Oval Drive, South University Street, and Waldron Street.
- » Future conversions to two-way vehicular travel on North University Street, Waldron Street, and Russell Drive is anticipated; full-access intersections are proposed.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

7 MARTIN JISCHKE DRIVE TO AIRPORT ROAD

EXISTING CONDITION



PROPOSED CONDITION



Within campus, from Russell Drive to Airport Road, State Street today transitions from a two-way, four-lane street to a two-way, two-lane street. This segment of State Street experiences moderate campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking. South of State Street, a two-way, off-street bicycle path exists in some places. Mature and newly planted street trees are present throughout this segment of State Street.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The planted barrier between the separated/dedicated bicycle path and vehicular travel lanes discourages random pedestrian crossings and encourages use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at some places.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

8 AIRPORT ROAD TO DEXTER LANE

EXISTING CONDITION



PROPOSED CONDITION



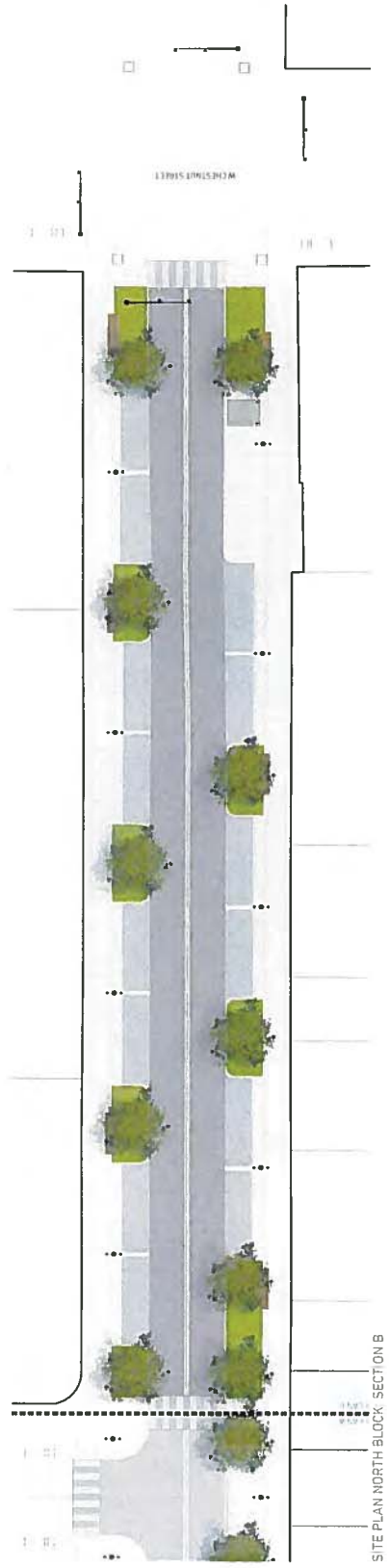
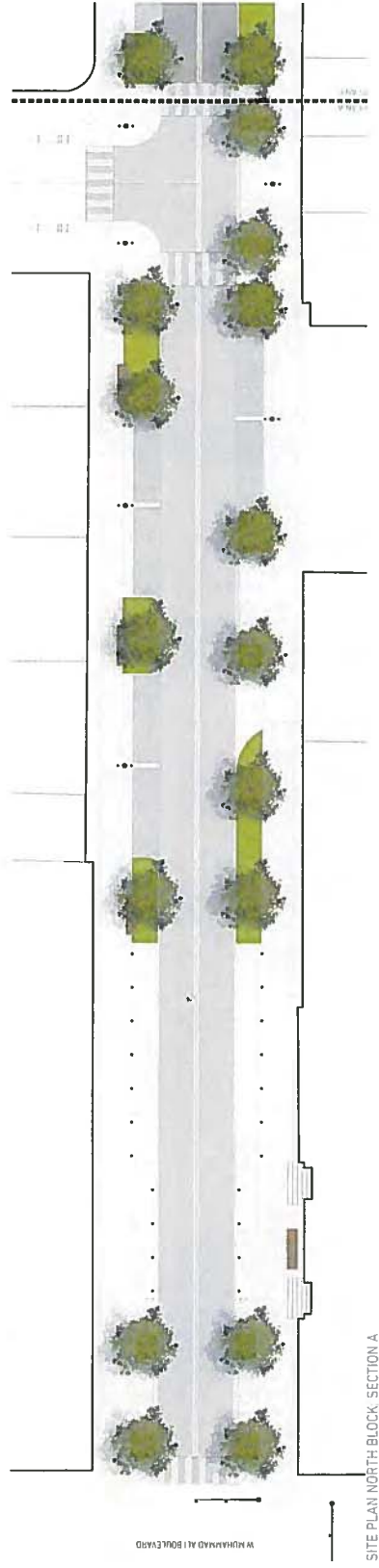
Beyond the campus core, from Airport Road to US 231, State Street today is a two-way, two-lane rural road with overhead utilities and open drainage ditches. This segment of State Street also lacks sidewalks and bike paths. Street trees are not present. The immediate future condition proposes:

- » Two vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » A wide planted median, wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a fully-functional street.
- » Between Airport Road and Dexter Lane, on the north side of the street, the proposed sidewalk and the separated/dedicated bicycle path merge to form a shared-use path that extends to US 231.
- » In this immediate condition, it is proposed that the outer curbs be set in their long-term positions.
- » The long-term future condition proposes:
 - » Four vehicular travel lanes, two in either direction with a left turn lane at key intersections.
 - » Paving needed for added travel lanes and turn lanes would be taken from the wide planted median, installed in the immediate future condition. A narrow planted median would remain where turn lanes are not necessary.
- » Refer to Street Trees/Green Infrastructure

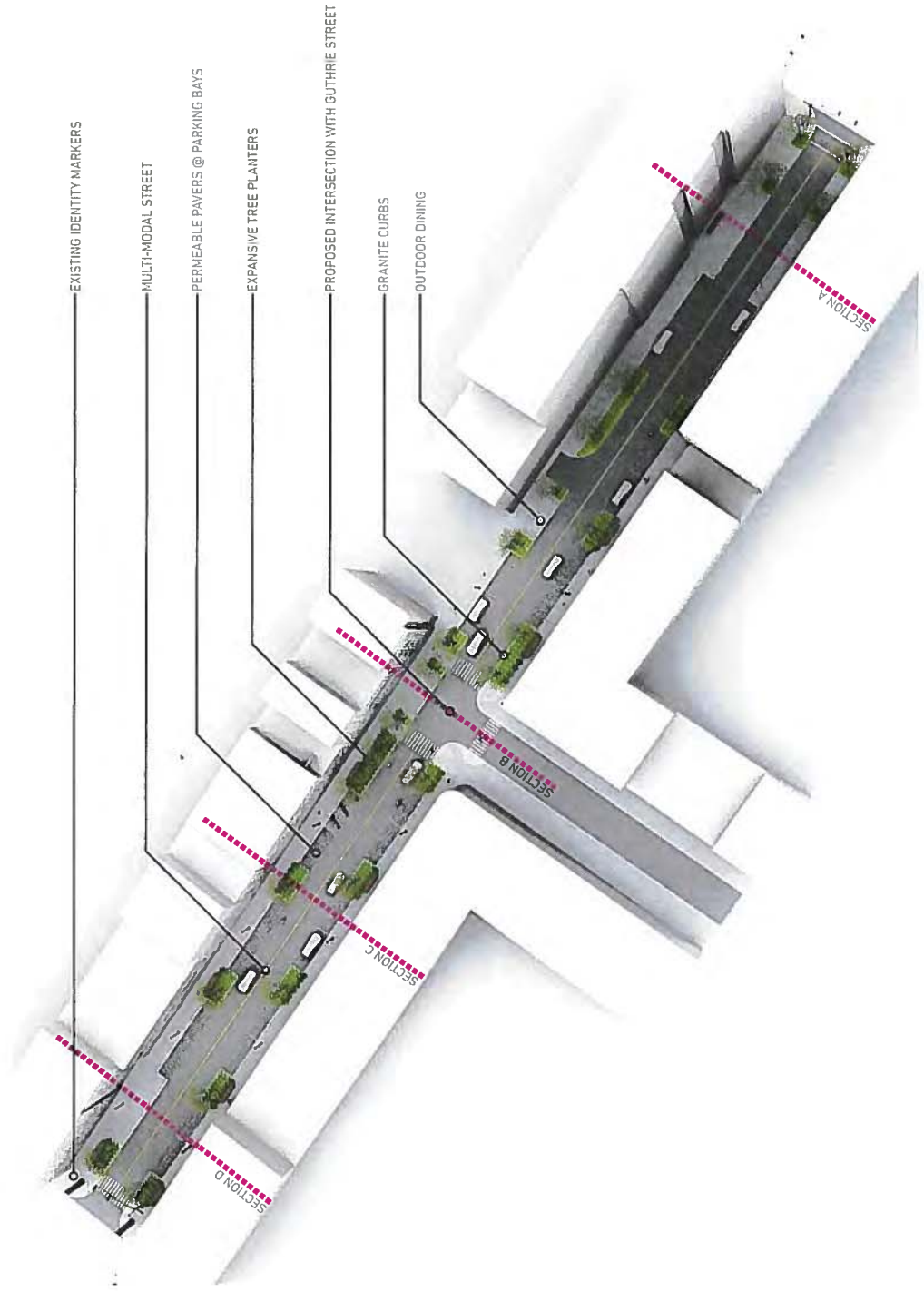
**SOUTH FOURTH STREET
CORRIDOR, LOUISVILLE KY**
LOUISVILLE DOWNTOWN DEVELOPMENT CORPORATION
URBAN DESIGN PRESENTATION
2013



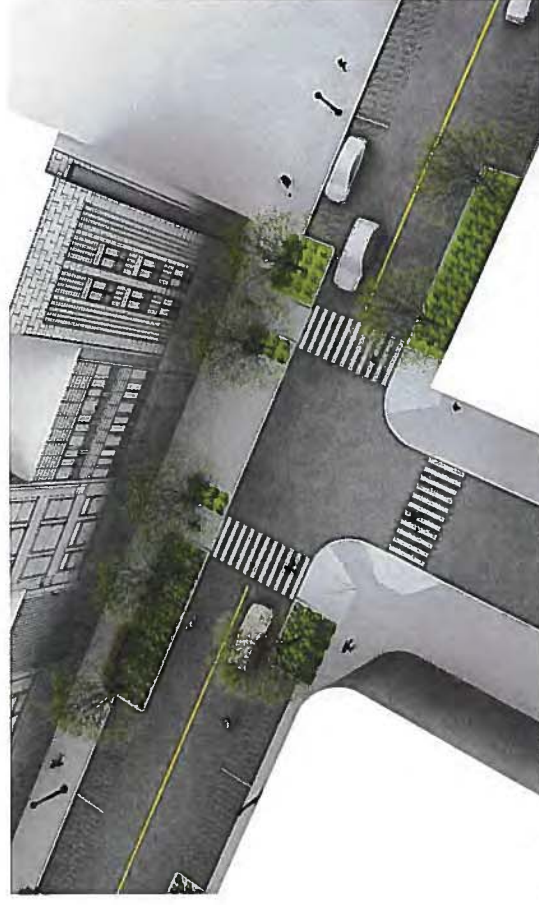
FINAL SITE PLAN RENDERING: NORTH BLOCK



FINAL PERSPECTIVE NORTH BLOCK



FINAL PERSPECTIVES NORTH BLOCK



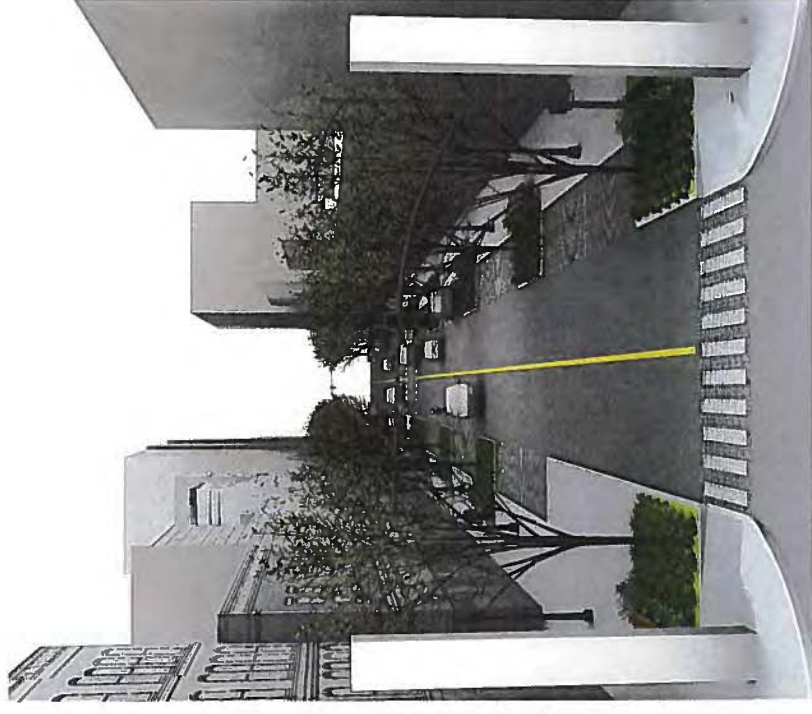
FUTURE INTERSECTION



LOOKING SOUTH 4° FUTURE GUTHRIE STREET INTERSECTION



LOOKING EAST 90° FUTURE GUTHRIE STREET INTERSECTION

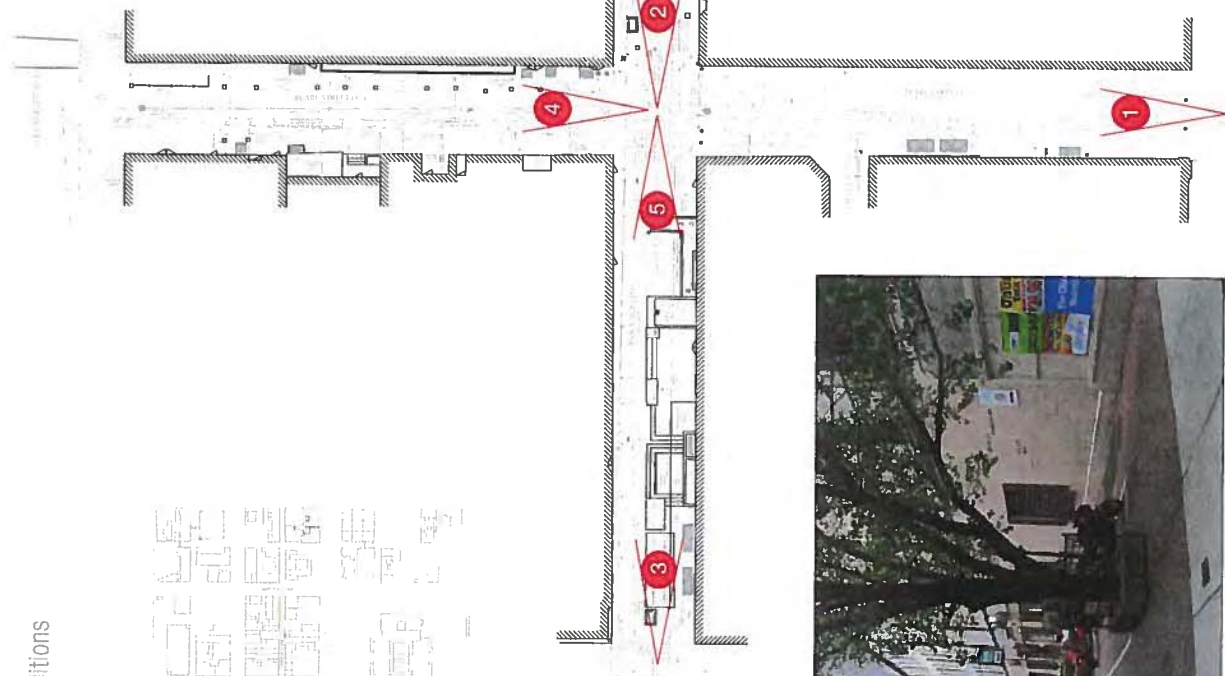


LOOKING NORTH 0° FUTURE GUTHRIE STREET INTERSECTION

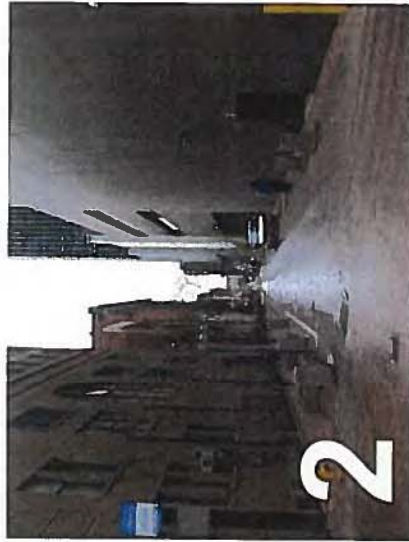
existing conditions



plan key



1



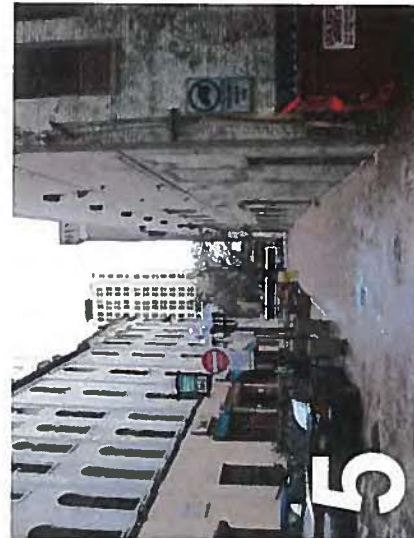
2



3



4



5



LYNN & PEARL ALLEY IMPROVEMENTS - COLUMBUS, OHIO - FEBRUARY 2013 - PEARL ALLEY LOOKING NORTH

INTRODUCTION

Purpose

The 2010 Downtown Columbus Strategic Plan identified 12 Ideas that could act as catalysts for future downtown development. One of those 12 Ideas was to explore narrowing Broad Street to enhance pedestrian activity and return this key corridor to its position as the most important civic street in the City. Following the adoption of the plan in July of 2010, a group of Broad Street property owners was convened by Jack Lucks and the boards of the Capital Crossroads and Discovery District Special Improvement Districts. Expressing interest in pushing the concept for Broad Street further, these groups commissioned this study to explore the possibilities of improvements to Broad Street.

This study will help to advance Broad Street improvements by addressing pedestrian functionality and overall aesthetics, narrowing roadway width and providing needed on-street parking while meeting the requirements of the roadway to continue to accommodate traffic and access to the properties along the corridor.

Background

Historically, Broad Street has acted as the civic spine for the City of Columbus. As such, Broad Street used to have a streetscape that reflected its importance. Today, Broad Street at eight lanes across is comparable in width to SR 315. While the mansions have been replaced by office towers, there is still an opportunity to restore the grandeur to this once majestic street.

It is no longer necessary for Broad Street to be eight lanes wide through Downtown Columbus. The I-70/I-71 improvements will remove ramp access to and from Broad Street, lessening its importance as an access corridor to those entering and leaving Downtown Columbus from the highway. Even before this change, Broad Street has been carrying fewer and fewer cars on a daily basis. In 1994 Broad Street served a daily average of 36,320 trips. In 2006 that number was 22,500. As a point of comparison, that is roughly the same amount of traffic that is served by Main Street in Bexley. While Broad Street will continue to be an important east-west connection, it is clearly time to put it on a "road diet."

Broad Street was originally designed with an esplanade and carriageway that reduced the width of the street to a more human scale. Previous proposals have suggested that Broad Street be retrofitted with medians to improve its civic presence. However, it may be possible to revisit the historic intent of Broad Street and, instead of creating a median that no one can use, develop a new linear system of green space that brings life back to the street and encourages reinvestment. Utilizing the same right-of-way that is available today, the initial concept for Broad Street from the Downtown Columbus Strategic Plan removes travel lanes to create additional space for pedestrians, bicyclists and landscaping on both sides of the street. How this initial idea performs in the context of urban constraints will be explored through this summary report.

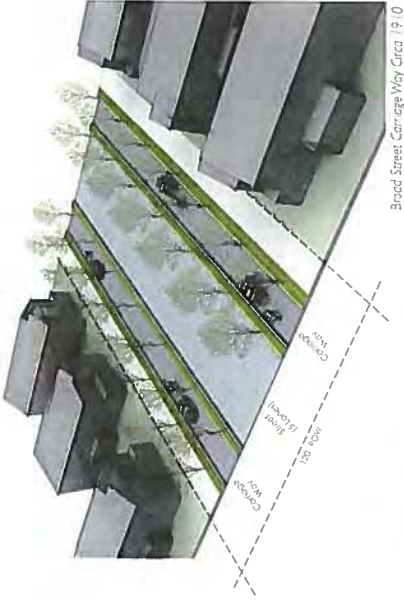
IT IS TIME TO PUT BROAD STREET ON A "ROAD DIET"



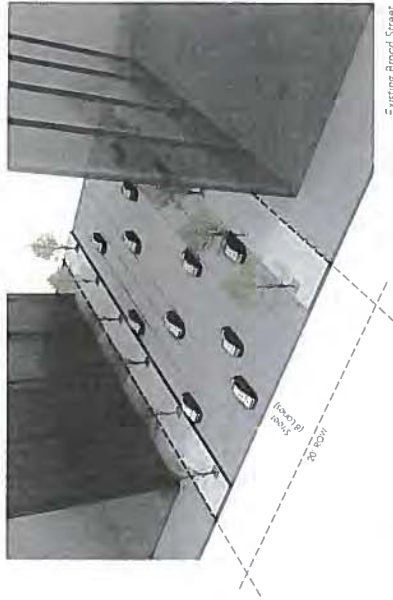
Broad Street Carriage Way Circa 1910

Public improvement went hand and hand with private enterprise, our principal thesis and leading thoroughfares began to assume that character of evenly graded, well-shaded and spacious premises which makes them the admiration of visitors. On Broad Street, for instance, had been set out four rows of trees, which now give it the appearance of a long and beautiful grove, through which is a rounded roadway in the center, four-three feet wide, a carriage-way on each side, twenty feet wide and neatly paved sidewalk flanking the street on both sides, one hundred and twenty feet wide.

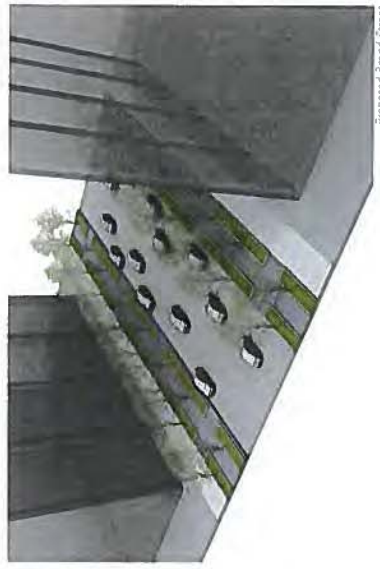
Columbus, Ohio, its history, resources and progress
Jacob Henry Butler
1873



Broad Street Carriage Way Circa 1910



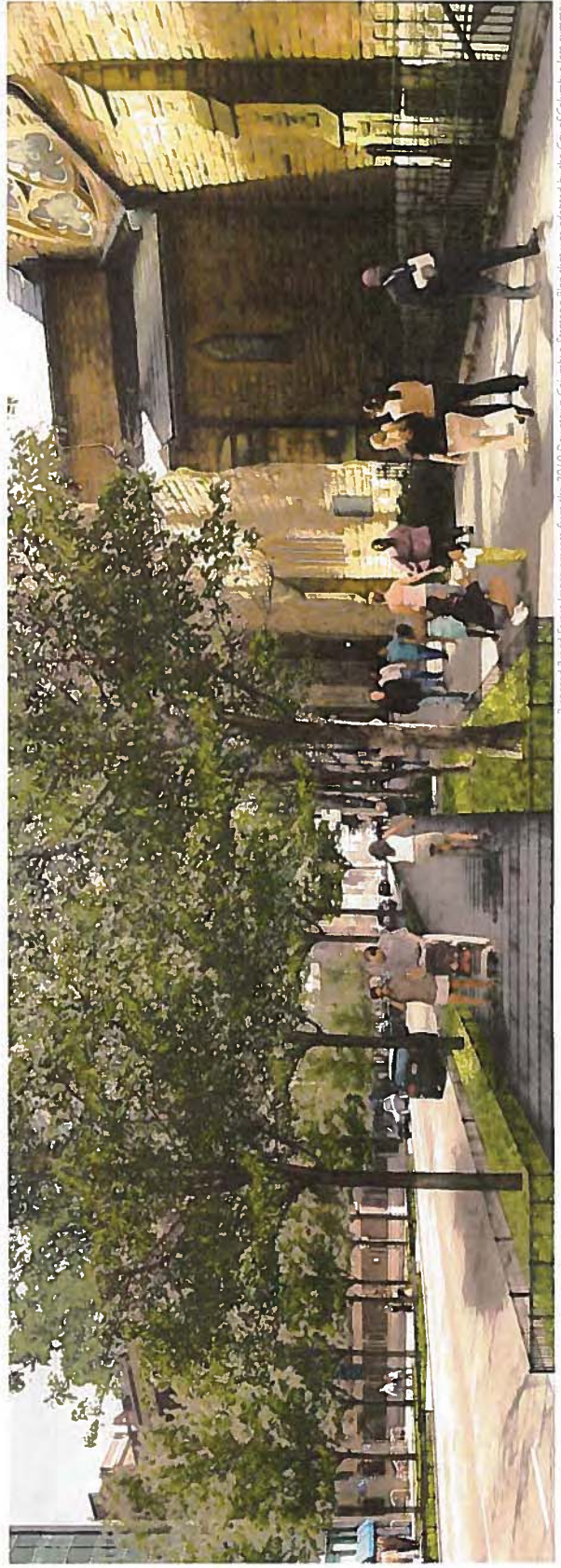
Existing Broad Street



Proposed Broad Street



Existing Broad Street



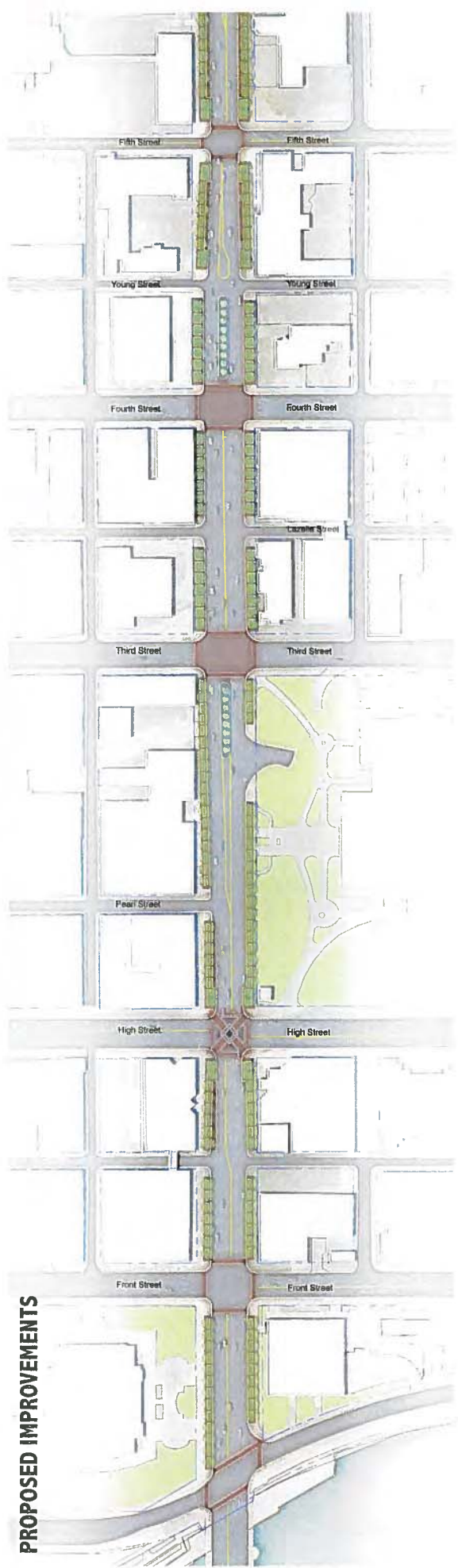
Proposed Broad Street Improvements from the 2010 Downtown Columbus Strategic Plan that was adopted by the City of Columbus last summer

CONCEPTUAL PLAN

The conceptual plan for Broad Street accomplishes the goals set out by project, although the improvements vary depending on traffic and space constraints. Along the corridor, a consistent streetscape has been established with tree planters and brick intersection treatments. Where possible, bump outs have been added to shorten crossing distances for pedestrians, add sidewalk space, and delineate dedicated on-street parking. In the new five-lane sections of Broad Street, crossing distance has been reduced from 80 feet to 54 feet. Thirty-three percent more sidewalk space has been added back to Broad Street and the amount of dedicated on street parking has increased from approximately 21 spaces to 167 spaces. In addition to these pedestrian improvements, traffic operations and access have been improved to allow turns that were previously forbidden at most intersections. Given the bike infrastructure planned for Spring, Long and Town streets, sharrows have been proposed for Broad Street that will connect with the bike lanes planned for the new Collector Distributor roads as part of the I-70/I-71 improvements.

The improvements vary from one end of Broad Street to another. Starting at Front Street, one lane has been removed from the street section to allow for needed turn movements on Front Street. This adds pedestrian space to the north side of the block. At High Street, dedicated on-street parking is introduced with bump outs that reduce the overall street section to five lanes. To facilitate both pedestrian and traffic movement, Broad and High has been designed as a "scramble" intersection that has a pedestrian-only cycle that allows pedestrians to cross in all directions. Full turning movements are also allowed.

PROPOSED IMPROVEMENTS



Proposed "Scramble" intersection for Broad and High would allow pedestrians to cross in all directions.

This five lane section transitions to six lanes to allow for turn movements at Third Street. Due to traffic constraints and needed turn lanes, today's eight-lane section is maintained between Third and Fourth Streets. This is transitioned back to a five-lane section with dedicated on-street parking by Fifth Street. From Fifth Street to Jefferson Avenue, this five-lane section with dedicated on-street parking continues and represents the heart of the Broad Street improvements.

The final width of the Broad Street bridge at I-71 will determine the overall length of this five-lane section condition. If the bridge is narrowed to six lanes, the planned improvements can be implemented. If the bridge needs to stay at eight lanes as it is today, the five lane section will have to transition back to a seven-lane section after Washington Avenue.

OVERALL PROJECT BENEFITS

- Increase in pedestrian space along length of Broad Street **35%**
- Crossing distance reduced from 80 feet to **54 feet**
- "Scramble" intersection proposed for Broad Street and High Street that has a pedestrian-only light cycle and allows crossing in all directions at once.
- Dedicated on-street parking increased from 21 spaces to **167 spaces**
- Full turns movements are allowed at most intersections

August 26, 2008

Downtown Streetscape Master Plan

Lexington, Kentucky

Lexington-Fayette Urban County Government (LFUCG)

Standard Intersection - Triangle Park Entertainment District

Typical Design for Intersections at:

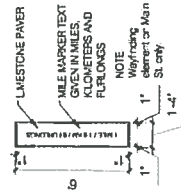
- + Broadway & Short
- + Broadway & Main
- + Broadway & Vine
- + Broadway & High

Typical Design for Sidewalks along:

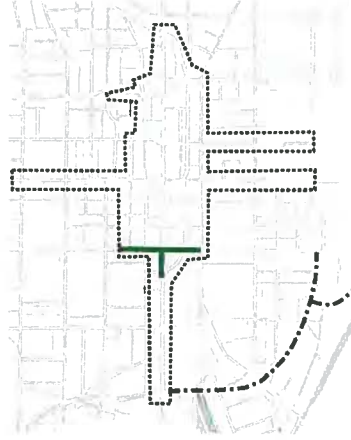
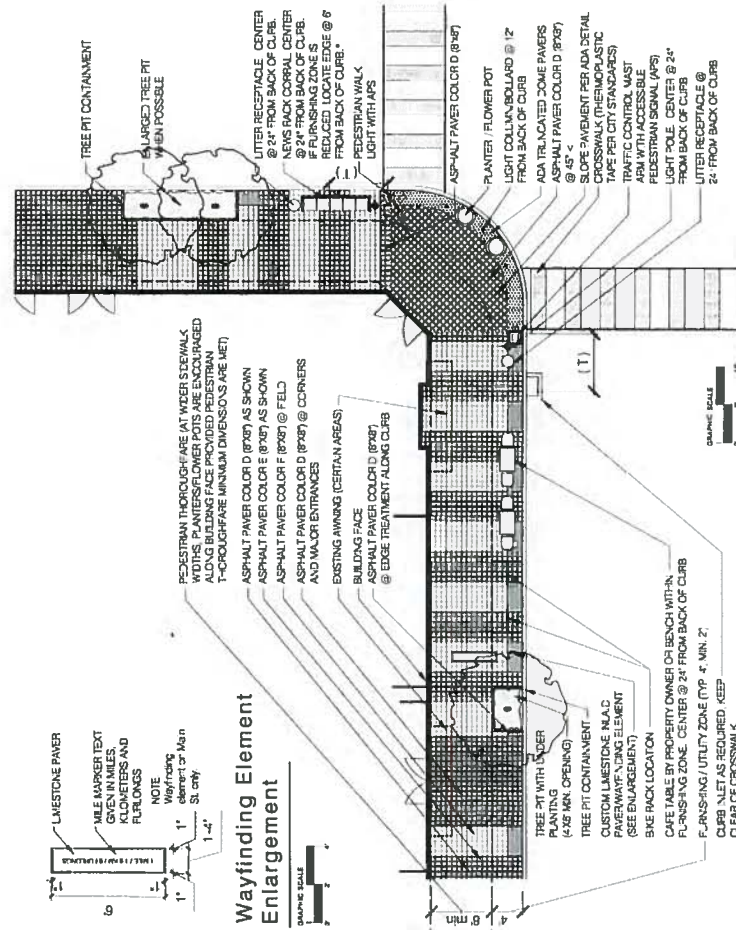
- + Both sides of Broadway from 60' to 75' north of Short to +/- 25' to 30' south of High.
- + North side of Main Street between Algonquin and Broadway. New south side sidewalk is proposed along Main just east of W. Vine loop to Broadway.
- + Potential drop-off, south side of Main between W. Vine and Broadway (includes 6 bollards).
- + Vine and Broadway (includes 6 bollards).
- + Potential plaza between Triangle Park Fountain Wall and Lexington Center (in lieu of Vine Street).

Notes:

1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
 2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
 3. At shared curb ramp, strategically place planters and bollards to direct pedestrian movement toward crosswalks while leaving ramp sides and landings clear.
 4. See Streetscape Design Standards for street furniture information (i.e. News rack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters, Street Trees with Structural Soil, Asphalt Pavers, Inlaid Paver Design).
 5. Spacing of street trees to be field determined based on door/window locations.
 6. Typical sidewalk design to be continuous. Sidewalk materials to be used at driveways & entrances (vehicular strength).
 7. Placement of Limestone paver wayfinding element to be specified in Design Development Phase.
- * See News Rack Corral Location Map for proposed corral locations.
- (T) Transition curb from flush grade to full height.

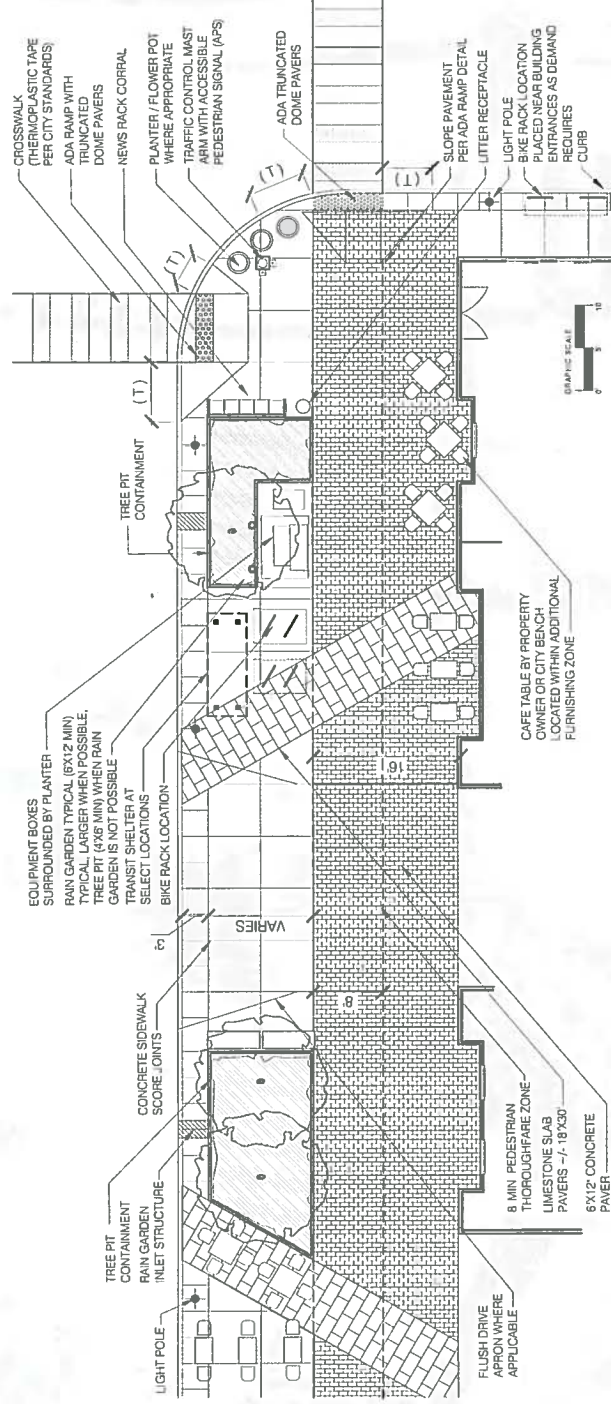


Wayfinding Element Enlargement

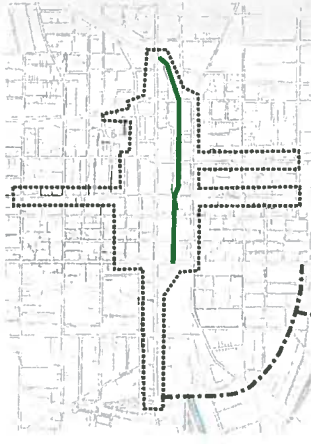


Key Map
Downtown Mainstreets Typology
Specialty Area: Triangle Park Entertainment District

Standard Intersection - Vine Street / Water Street Promenade



Key Map



Downtown Mainstreets Typology
Specialty Area: Vine Street / Water Street Promenade

Typical Design for Intersections at:

- + Vine & Mill
- + Vine & Upper
- + Vine & Limestone
- + Vine & Rose

Notes:

1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
 2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
 3. ADA curb ramp to be a continuous depressed curb when in specialty pavement promenade. Typical ADA ramp to be used in North/South crossing direction.
 4. See Streetscape Design Standards for street furniture information (i.e. Newsrack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters/Flower Pots, Street Trees with Structural Soil, Concrete and Limestone Pavers. Spacing of street trees to be field determined based on door/window locations.
 5. Typical sidewalk design to be continuous.
 6. Sidewalk materials to be used at driveways (vehicular strength).
- See News Rack Corral Location Map for proposed corral locations.
- (T) Transition curb from flush grade to full height.

Preliminary Engineering Study

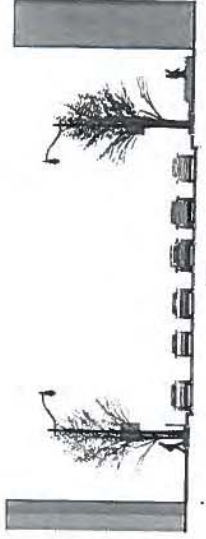
Chapter

3.4 Sidewalk & Landscape Improvements



Zone 1: Convention Center Dr to Goodale St

- 1,302' LF
- 48'-65' Street Width Existing
- 50'-58' Street Width Proposed
- 10'-16' (west side), 11'-13' (east side) Sidewalk Width Existing
- 10'-22' (west side), 12'-11' (east side) Sidewalk Width



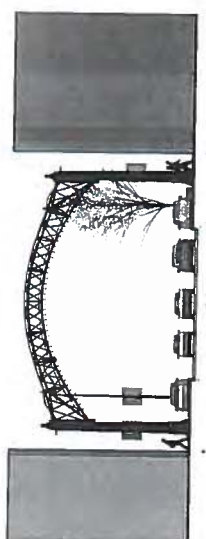
- Zone 2: Goodale St to Hubbard Ave**
- 1,821' LF
 - 52'-63' Street Width Existing
 - 48' Street Width Proposed
 - 13'-21' (west side), 11'-22' (east side) Sidewalk Width Existing
 - 15'-26' (west side), 13'-18' (east side) Sidewalk Width



- Zone 3: Hubbard Ave to Fifth Ave**
- 3,668' LF
 - 60'-61' Street Width Existing
 - 48' Street Width Proposed
 - 12'-20' (west side), 1'-11' (east side) Sidewalk Width Existing
 - 18'-26' (west side), 10'-21' (east side) Sidewalk Width

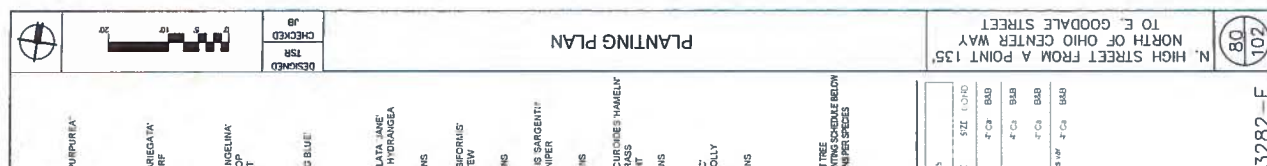


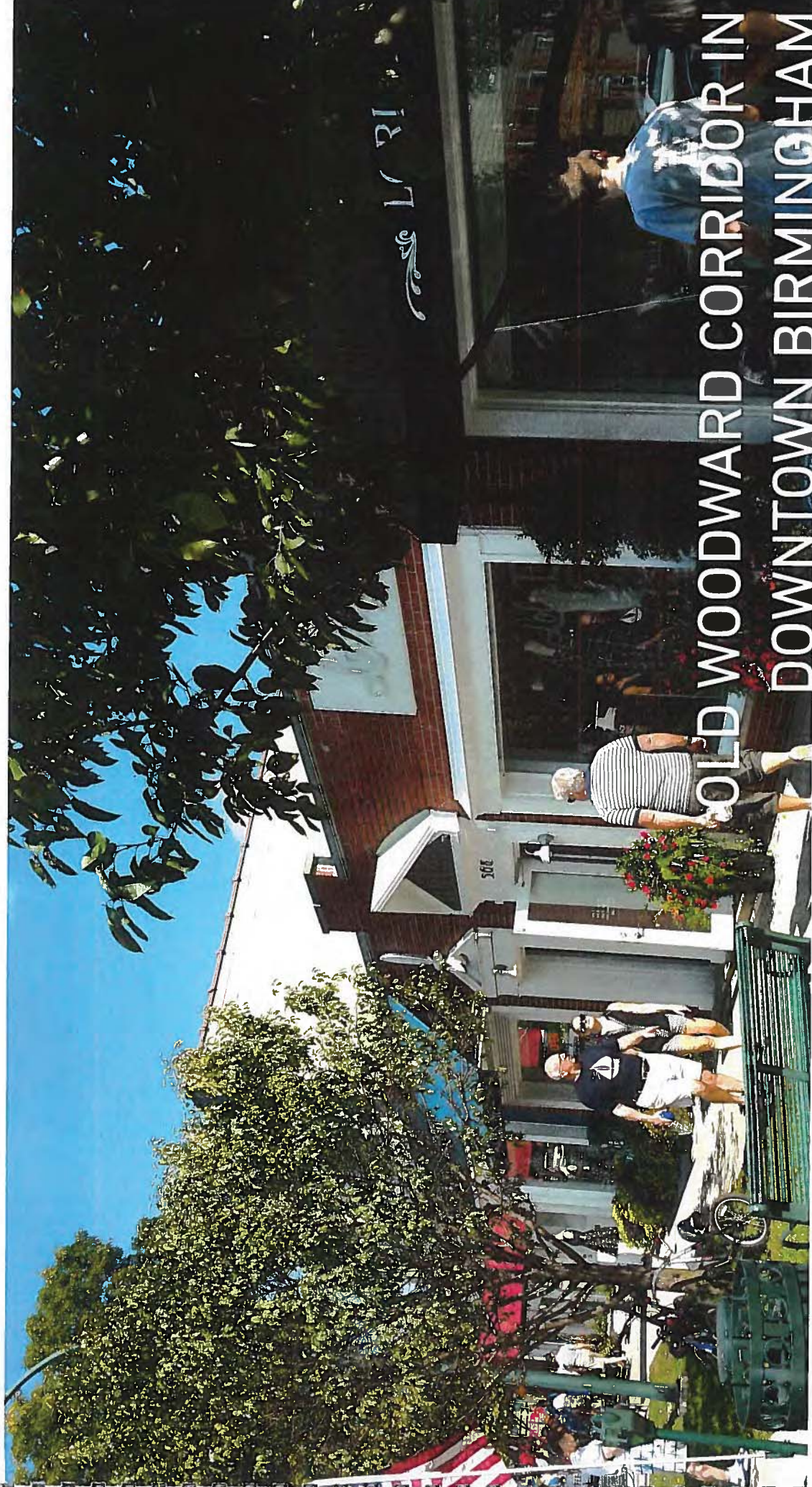
- Zone 4: Fifth Ave to Ninth Ave**
- 2,317' LF
 - 48' Street Width Existing
 - 48' Street Width Proposed
 - 8'-9' (west side), 8'-9' (east side) Sidewalk Width Existing
 - 8'-9' (west side), 8'-9' (east side) Sidewalk Width Proposed



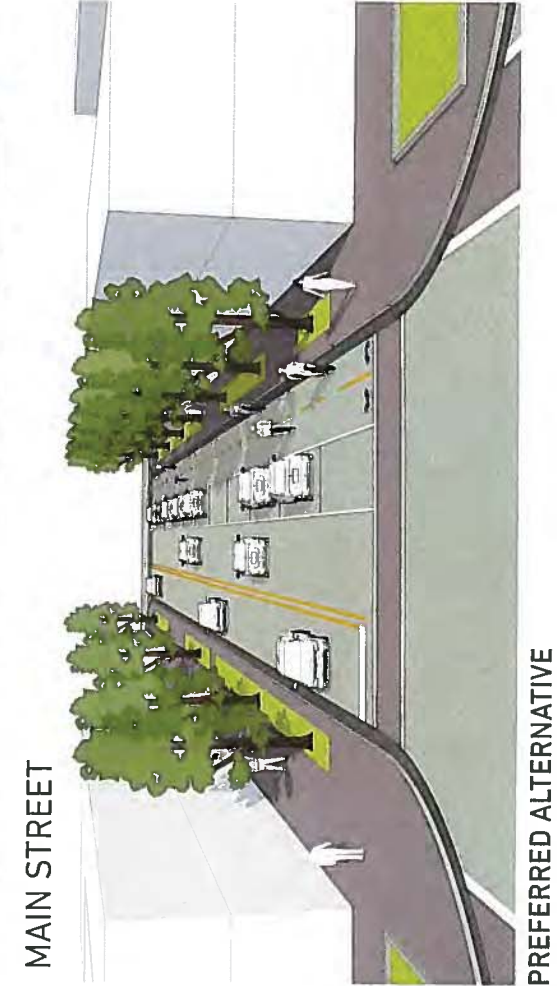
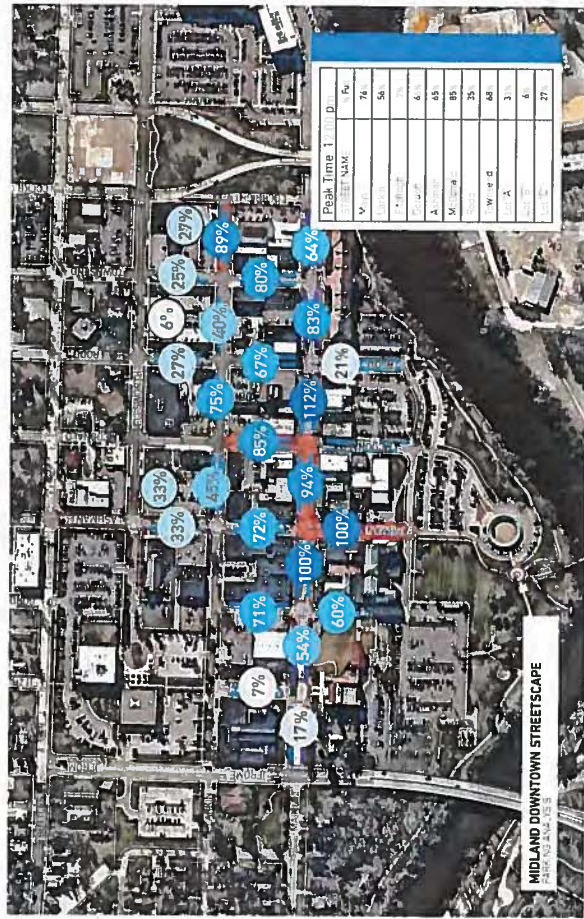


GREATER COLUMBUS CONVENTION CENTER HIGH STREET FRONTAGE IMPROVEMENTS, COLUMBUS OHIO





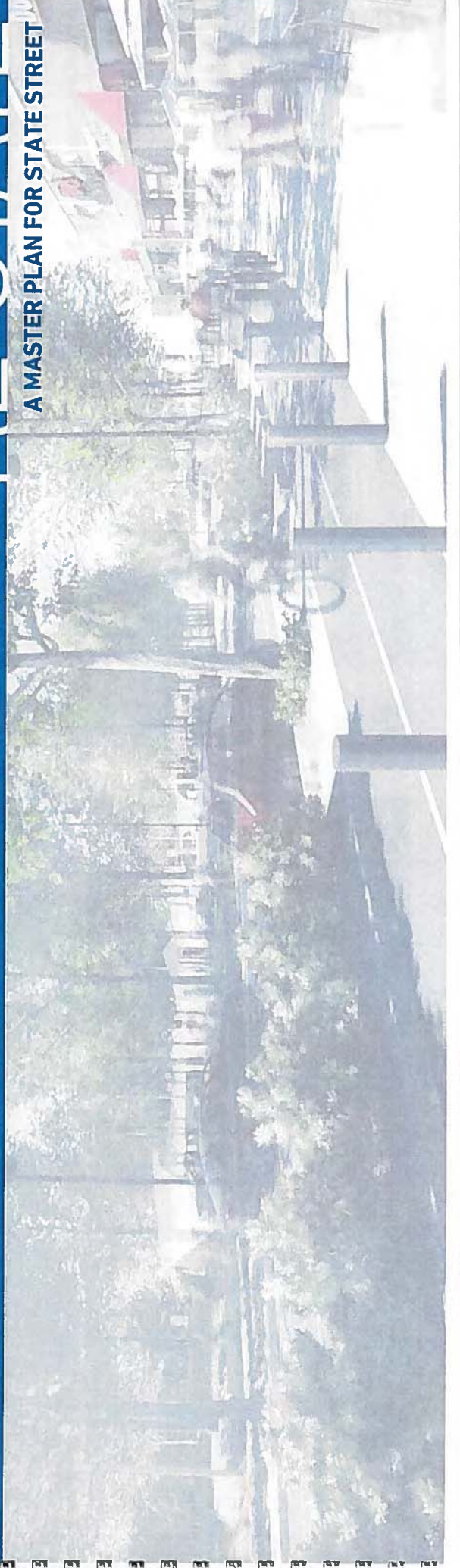
PORTIONS OF SAMPLE PLANS, EXAMPLE WORK PRODUCT & RENDERINGS
MKSK



RE-IMAGINE
RE-INVEST
RE-MAKE

RE-STATE

A MASTER PLAN FOR STATE STREET



INTRODUCTION

RE-STATE is a vision and strategy seeking to **RE-IMAGINE, RE-INVEST, and RE-MAKE** State Street through Downtown West Lafayette, Purdue University, and a newly opened western gateway. It is a commitment to a new State Street – as a place where people want to live, work, and play – connected to recreational, educational, natural, and cultural assets; connected to neighborhoods and transportation networks; and most importantly, connected to the heritage, character, and people of West Lafayette and Purdue University. This is a shared vision, crafted in 2014 by the City of West Lafayette, Purdue University, the Purdue Research Foundation, and community residents and business owners, facilitated by consultants MKSK.



Because State Street is no longer a state highway and is now City-owned, we can create OUR street, one that favors resident, business, student, and visitor needs over highway transportation objectives, addresses modal disparities, encourages economic development, and establishes a true sense of place and center to the City – a long-needed downtown West Lafayette. As an outcome, we anticipate transformational implementation to include: thriving, vibrant

and economically diverse commercial districts that withstand the cyclical nature of the academic calendar; thoughtful integration of all modes of travel – vehicular, pedestrian, bicycle, and transit; a cohesive street character that is of West Lafayette; distinct identifiers for the special districts along State Street; a continuous tree canopy supporting social, environmental, and economic vibrancy; and creative use of green infrastructure tying to both functional and placemaking aspects of the street.

Within the initial phases of the project, a consistency emerged among consensus-building sessions. Commonly heard comments and concerns about challenges and opportunities were synthesized with team impressions and then identified and categorized as “Eight Themes”.

These themes were presented in subsequent consensus-building sessions as “what we’ve heard”. The intent with this phrasing was to check that we were “on the right track”. Positive feedback from these sessions solidified these “Eight Themes” as the foundation for the work to follow.

There persists a lack of identity in the City of West Lafayette and, at varying degrees, the districts along the corridor as well.

This plan begins to establish those identities by recognizing three main vistas along the State Street corridor: the Downtown District, which encompasses both the Bluff and Village Districts on the east end; the University District; and finally, the emerging Eastern District to the west.

Implementation of proposed changes may be phased to align with other transportation projects throughout the City. It is thought that certain portions of the street could be re-constructed soon and as funding allows.

Each district is given a street character as well as identity through different methods of placemaking varying from allocation of resources to changes to site furnishings and for the addition of art as a gateway identifier.

Investing in the transformation of State Street encourages new development opportunities along the corridor where market data suggests current unmet demand. In concert with a new State Street, new development will help to create a vibrant, economically diverse corridor with a strong sense of place – a Downtown West Lafayette.

EIGHT THEMES

01 OF THIS PLACE
CONTEXT-APPROPRIATE SOLUTIONS AND AN INCLUSIVE PROCESS



02 YOU ARE HERE
A DOWNTOWN WEST LAFAYETTE EMBRACING REINFORCING, AND STRENGTHENING DIVERSE DISTRICTS



03 COLLABORATION
A COMMON VISION BETWEEN THE CITY, PURDUE, AND PURDUE RESEARCH FOUNDATION



04 COHESIVENESS
MORE CONSISTENCY FROM DISTRICT TO DISTRICT



05 STREETS FOR ALL
INTEGRATION OF ALL TRAVEL MODES - PEDESTRIAN, BIKES, CARS AND BUSESSES



06 OPEN SPACE & TREE CANOPY
WELL-CONNECTED SIGNIFICANT OPENS SPACES AND A STRONG URBAN STREET CANOPY



07 VIBRANCY
THRIVING AND ECONOMICALLY DIVERSE MIXED-USE DISTRICTS



08 GOING GREEN
ENVIRONMENTALLY RESPONSIBLE INFRASTRUCTURE



CHARACTER + IDENTITY

GATEWAY DISTRICT
(AVIATION, TRANSPORTATION,
RECREATION, CULTIVATION)

4 LANES*
2 TRAVEL LANES EACH DIRECTION WITH MEDIAN
2 TURN LANES EACH DIRECTION WITH MEDIAN
* MAY INITIAL BEST EACH DIRECTION WITH MEDIAN

8' BICYCLE PATH

8' SIDEWALKS/MULTI-USE PATH

TREES IN LAWN

UNIVERSITY DISTRICT (COLLABORATION, DISCOVERY, ACTIVITY HUB)
PURDUE UNIVERSITY MASTER PLAN, PRINCIPLE 2: ESTABLISH STATE STREETS AS COLLABORATIVE CENTER
STATE STREET MUST BECOME A LINEING FEATURE AT THE HEART OF STUDENT AND ACADEMIC LIFE RATHER THAN A CAMPUS DIVIDER

2 LANES
1 TRAVEL LANE EACH DIRECTION
TURN LANES WHERE NECESSARY

8-10' BICYCLE PATH

10-12' SIDEWALKS

TREES IN LAWN

TREES BETWEEN BIODETENTION CELLS

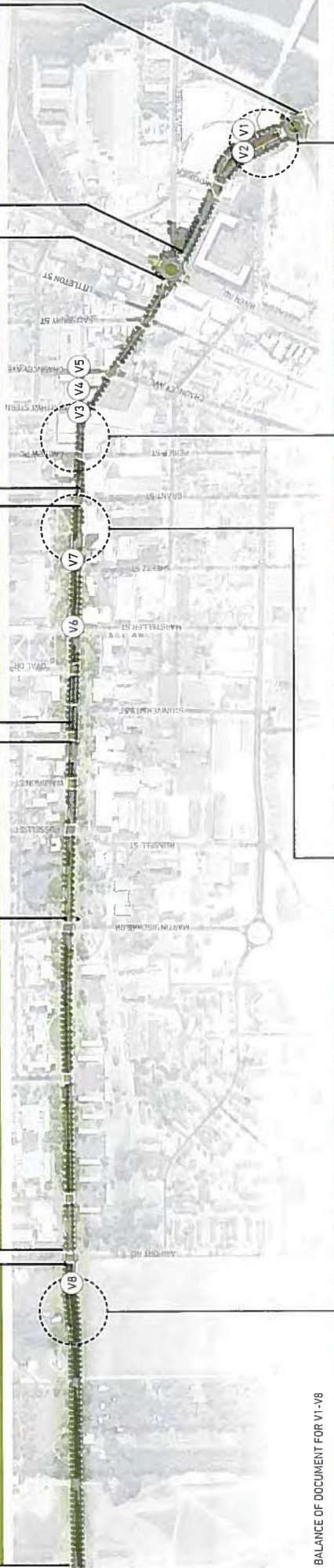
DOWNTOWN WEST LAFAYETTE (VILLAGE + RIVERFRONT DISTRICTS)
RIVERFRONT DISTRICT VALLEY HYDROLOGY
TOPOGRAPHY + GEOLOGY

2 LANES
1 TRAVEL LANE EACH DIRECTION
TURN LANES WHERE NECESSARY

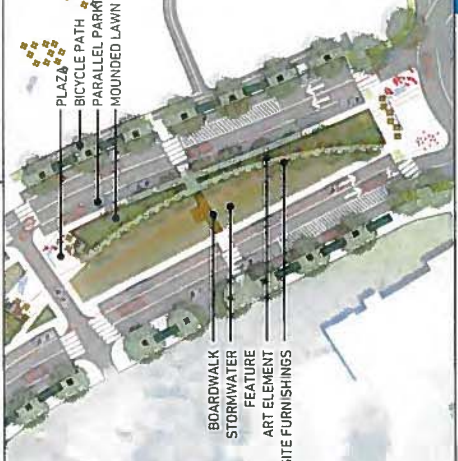
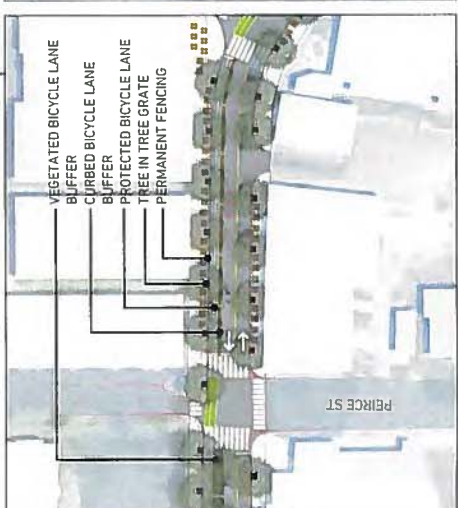
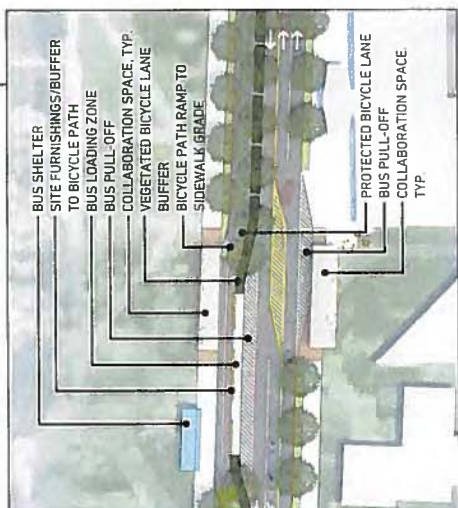
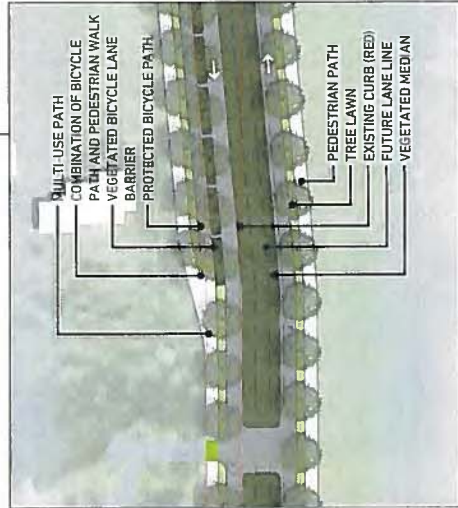
8' BICYCLE PATH

11-14' SIDEWALKS

TREES IN GRATES



* SEE BALANCE OF DOCUMENT FOR V1-V8



CHARACTER + IDENTITY: DISTRICTS

RIVERFRONT DISTRICT: STREET CHARACTER

Dramatic changes to the Riverfront District address a number of existing challenges. Reconfiguring this segment of State Street to make space for a boulevard, widening sidewalks for outdoor dining and display space, running the bicycle path between the widened sidewalks and parallel parking would activate and revitalize Wabash Landing.

The plan recommends changing Tapawingo Drive's signalized intersection to a roundabout and creating a new boulevard and park space in place of the surface parking lot in front of Wabash Landing. This configuration will place thousands of daily westbound vehicular travelers at the front doors of existing Wabash Landing shops and businesses



RIVERFRONT DISTRICT: IDENTITY + PLACEMAKING

The boulevard is envisioned as a passive open space, expressive of natural riverine attributes: geology, hydrology, ecology, and topography. It is seen as an opportunity to promote connectivity to the river, wellness through new trail and path systems, social interaction within new gathering spaces, and economic development at its edges.

The boulevard is proposed to include a productive landscape – a space dedicated to managing stormwater runoff from the street and sidewalks, gathering areas, walkways undulating landform, stone outcroppings, and a potential Welcome Center at the east end of the boulevard. Meaningful, commissioned public art is envisioned as an integrated element reinforcing the character and identity of this space.



CHAUNCEY VILLAGE DISTRICT: STREET CHARACTER

Re-introducing two-way vehicular traffic, providing wider sidewalks, and safely integrating bicycle travel throughout the Chauncey Village District will correctively contribute to a more resilient the business district.

Proposed enhancements such as wider walks to accommodate outdoor dining and merchant displays, the bicycle path, and street trees help to create a comfortable multi-modal environment. These changes along with abundant new seating opportunities embrace the notion of vibrancy by providing places for people to meet, mingle, gather, and spend time in this unique urban environment.



CHAUNCEY VILLAGE DISTRICT: IDENTITY + PLACEMAKING

Integrated placemaking elements celebrate the wonderful attributes associated with the Village, new gathering spaces invite residents to visit more often and stay longer.

The proposed new gathering space at the Northwestern Avenue, South Street, and State Street intersection is one such element. It is envisioned that this space will be frequently programmed with live music, dance, and other visual performances that attract a diverse range of people and ages.



5 MARSTELLER STREET TO OVAL DRIVE

EXISTING CONDITION



PROPOSED CONDITION



In front of Purdue's Memorial Mall, from Marsteller Street to Oval Drive, State Street today is a two-way, four-lane street with a center paved median. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present on the south side of the street.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by a proposed pedestrian actuated flasher at Oval Drive.
- » Future conversion to two-way vehicular travel on South Marsteller Street is anticipated; a full-access intersection is proposed. Oval Drive is anticipated to remain one-way southbound, but a left-turn from Oval Drive onto State Street is proposed.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

6 OVAL DRIVE TO MARTIN JISCHKE DRIVE

EXISTING CONDITION



PROPOSED CONDITION



Within campus, from Oval Drive to Russell Drive, State Street today is a two-way, four-lane street with a center paved median in most places. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present in a handful of areas.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, bioretention cells, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at Oval Drive, South University Street, and Waldron Street.
- » Future conversions to two-way vehicular travel on North University Street, Waldron Street, and Russell Drive is anticipated; full-access intersections are proposed.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

7 MARTIN JISCHKE DRIVE TO AIRPORT ROAD

EXISTING CONDITION



PROPOSED CONDITION



Within campus, from Russell Drive to Airport Road, State Street today transitions from a two-way, four-lane street to a two-way, two-lane street. This segment of State Street experiences moderate campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking. South of State Street, a two-way, off-street bicycle path exists in some places. Mature and newly planted street trees are present throughout this segment of State Street.

The future condition proposes:

- » A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- » The planted barrier between the separated/dedicated bicycle path and vehicular travel lanes discourages random pedestrian crossings and encourages use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at some places.
- » In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

8 AIRPORT ROAD TO DEXTER LANE

EXISTING CONDITION



PROPOSED CONDITION



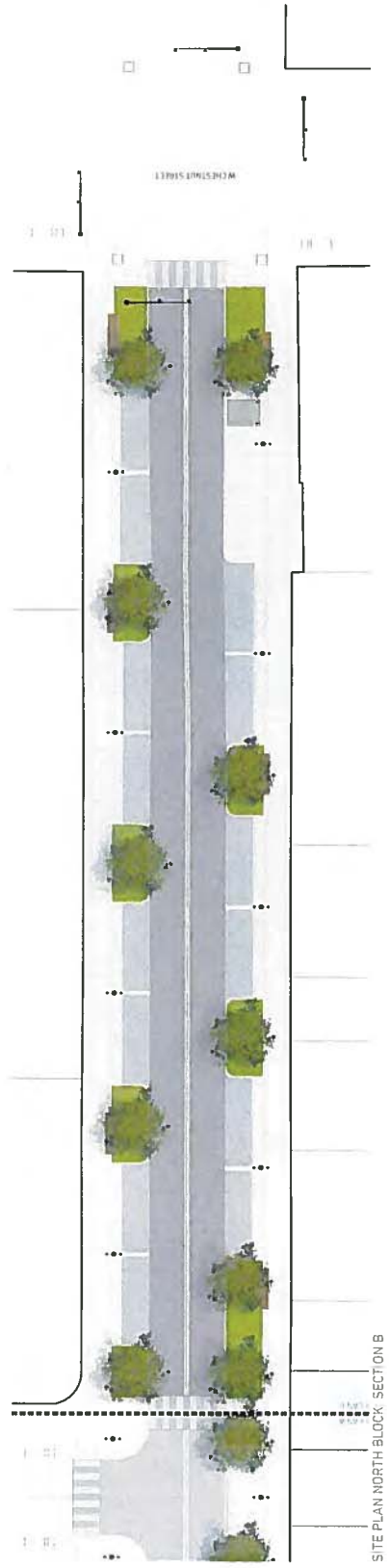
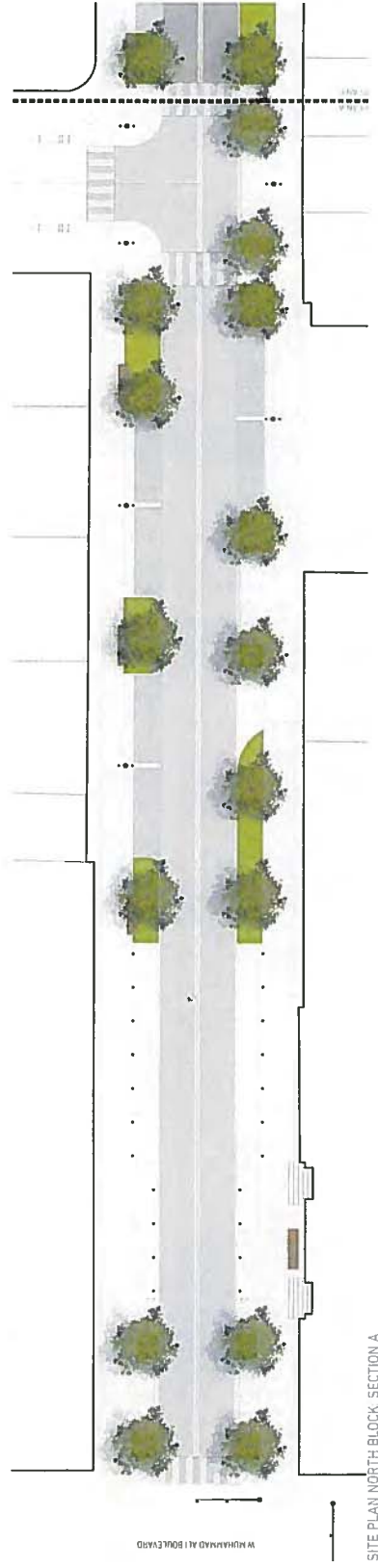
Beyond the campus core, from Airport Road to US 231, State Street today is a two-way, two-lane rural road with overhead utilities and open drainage ditches. This segment of State Street also lacks sidewalks and bike paths. Street trees are not present. The immediate future condition proposes:

- » Two vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- » A wide planted median, wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a fully-functional street.
- » Between Airport Road and Dexter Lane, on the north side of the street, the proposed sidewalk and the separated/dedicated bicycle path merge to form a shared-use path that extends to US 231.
- » In this immediate condition, it is proposed that the outer curbs be set in their long-term positions.
- » The long-term future condition proposes:
 - » Four vehicular travel lanes, two in either direction with a left turn lane at key intersections.
 - » Paving needed for added travel lanes and turn lanes would be taken from the wide planted median, installed in the immediate future condition. A narrow planted median would remain where turn lanes are not necessary.
- » Refer to Street Trees/Green Infrastructure

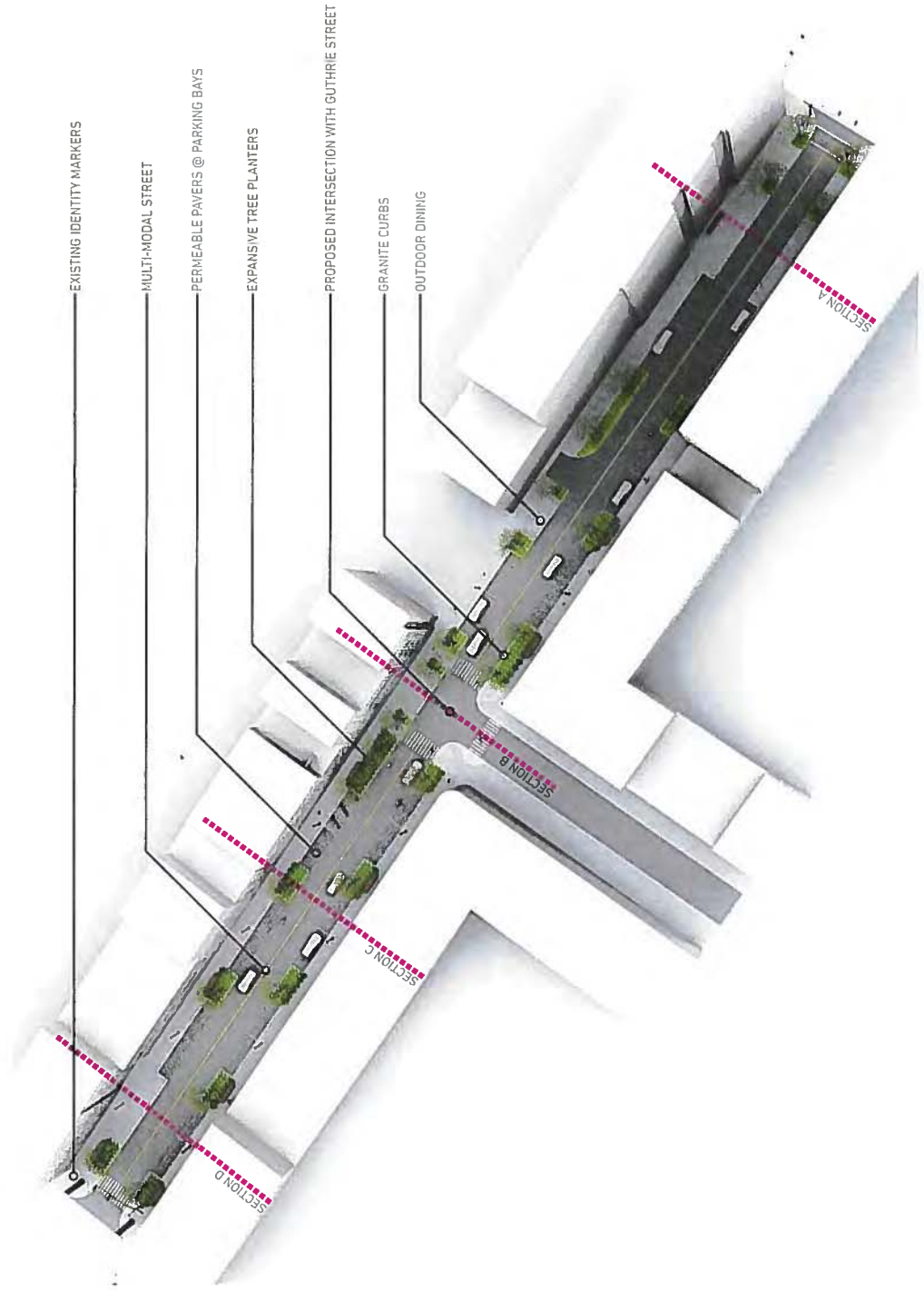
**SOUTH FOURTH STREET
CORRIDOR, LOUISVILLE KY**
LOUISVILLE DOWNTOWN DEVELOPMENT CORPORATION
URBAN DESIGN PRESENTATION
2013



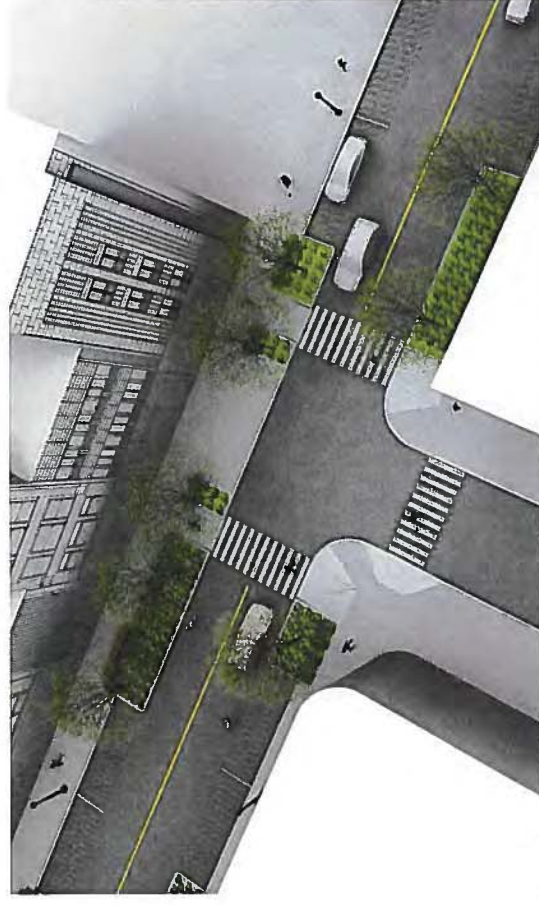
FINAL SITE PLAN RENDERING: NORTH BLOCK



FINAL PERSPECTIVE NORTH BLOCK



FINAL PERSPECTIVES NORTH BLOCK



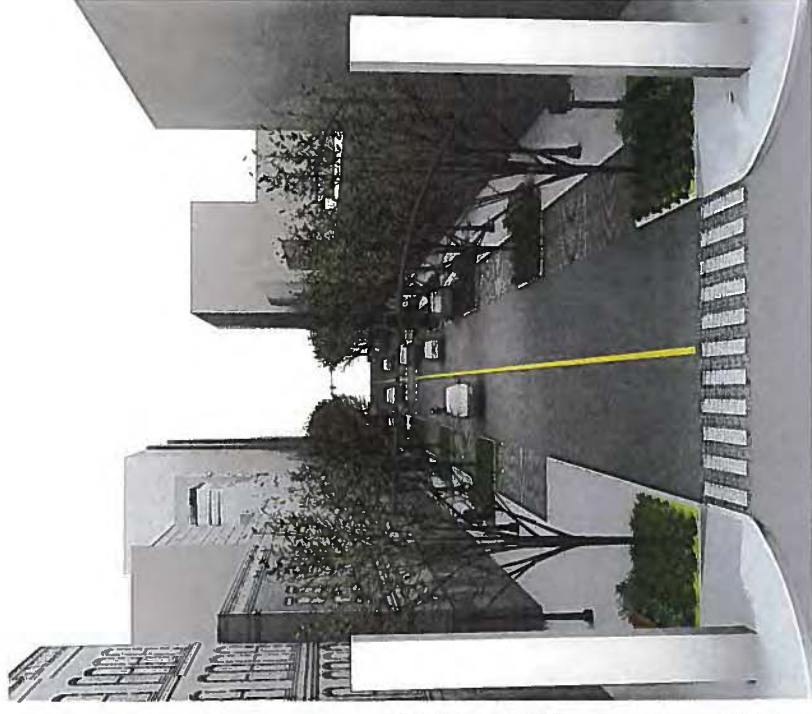
FUTURE INTERSECTION



LOOKING SOUTH 41° FUTURE GUTHRIE STREET INTERSECTION



LOOKING WEST 40° FUTURE GUTHRIE STREET INTERSECTION

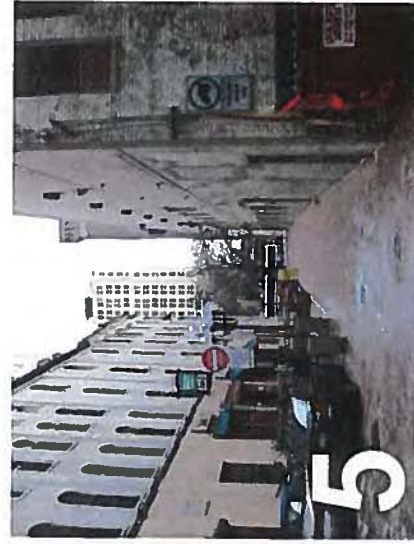
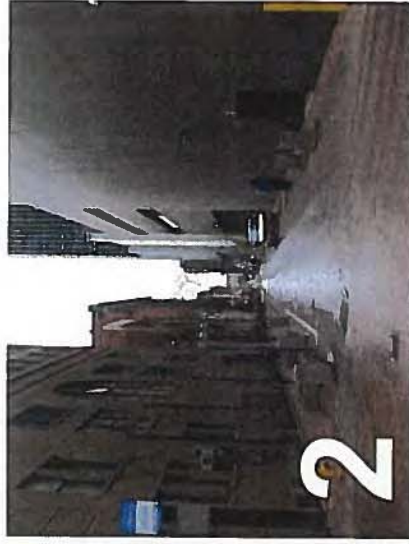
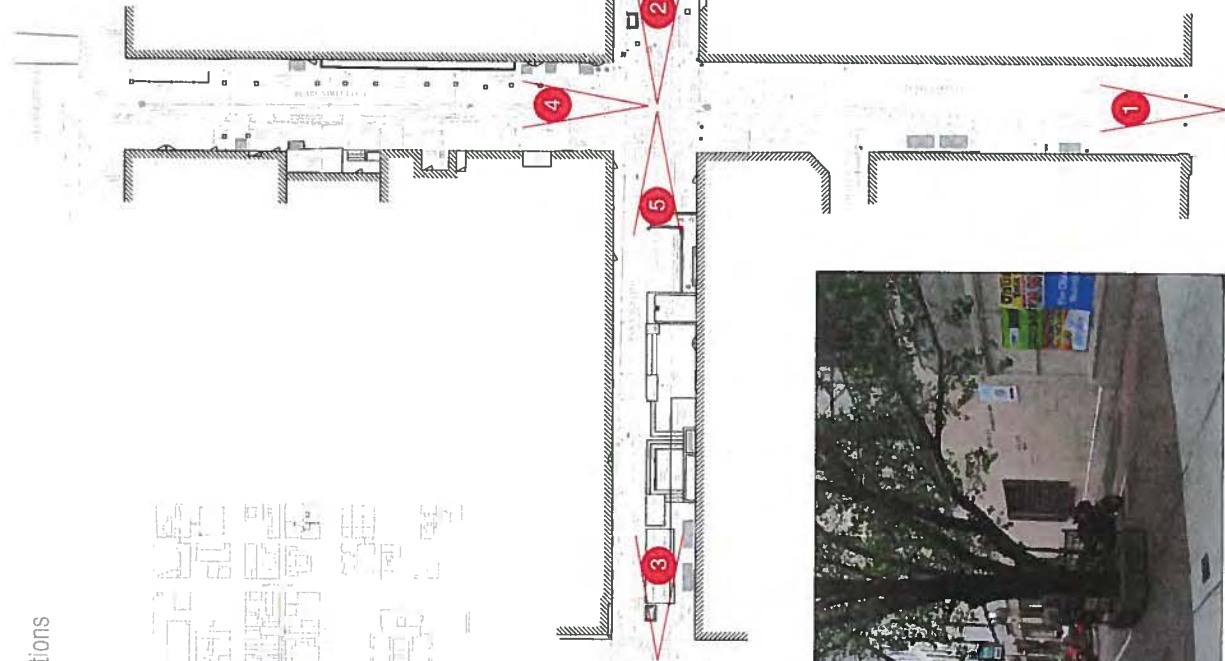


LOOKING NORTH THROUGH THE EAST AND CULTURA PIER

existing conditions



plan key





LYNN & PEARL ALLEY IMPROVEMENTS - COLUMBUS, OHIO - FEBRUARY 2013 - PEARL ALLEY LOOKING NORTH

INTRODUCTION

Purpose

The 2010 Downtown Columbus Strategic Plan identified 12 Ideas that could act as catalysts for future downtown development. One of those 12 Ideas was to explore narrowing Broad Street to enhance pedestrian activity and return this key corridor to its position as the most important civic street in the City. Following the adoption of the plan in July of 2010, a group of Broad Street property owners was convened by Jack Lucks and the boards of the Capital Crossroads and Discovery District Special Improvement Districts. Expressing interest in pushing the concept for Broad Street further, these groups commissioned this study to explore the possibilities of improvements to Broad Street.

This study will help to advance Broad Street improvements by addressing pedestrian functionality and overall aesthetics, narrowing roadway width and providing needed on-street parking while meeting the requirements of the roadway to continue to accommodate traffic and access to the properties along the corridor.

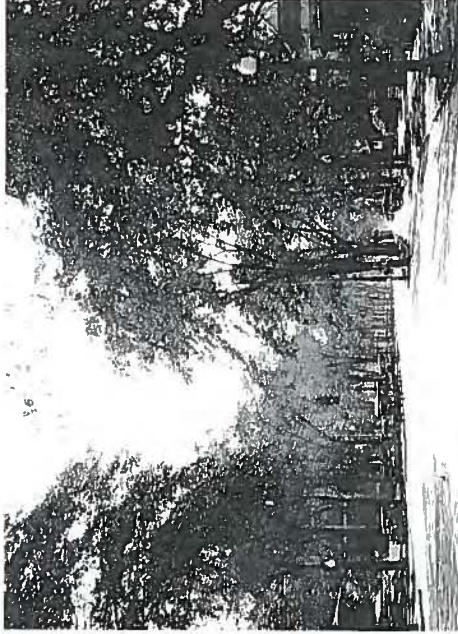
Background

Historically, Broad Street has acted as the civic spine for the City of Columbus. As such, Broad Street used to have a streetscape that reflected its importance. Today, Broad Street at eight lanes across is comparable in width to SR 315. While the mansions have been replaced by office towers, there is still an opportunity to restore the grandeur to this once majestic street.

It is no longer necessary for Broad Street to be eight lanes wide through Downtown Columbus. The I-70/I-71 improvements will remove ramp access to and from Broad Street, lessening its importance as an access corridor to those entering and leaving Downtown Columbus from the highway. Even before this change, Broad Street has been carrying fewer and fewer cars on a daily basis. In 1994 Broad Street served a daily average of 36,320 trips. In 2006 that number was 22,500. As a point of comparison, that is roughly the same amount of traffic that is served by Main Street in Bexley. While Broad Street will continue to be an important east-west connection, it is clearly time to put it on a "road diet."

Broad Street was originally designed with an esplanade and carriageway that reduced the width of the street to a more human scale. Previous proposals have suggested that Broad Street be retrofitted with medians to improve its civic presence. However, it may be possible to revisit the historic intent of Broad Street and, instead of creating a median that no one can use, develop a new linear system of green space that brings life back to the street and encourages reinvestment. Utilizing the same right-of-way that is available today, the initial concept for Broad Street from the Downtown Columbus Strategic Plan removes travel lanes to create additional space for pedestrians, bicyclists and landscaping on both sides of the street. How this initial idea performs in the context of urban constraints will be explored through this summary report.

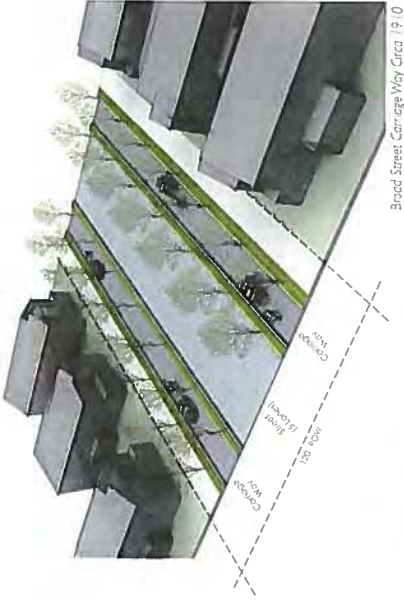
IT IS TIME TO PUT BROAD STREET ON A "ROAD DIET"



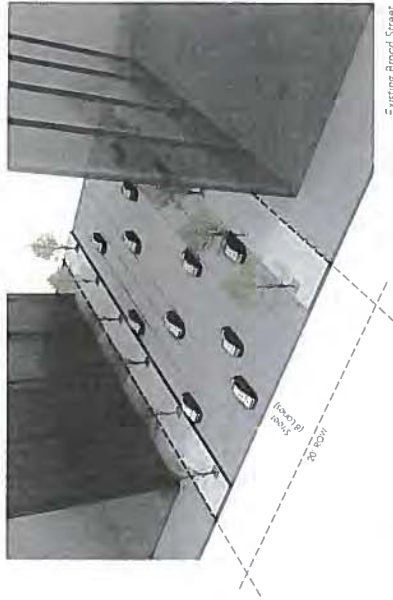
Broad Street Carriage Way Circa 1910

Public improvement went hand and hand with private enterprise, our principal thesis and leading thoroughfares began to assume that character of evenly graded, well-shaded and spacious premises which makes them the admiration of visitors. On Broad Street, for instance, had been set out four rows of trees, which now give it the appearance of a long and beautiful grove, through which is a rounded roadway in the center, four-three feet wide, a carriage-way on each side, twenty feet wide and neatly paved sidewalk making the street an unusual arena, one hundred and twenty feet wide.

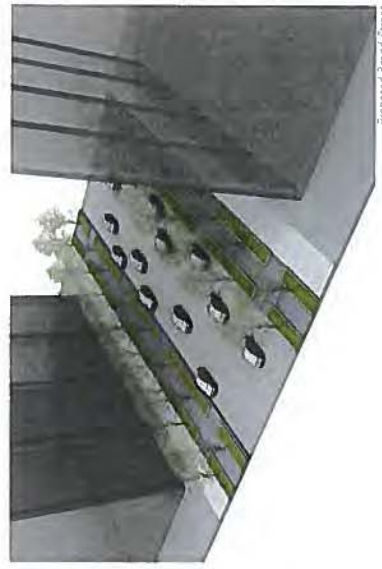
Columbus, Ohio, its history, resources and progress
Jacob Henry Butler
1873



Broad Street Carriage Way Circa 1910



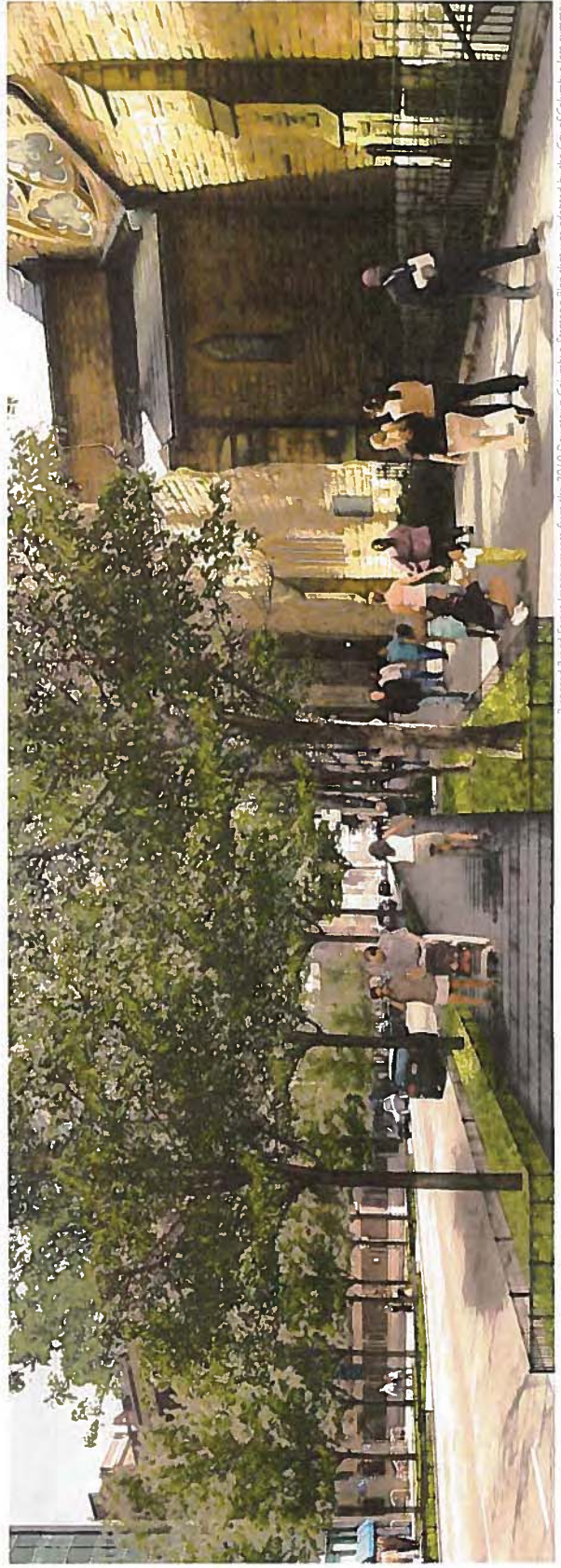
Existing Broad Street



Proposed Broad Street



Existing Broad Street



Proposed Broad Street Improvements from the 2010 Downtown Columbus Strategic Plan that was adopted by the City of Columbus last summer

CONCEPTUAL PLAN

The conceptual plan for Broad Street accomplishes the goals set out by project, although the improvements vary depending on traffic and space constraints. Along the corridor, a consistent streetscape has been established with tree planters and brick intersection treatments. Where possible, bump outs have been added to shorten crossing distances for pedestrians, add sidewalk space, and delineate dedicated on-street parking. In the new five-lane sections of Broad Street, crossing distance has been reduced from 80 feet to 54 feet. Thirty-three percent more sidewalk space has been added back to Broad Street and the amount of dedicated on street parking has increased from approximately 21 spaces to 167 spaces. In addition to these pedestrian improvements, traffic operations and access have been improved to allow turns that were previously forbidden at most intersections. Given the bike infrastructure planned for Spring, Long and Town streets, sharrows have been proposed for Broad Street that will connect with the bike lanes planned for the new Collector Distributor roads as part of the I-70/I-71 improvements.

The improvements vary from one end of Broad Street to another. Starting at Front Street, one lane has been removed from the street section to allow for needed turn movements on Front Street. This adds pedestrian space to the north side of the block. At High Street, dedicated on-street parking is introduced with bump outs that reduce the overall street section to five lanes. To facilitate both pedestrian and traffic movement, Broad and High has been designed as a "scramble" intersection that has a pedestrian-only cycle that allows pedestrians to cross in all directions. Full turning movements are also allowed.

This five lane section transitions to six lanes to allow for turn movements at Third Street. Due to traffic constraints and needed turn lanes, today's eight-lane section is maintained between Third and Fourth Streets. This is transitioned back to a five-lane section with dedicated on-street parking by Fifth Street. From Fifth Street to Jefferson Avenue, this five-lane section with dedicated on-street parking continues and represents the heart of the Broad Street improvements.

The final width of the Broad Street bridge at I-71 will determine the overall length of this five-lane section condition. If the bridge is narrowed to six lanes, the planned improvements can be implemented. If the bridge needs to stay at eight lanes as it is today, the five lane section will have to transition back to a seven-lane section after Washington Avenue.

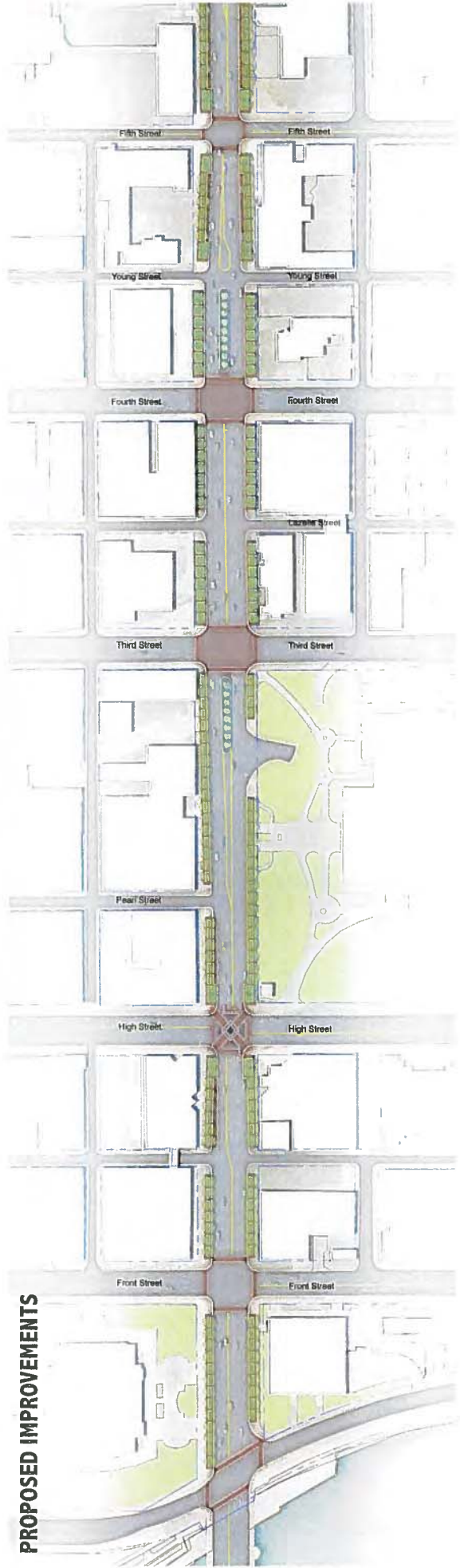
OVERALL PROJECT BENEFITS

- Increase in pedestrian space along length of Broad Street **35%**
- Crossing distance reduced from 80 feet to **54 feet**
- "Scramble" intersection proposed for Broad Street and High Street that has a pedestrian-only light cycle and allows crossing in all directions at once.
- Dedicated on-street parking increased from 21 spaces to **167 spaces**
- Full turns movements are allowed at most intersections



Proposed "Scramble" intersection for Broad and High would allow pedestrians to cross in all directions.

PROPOSED IMPROVEMENTS



August 26, 2008

Downtown Streetscape Master Plan

Lexington, Kentucky

Lexington-Fayette Urban County Government (LFUCG)

Standard Intersection - Triangle Park Entertainment District

Typical Design for Intersections at:

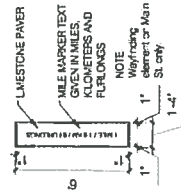
- + Broadway & Short
- + Broadway & Main
- + Broadway & Vine
- + Broadway & High

Typical Design for Sidewalks along:

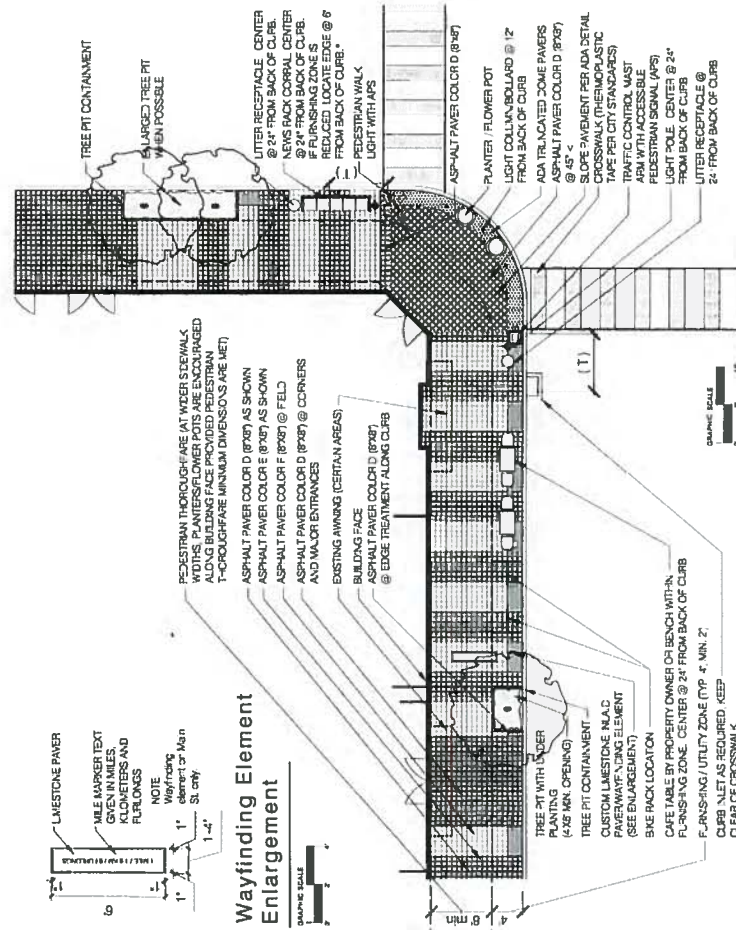
- + Both sides of Broadway from 60' to 75' north of Short to +/- 25' to 30' south of High.
- + North side of Main Street between Algonquin and Broadway. New south side sidewalk is proposed along Main just east of W. Vine loop to Broadway.
- + Potential drop-off, south side of Main between W. Vine and Broadway (includes 6 bollards).
- + Vine and Broadway (includes 6 bollards).
- + Wall and Lexington Center (in lieu of Vine Street).

Notes:

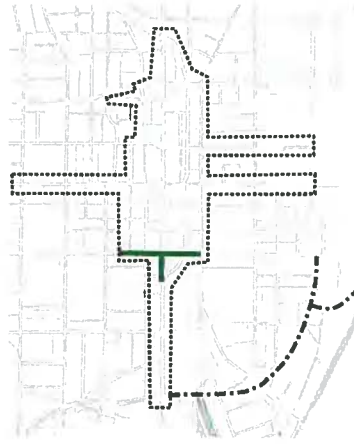
1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
 2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
 3. At shared curb ramp, strategically place planters and bollards to direct pedestrian movement toward crosswalks while leaving ramp sides and landings clear.
 4. See Streetscape Design Standards for street furniture information (i.e. News rack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters, Street Trees with Structural Soil, Asphalt Pavers, Inlaid Paver Design).
 5. Spacing of street trees to be field determined based on door/window locations.
 6. Typical sidewalk design to be continuous. Sidewalk materials to be used at driveways & entrances (vehicular strength).
 7. Placement of Limestone paver wayfinding element to be specified in Design Development Phase.
- * See News Rack Corral Location Map for proposed corral locations.
- (T) Transition curb from flush grade to full height.



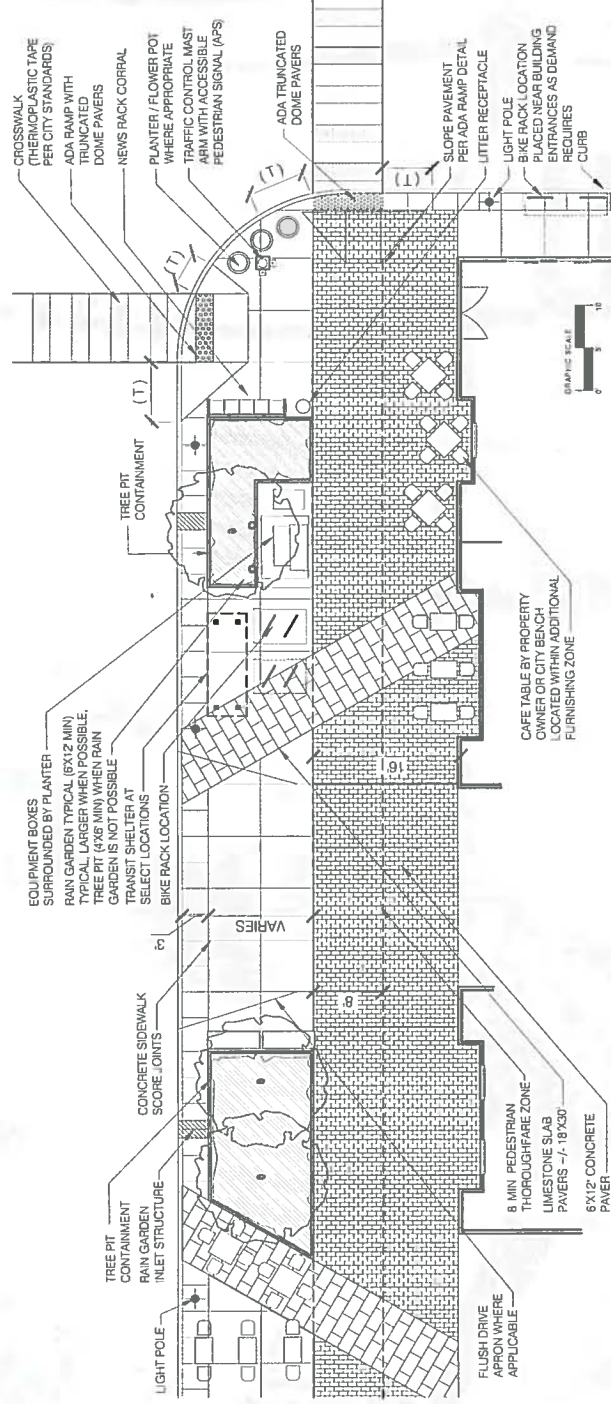
Wayfinding Element Enlargement



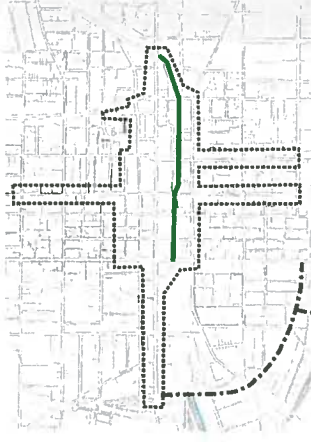
Key Map
Downtown Mainstreets Typology
Specialty Area: Triangle Park Entertainment District



Standard Intersection - Vine Street / Water Street Promenade



Key Map



Downtown Mainstreets Typology
Specialty Area: Vine Street / Water Street Promenade

Typical Design for Intersections at:

- + Vine & Mill
- + Vine & Upper
- + Vine & Limestone
- + Vine & Rose

Notes:

1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
 2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
 3. ADA curb ramp to be a continuous depressed curb when in specialty pavement promenade. Typical ADA ramp to be used in North/South crossing direction.
 4. See Streetscape Design Standards for street furniture information (i.e. Newsrack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters/Flower Pots, Street Trees with Structural Soil, Concrete and Limestone Pavers. Spacing of street trees to be field determined based on door/window locations.
 5. Typical sidewalk design to be continuous.
 6. Sidewalk materials to be used at driveways (vehicular strength).
- See News Rack Corral Location Map for proposed corral locations.
- (T) Transition curb from flush grade to full height.

Preliminary Engineering Study

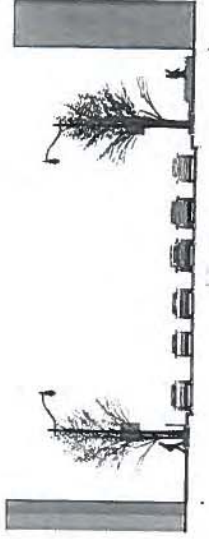
Chapter

3.4 Sidewalk & Landscape Improvements



Zone 1: Convention Center Dr to Goodale St

- 1,302' LF
- 48'-65' Street Width Existing
- 50'-58' Street Width Proposed
- 10'-16' (west side), 11'-13' (east side) Sidewalk Width Existing
- 10'-22' (west side), 12'-11' (east side) Sidewalk Width



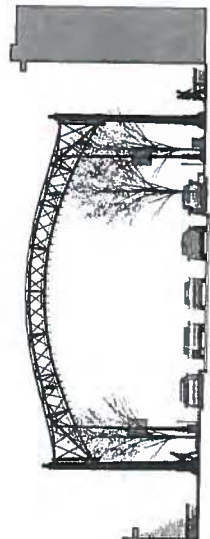
Zone 2: Goodale St to Hubbard Ave

- 1,821' LF
- 52'-63' Street Width Existing
- 48' Street Width Proposed
- 13'-21' (west side), 11'-22' (east side) Sidewalk Width Existing
- 15'-26' (west side), 13'-18' (east side) Sidewalk Width



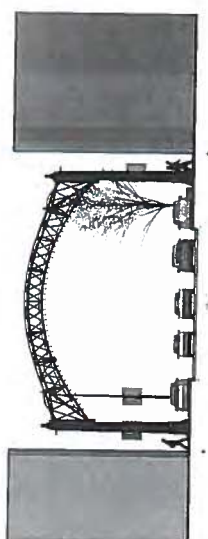
Zone 3: Hubbard Ave to Fifth Ave

- 3,668' LF
- 60'-61' Street Width Existing
- 48' Street Width Proposed
- 12'-20' (west side), 1'-11' (east side) Sidewalk Width Existing
- 18'-26' (west side), 10'-21' (east side) Sidewalk Width



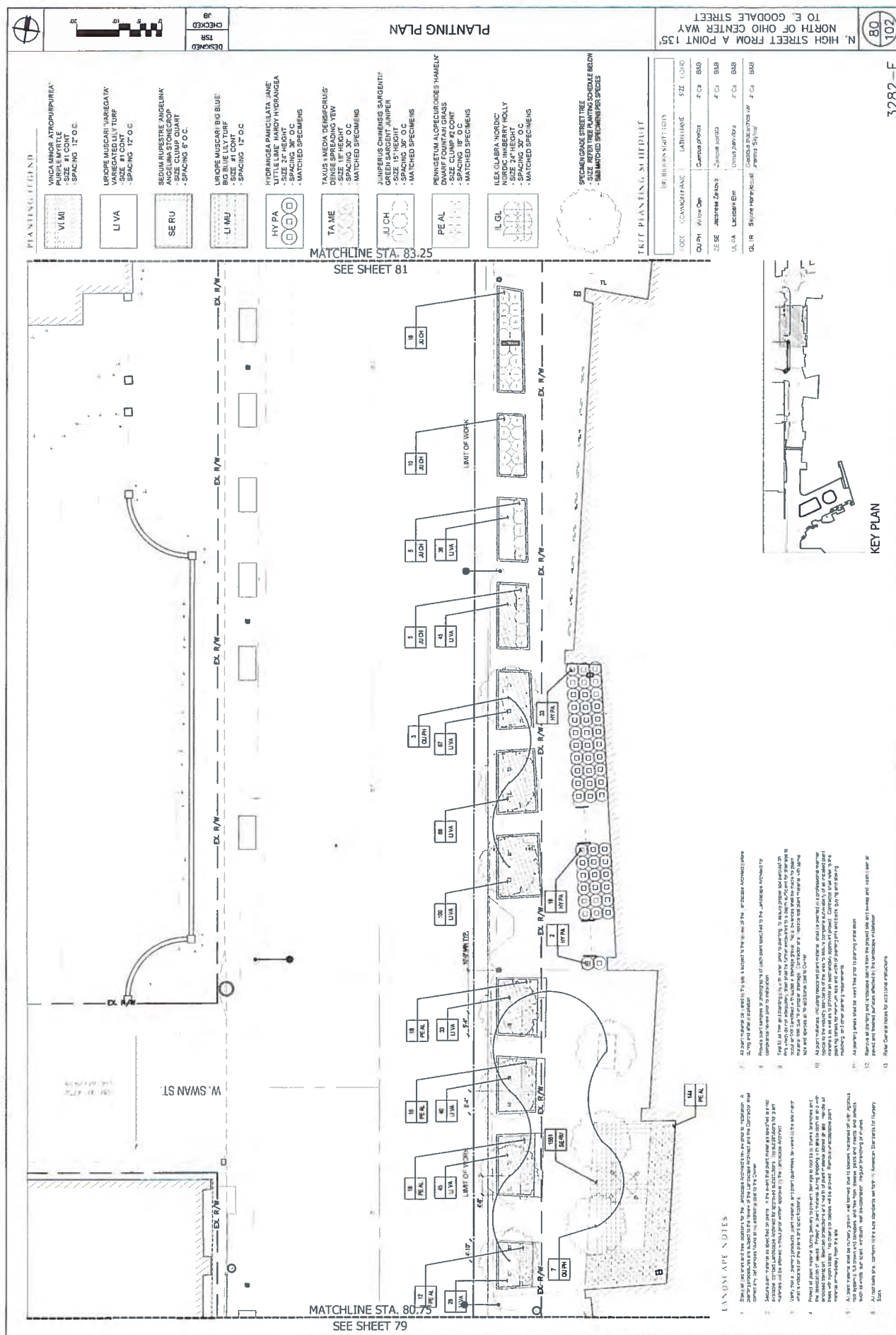
Zone 4: Fifth Ave to Ninth Ave

- 2,317' LF
- 48' Street Width Existing
- 48' Street Width Proposed
- 8'-9' (west side), 8'-9' (east side) Sidewalk Width Existing
- 8'-9' (west side), 8'-9' (east side) Sidewalk Width Proposed





GREATER COLUMBUS CONVENTION CENTER HIGH STREET FRONTAGE IMPROVEMENTS, COLUMBUS OHIO



Multi-Modal Plan Proposal Evaluation Sheet

PROPOSAL SUBMITTED BY: _____

PROPOSAL REVIEWED BY: _____

Instructions: Upon reviewing each proposal, circle the number of scoring points that you believe each proposal should be given in each of the categories identified below

CRITERIA	SCORE	PERCENTAGE OF IMPORTANCE
Proposed Work Plan <ul style="list-style-type: none"> The consultant provides a clear narrative and graphical representation of their plan for accomplishing the work requested in the RFP. Consultant clearly demonstrated technical soundness in their approach to the project. The consultant offers a comprehensive multi-modal approach. The consultant's timeline and proposal includes opportunity for public input. The consultant has allocated adequate time for each task, and created a reasonable timeline for project completion. The consultant provides an acceptable description of how the project will be managed, quality assurance, budget and cost controls, schedule controls, and internal/external coordination. The proposal provides requested deliverables on page 10 of RFP. 	/30	30%
Professional Qualifications <ul style="list-style-type: none"> The consultant has extensive experience with community transportation planning that integrates various modes of transportation, including: transit, pedestrian, and bicycle. The consultant has extensive experience with public outreach and has the ability and willingness to involve a diverse group of community members in the process. The consultant presents a multi-disciplinary team with appropriate skills. This team specifically includes a <i>planner and urban designer</i> with multi-modal transportation experience. Proposed team members possess strong educational backgrounds and relevant experience. The consultant demonstrates an understanding of current guidelines and best practices. The consultant has explained the role of any proposed sub-consultants and any proposed sub-consultants' experience. 	/30	30%
Past involvement with similar projects <ul style="list-style-type: none"> Proposed team members possess strong educational backgrounds and relevant experience which is measured by experience on past projects within a cooperative team environment. The consultant's experience working as a cooperative team with other consultants and public agencies, particularly those of similar size or character to the City of Birmingham. 	/30	30%
Fee Proposal <ul style="list-style-type: none"> The proposed fee is consistent with the amount budgeted for this project. The proposal is structured as an hourly not to exceed. The proposal maximizes the City's budget for this project. 	/10	10%
TOTAL SCORE	/100	100%

October 5, 2016

MKSK

Jana L. Ecker, Planning Director
Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

462 S. Ludlow Alley
Columbus, OH 43215
614.621.2796

RE: Old Woodward Corridor in Downtown Birmingham

Jana,

Thank you so much for the phone call. We are excited to be the team that the selection committee is recommending to the City Commission on Monday night. I appreciate your sharing with us some additional information that might allow us to trim the fee we quoted. First of all, working with the Planning Board instead of a new Steering Committee or the multi-modal task force means we will be working with a group that we already have established a working relationship with, so we can cut back on some of the pre-meeting discussions we had thought might be needed. Second, if city staff can have a briefing session with our team to review all of the previous plans and describe to us what should be retained versus what might be worth a fresh look that will save us time and hours as well. With that in mind, we took another look at our hours by task and are able to trim \$3,100.00 from our fee, which brings us down to \$69,437.00 including expenses.

We look forward to our continued working relationship with you and the city.

Respectfully submitted,
MKSK



Brad Strader, AICP, PTP, Senior Associate
bstrader@mkskstudios.com



Brian P. Kinzelman, FASLA, AICP, LEED AP, Senior Principal
bkinzelman@mkskstudios.com



MEMORANDUM

City Clerk's Office

DATE: September 28, 2016

TO: Joseph A. Valentine, City Manager

FROM: Laura M. Pierce, City Clerk

SUBJECT: Alternate Board Members
Design Review Board, Historic District Commission, and Multi-Modal Transportation Board

The Design Review Board and Historic District Commission ordinances currently allow for two alternates on each board. The criteria for those positions require the alternate to be a current member of the opposite board. Since both boards consist of the same members, no current members meet the limited criteria.

At the September 12, 2016 meeting, the City Commission requested staff to review the requirements for alternates on the Design Review Board and Historic District Commission to allow non-incumbent to serve as alternates on the two boards. The City Attorney has reviewed both ordinances and has proposed removing the limiting language.

In addition, the Commission requested that alternates be considered for the Multi-Modal Transportation Board due to recent issues the board has had meeting quorum. The City Attorney has reviewed the ordinance and proposed language to add two alternate members.

SUGGESTED ACTION:

To an ordinance amending Part II of the City Code, Chapter 82, Planning, Article V, Design Review Board, Section 82-99, Composition.

- AND -

To an ordinance amending Part II of the City Code, Chapter 127, Historic Districts, Section 127-6, Historic District Commission.

- AND -

To an ordinance amending Part II of the City Code, Chapter 110, Transportation Systems, Article II, Multi-Modal Transportation Board, Section 110-26, Composition.

CITY OF BIRMINGHAM

ORDINANCE NO. _____

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 82 PLANNING, ARTICLE V. DESIGN REVIEW BOARD, SECTION 82-99 COMPOSITION.

THE CITY OF BIRMINGHAM ORDAINS:

Part II of the City Code, Chapter 82 Planning, Article V. Design Review Board, Section 82-99 Composition, as follows:

ARTICLE V. - DESIGN REVIEW BOARD^[4]

Sec. 82-99. - Composition.

- (a) The design review board shall consist of seven members whose residences are located in the city.
- (b) One member of the design review board shall be an architect duly registered in this state, if such person is available. The other members shall represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions.
- (c) The city planner, or the authorized representatives of any of them, and the student representative, shall be members ex officio of the design review board and shall have all rights of membership thereon, except the right to vote.
- (d) The city commission may appoint two alternate members ~~of the historic district commission~~ to serve as ~~alternate members of~~needed on the design review board during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the design review board in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the design review board.

All other Sections of Chapter 82 Planning shall remain unaffected.

Ordained this _____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2016 and that a summary was published _____, 2016.

Laura M. Pierce, City Clerk

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All other Sections of Chapter 82 Planning shall remain unaffected.

Ordained this _____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

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Laura M. Pierce, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 127 HISTORIC DISTRICTS, SECTION 127-6. HISTORIC DISTRICT COMMISSION.

THE CITY OF BIRMINGHAM ORDAINS:

Part II of the City Code, Chapter 127 Historic Districts, Section 127-6. Historic District Commission, as follows:

Sec. 127-6. - Historic district commission.

- (a) The city commission may establish a commission to be called the historic district commission. Each member of the commission shall reside within the city limits. The commission shall consist of seven members. Members shall be appointed by the city commission. A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation. Members shall be appointed for a term of three years, except the initial appointments of three members for a term of two years and two members for a term of one year. Subsequent appointments shall be for three-year terms. Members shall be eligible for reappointment. In the event of a vacancy on the commission, interim appointments shall be made by the city commission within 60 calendar days to complete the unexpired term of such position. Two members shall be appointed from a list submitted by duly organized local historic preservation organizations. If such a person is available for appointment, one member shall be an architect who has two years of architectural experience or who is duly registered in the state.
- (b) The city commission may appoint two alternate members ~~of the design review board~~ to serve as ~~alternate members of~~ needed on the historic district commission during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the historic district commission in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the historic district commission.
- (c) The commission shall, from its appointed members, elect a chairman and vice-chairman. Each officer will serve a one-year term and may be re-elected. The chairman shall preside over the commission and shall have a right to vote. The vice-chairman shall, in the case of absence or disability of the chairman, perform the duties of the chairman. The city planner or an authorized representative shall act as secretary of the commission and shall keep a record of all its proceedings.
- (d) The commission may call upon the city manager for such services and data from the various departments as it may require. The commission may recommend to the city commission the securing of such professional and consulting services as it may require; however, no expenditures of funds shall be made, or contracts entered into for providing

such professional or consulting services, unless the same shall first be approved and authorized by the city commission.

- (e) The city commission may prescribe powers and duties of the commission, in addition to those prescribed in this chapter, that foster historic preservation activities, projects, and programs in the local unit.
- (f) Members of the commission may, after a public hearing, be removed for cause.
 - (1) As used in this section, the term "cause" is defined as a determination by the city commission that sufficient reason exists, as determined and defined by the city commission in its sole discretion, for the removal of a member of the commission. The decision by the city commission to remove a member shall be final and binding upon such member of the commission and no appeal shall arise therefrom.
 - (2) As used in this section, the term "public hearing" is defined as an open meeting at which the determination is made by the city commission, in its sole discretion, that cause exists for the removal of a member of the commission. For purposes of an orderly presentation, the city attorney shall serve as chairperson of the public hearing, and the city manager, or his/her designee, may present information to the city commission with respect to the potential removal of a member of the commission. The city manager or his/her designee will be afforded the opportunity to address the city commission with respect to such information for a period of not to exceed 30 minutes. The affected member of the commission or his/her designated representative will be afforded the opportunity to address the city commission with respect to such information for a period not to exceed 30 minutes. The presentation of information by the city manager or his/her designee and the presentation of information by the affected member or his/her designated representative may, in accordance with applicable law, be conducted in a closed session. This section shall not be construed as creating a right to a due process or evidentiary hearing.
 - (3) This section shall not be construed as creating or bestowing upon a member of the commission any employment status, property interest or any vested interest or right to continued membership on the commission.
- (g) It shall be the function and duty of the commission to advise the city commission with respect to the proper development of the city with primary emphasis upon the city's established historic districts, sites, properties and historic resources. The commission is also authorized to recommend for the guidance of the city commission amendments to the city code relating to the control and development of lands within historic districts.

(Ord. No. 1880, 7-24-06; Ord. No. 1976, 10-13-08)

All other Sections of Chapter 127 Historic Districts shall remain unaffected.

Ordained this ____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2016 and that a summary was published _____, 2016.

Laura M. Pierce, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

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THE CITY OF BIRMINGHAM ORDAINS:

Part II of the City Code, Chapter 127 Historic Districts, Section 127-6. Historic District Commission, as follows:

Sec. 127-6. - Historic district commission.

- (a) The city commission may establish a commission to be called the historic district commission. Each member of the commission shall reside within the city limits. The commission shall consist of seven members. Members shall be appointed by the city commission. A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation. Members shall be appointed for a term of three years, except the initial appointments of three members for a term of two years and two members for a term of one year. Subsequent appointments shall be for three-year terms. Members shall be eligible for reappointment. In the event of a vacancy on the commission, interim appointments shall be made by the city commission within 60 calendar days to complete the unexpired term of such position. Two members shall be appointed from a list submitted by duly organized local historic preservation organizations. If such a person is available for appointment, one member shall be an architect who has two years of architectural experience or who is duly registered in the state.
- (b) The city commission may appoint two alternate members to serve as needed on the historic district commission during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the historic district commission in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the historic district commission.
- (c) The commission shall, from its appointed members, elect a chairman and vice-chairman. Each officer will serve a one-year term and may be re-elected. The chairman shall preside over the commission and shall have a right to vote. The vice-chairman shall, in the case of absence or disability of the chairman, perform the duties of the chairman. The city planner or an authorized representative shall act as secretary of the commission and shall keep a record of all its proceedings.
- (d) The commission may call upon the city manager for such services and data from the various departments as it may require. The commission may recommend to the city commission the securing of such professional and consulting services as it may require; however, no expenditures of funds shall be made, or contracts entered into for providing

such professional or consulting services, unless the same shall first be approved and authorized by the city commission.

- (e) The city commission may prescribe powers and duties of the commission, in addition to those prescribed in this chapter, that foster historic preservation activities, projects, and programs in the local unit.
- (f) Members of the commission may, after a public hearing, be removed for cause.
 - (1) As used in this section, the term "cause" is defined as a determination by the city commission that sufficient reason exists, as determined and defined by the city commission in its sole discretion, for the removal of a member of the commission. The decision by the city commission to remove a member shall be final and binding upon such member of the commission and no appeal shall arise therefrom.
 - (2) As used in this section, the term "public hearing" is defined as an open meeting at which the determination is made by the city commission, in its sole discretion, that cause exists for the removal of a member of the commission. For purposes of an orderly presentation, the city attorney shall serve as chairperson of the public hearing, and the city manager, or his/her designee, may present information to the city commission with respect to the potential removal of a member of the commission. The city manager or his/her designee will be afforded the opportunity to address the city commission with respect to such information for a period of not to exceed 30 minutes. The affected member of the commission or his/her designated representative will be afforded the opportunity to address the city commission with respect to such information for a period not to exceed 30 minutes. The presentation of information by the city manager or his/her designee and the presentation of information by the affected member or his/her designated representative may, in accordance with applicable law, be conducted in a closed session. This section shall not be construed as creating a right to a due process or evidentiary hearing.
 - (3) This section shall not be construed as creating or bestowing upon a member of the commission any employment status, property interest or any vested interest or right to continued membership on the commission.
- (g) It shall be the function and duty of the commission to advise the city commission with respect to the proper development of the city with primary emphasis upon the city's established historic districts, sites, properties and historic resources. The commission is also authorized to recommend for the guidance of the city commission amendments to the city code relating to the control and development of lands within historic districts.

(Ord. No. 1880, 7-24-06; Ord. No. 1976, 10-13-08)

All other Sections of Chapter 127 Historic Districts shall remain unaffected.

Ordained this ____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2016 and that a summary was published _____, 2016.

Laura M. Pierce, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 110 TRANSPORTATION SYSTEMS, ARTICLE II. MULTI-MODAL TRANSPORTATION BOARD, SECTION 110-26. COMPOSITION.

THE CITY OF BIRMINGHAM ORDAINS:

Part II of the City Code, Chapter 110 Transportation Systems, Article II. Multi-Modal Transportation Board, Section 110-26, as follows:

ARTICLE II. - MULTI-MODAL TRANSPORTATION BOARD^[2]

Sec. 110-26. - Composition.

(a) The multi-modal transportation board shall consist of nonvoting ex officio members and seven members appointed by the city commission. The nonvoting ex officio members shall be appointed by the city manager. They may include the city engineer, city planner, police chief, or their designated representative, or other representatives as the city manager deems appropriate. Insofar as possible, the city commission shall appoint members as follows:

- (1) One pedestrian advocate member;
- (2) One member with a mobility or vision impairment;
- (3) One member with traffic-focused education and/or experience;
- (4) One bicycle advocate member;
- (5) One member with urban planning, architecture or design education and/or experience;
and
- (6) Two members at large living in different geographical areas of the city.

At least five (5) Board members shall be electors or property owners in the city. The remaining Board members may or may not be electors or property owners in the City.

(b) The city commission may appoint two alternate members to serve as needed on the multi-modal transportation board during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the multi-modal transportation board in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the multi-modal transportation board.

All other Sections of Article II. Multi-Modal Transportation Board shall remain unaffected.

Ordained this _____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2016 and that a summary was published _____, 2016.

Laura M. Pierce, City Clerk

CITY OF BIRMINGHAM

ORDINANCE NO. _____

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 110 TRANSPORTATION SYSTEMS, ARTICLE II. MULTI-MODAL TRANSPORTATION BOARD, SECTION 110-26. COMPOSITION.

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and
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- (b) The city commission may appoint two alternate members to serve as needed on the multi-modal transportation board during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the multi-modal transportation board in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the multi-modal transportation board.

All other Sections of Article II. Multi-Modal Transportation Board shall remain unaffected.

Ordained this _____ day of _____, 2016. Effective upon publication.

Rackeline J. Hoff, Mayor

Laura M. Pierce, City Clerk

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2016 and that a summary was published _____, 2016.

Laura M. Pierce, City Clerk



MEMORANDUM

Human Resources Department

DATE: September 30, 2016

TO: Joseph A. Valentine, City Manager

FROM: Yvonne Taylor, HR Manager

SUBJECT: Proposed Settlement Agreement and Contract Renewal with Birmingham Command Officers Association

The Birmingham Command Officers Association (BCOA), affiliated with the Command Officers Association of Michigan (COAM), represents three (3) Commanders and four (4) Lieutenants. The current Collective Bargaining Agreement expired on June 30, 2016.

The City and Union held several negotiation sessions beginning on April 1, 2016 and reached a settlement agreement on Thursday, September 22, 2016. Union membership has ratified the attached settlement agreement on Tuesday, September 27, 2016 and the agreement is now presented for consideration by the City Commission.

The primary features of the settlement agreement are:

1. 3-year contract through June 30, 2019.
2. 2% wage adjustment in each year of the contract, with modest adjustments in Commander pay in the first year of the contract to recognize increased responsibility due to the vacant Deputy Chief position.
3. Increased prescription and emergency room co-pays.
4. Decreased City contribution to employee Health Reimbursement Accounts.
5. Increased employee contributions to monthly Retiree Health Care costs.
6. Modest improvements in other minor economic provisions.

The primary economic provisions are consistent with the City's overall bargaining strategy of balancing wages with health care and other benefits costs, and continue the trend on increased employee cost sharing for health care coverages.

HR recommends approval of the settlement agreement.

SUGGESTED RESOLUTION:

To approve the settlement agreement of September 22, 2016 between the City and BCOA/COAM for a renewal of the collective bargaining agreement through June 30, 2019. Further, to authorize the transfer of the appropriate funds by the Finance Department for the contract effective July 1, 2016.

~~OFF THE RECORD~~



NOT TO BE USED IN MEDIATION OR ANY ACT 312 PROCEEDING

SETTLEMENT AGREEMENT

IT IS HEREBY AGREED between the City of Birmingham ("the City") and the Birmingham Command Officers Association ("the Union"), that in tentative agreement of all outstanding issues under negotiation, the parties agree to the following, and agree to recommend ratification of the following to their respective principals:

1. The parties' new contract will be in effect from July 1, 2016 through June 30, 2019.
2. The parties' new contract will be the same as the parties' current agreement, except as modified by this Agreement.
3. Effective January 1, 2017, change the prescription drug co-pay for active employees to \$20 Generic/\$45 Brand Name/Specialty Tier \$45 co-pay.
4. Effective January 1, 2017, revise the HRA contribution for active employees to \$900/year.
5. Effective January 1, 2017, increase health insurance Emergency Room co-pay for active employees to \$125.
6. Increase retiree monthly health care contribution for those retiring after ratification of this Agreement by both parties to \$80 pre-65/\$40 post-65.
7. Holidays – Revise Article XXVII, Append to Section 27.6:

"Effective July 1, 2016, employees who actually work on Christmas Eve, Christmas Day, New Year's Eve, New Year's Day, July 4th or Thanksgiving Day shall receive a \$125 premium for each day actually worked. Payment will be made in the employee's regular bi-weekly pay check."

8. Health Care Reimbursement Account – Revise Article X, 10.2, Section 4:
Remove expired language: "For employees who retire prior to June 30, 2008, the City shall credit their HRA account balance to equal \$5,000. This provision shall also apply to any employee who retires during the bargaining for a renewal of the Agreement."
9. Insurance – Revise Article X, Section 10.2, to read as follows:

4th paragraph: "Effective July 1, 2016, the City and the Union agree that the current definition of 'dependent' shall be in accordance with applicable law".

6th Paragraph: Add a third requirement for receipt of the opt-out payment for health insurance, as follows: "(3) any other conditions required by applicable law."

8th paragraph: "A new employee covered by this Agreement shall make his election upon completion of ninety (90) days of continuous service".

9th paragraph: "Except for the dental insurance and optical insurance, the City shall commence paying the premiums for the above health insurance coverage commencing with the City's billing date for such coverage immediately following the completion of ninety (90) days of continuous service."


10. Eliminate Article XI, Section 11.2, and revise the fourth paragraph of Article XI, Section 11.4 as follows:

Normal retirement shall be applicable at age 50 with 25 years of credited service, or at age 55 with 10 years of credited service. An employee with the required number of credited years of service, who retires before reaching the age corresponding to that number of years for normal retirement (unless such retirement is for disability as provided in the Retirement Ordinance City Charter) shall receive a deferred retirement payable at the age corresponding to the employee's number of years for normal retirement on the basis of a pension benefit of 2.25% times the first thirty (30) years of credited service and 1% times each year thereafter.

11. Wages as attached, retroactive to July 1, 2016.
12. The City withdraws all other proposals.
13. The Union withdraws all other proposals.
14. The Union will ratify the Agreement first, and will notify the City in writing when the Agreement has been ratified.

Dated: September 22, 2016

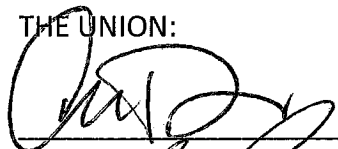
THE CITY:

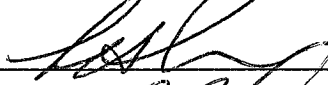


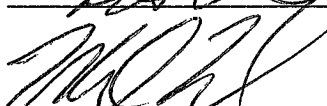
Yon [unclear] HR

Union [unclear]

THE UNION:







2 MARK ZUCK P.O.A.M.

Letter Code: J
 Group: Police Command (BCOA)
 Hours: 2080
 Effective: 7/1/2016

2%

		A	B	C	E
PAY GRADE POSITION		Minimum	6 Months	18 Months	24 Months
O4	H	\$38.83	\$39.48	\$40.08	\$40.73
Lieutenant	W	\$1,553.29	\$1,579.14	\$1,603.28	\$1,629.01
	B	\$3,106.58	\$3,158.29	\$3,206.56	\$3,258.01
	M	\$6,730.92	\$6,842.96	\$6,947.55	\$7,059.03
	A	\$80,771.09	\$82,115.51	\$83,370.61	\$84,708.31
O5					
Commander	H	\$40.93	\$41.95	\$42.97	\$43.98
	W	\$1,637.15	\$1,677.88	\$1,718.60	\$1,759.33
	B	\$3,274.30	\$3,355.75	\$3,437.20	\$3,518.65
	M	\$7,094.32	\$7,270.80	\$7,447.27	\$7,623.75
	A	\$85,131.85	\$87,249.56	\$89,367.27	\$91,484.97

Letter Code: J
 Group: Police Command (BCOA)
 Hours: 2080
 Effective: 7/1/2017

2%

PAY GRADE POSITION		A Minimum	B 6 Months	C 18 Months	E 24 Months
O4	H	\$39.61	\$40.27	\$40.88	\$41.54
Lieutenant	W	\$1,584.36	\$1,610.73	\$1,635.35	\$1,661.59
	B	\$3,168.71	\$3,221.45	\$3,270.69	\$3,323.17
	M	\$6,865.54	\$6,979.82	\$7,086.50	\$7,200.21
	A	\$82,386.51	\$83,757.82	\$85,038.02	\$86,402.48
O5					
Commander	H	\$41.75	\$42.79	\$43.82	\$44.86
	W	\$1,669.89	\$1,711.43	\$1,752.97	\$1,794.51
	B	\$3,339.79	\$3,422.87	\$3,505.95	\$3,589.03
	M	\$7,236.21	\$7,416.21	\$7,596.22	\$7,776.22
	A	\$86,834.49	\$88,994.55	\$91,154.62	\$93,314.67

Letter Code: J
 Group: Police Command (BCOA)
 Hours: 2080
 Effective: 7/1/2018

2%

PAY GRADE POSITION		A Minimum	B 6 Months	C 18 Months	E 24 Months
O4	H	\$40.40	\$41.07	\$41.70	\$42.37
Lieutenant	W	\$1,616.04	\$1,642.94	\$1,668.05	\$1,694.82
	B	\$3,232.09	\$3,285.88	\$3,336.11	\$3,389.64
	M	\$7,002.85	\$7,119.41	\$7,228.23	\$7,344.21
	A	\$84,034.24	\$85,432.98	\$86,738.78	\$88,130.53
O5					
Commander	H	\$42.58	\$43.64	\$44.70	\$45.76
	W	\$1,703.29	\$1,745.66	\$1,788.03	\$1,830.40
	B	\$3,406.58	\$3,491.32	\$3,576.07	\$3,660.81
	M	\$7,380.93	\$7,564.54	\$7,748.14	\$7,931.75
	A	\$88,571.18	\$90,774.44	\$92,977.71	\$95,180.97

Yvonne Taylor <ytaylor@bhamgov.org>

Contract

Scott Grewe <sgrewe@bhamgov.org>

Tue, Sep 27, 2016 at 7:56 AM

To: Yvonne Taylor <ytaylor@bhamgov.org>

I have spoken with all members of our union and all are satisfied with the contract settlement offer. Please let this serve as notice that we have ratified the contract offer. If you require any further information from me please advise.

Thank you,
Scott Grewe

—

Scott Grewe
Operations Commander
Birmingham Police Department
151 Martin St.
Birmingham, MI. 48009
[\(248\)530-1867](tel:(248)530-1867)



MEMORANDUM

Human Resources

DATE: September 30, 2016

TO: Joseph A. Valentine, City Manager

FROM: Yvonne Taylor, HR Manager

SUBJECT: City Commission Consideration of Birmingham Firefighters Association Grievance

I have attached a request by the Birmingham Firefighters Association Local 911 for City Commission consideration of the grievance of July 28, 2016. A copy of the grievance procedure up to this point has been provided under separate cover.

Step four (4) of the grievance procedure contained in the current collective bargaining agreement provides that the City Commission may:

1. Render a decision on the grievance with or without a hearing of the grievance; or,
2. Waive consideration of the grievance.

Should the City Commission waive consideration, or render a decision which the Union finds to be unsatisfactory, the Union may submit the grievance to binding arbitration.

If the City Commission elects to hear the grievance, a mutually agreeable hearing date would be established. Appearances would be made by the Union business agent and the City's labor counsel. In keeping with the previous practice, it is suggested that City general counsel Tim Currier would be designated to chair the hearing with regard to procedural matters.

If the City Commission elects to waive consideration of the grievance, the Union may then submit the grievance to binding arbitration.

SUGGESTED RESOLUTION:

To schedule a hearing of the Birmingham Firefighters Association Local 911 grievance of July 28, 2016 on a mutually agreeable hearing date. Further, to designate City Counsel Tim Currier to chair the hearing for procedural matters.

- OR -

To waive consideration of the Birmingham Firefighters Association Local 911 grievance of July 28, 2016.



Birmingham Fire Fighters Association

I.A.F.F. Local 911
572 South Adams Road
Birmingham, MI 48009

Date: September 21, 2016

To: Birmingham City Commission

From: Jeff Scaife, President, BFFA, Local 911

Grant Ankney, Co-Secretary, BFFA, Local 911

Alan Soave, Union Steward, BFFA, Local 911

Matt Bartalino, Union Steward, BFFA, Local 911

RE: Step 4 grievance regarding FF Mike McIntyre termination

Dear Distinguished City Commission,

It is the Birmingham Firefighters Associations' position to appeal the Step 3 decision dated September 8, 2016 regarding the July 28th, 2016 grievance involving the termination of Michael McIntyre. The grievance cited in reference Article 20(b):

Seniority shall terminate if an employee:

(b) is discharged for just cause

The requested remedy is to immediately reinstate the grievant with back pay, benefits (including retirement) and seniority, including interest; make the member whole; expunge the grievant personal file and records of all documents pertaining to the discharge; and any other relief that the Union may request.

Respectfully submitted,

Local 911 Membership

BIRMINGHAM

SEP 21 2016

CITY MANAGER'S OFFICE



**NOTICE OF INTENTION TO INTERVIEW
FOR APPOINTMENT TO THE
BIRMINGHAM SHOPPING DISTRICT BOARD**

At the regular meeting of Monday, November 21, 2016, the Birmingham City Commission intends to appoint applicants to the Birmingham Shopping District Board to serve four-year terms to expire November 16, 2020 and one applicant to serve the remainder of a four-year term to expire November 16, 2017.

The goal of the shopping district board shall be to promote economic activity in the principal shopping districts of the city by undertakings including, but not limited to, conducting market research and public relations campaigns, developing, coordinating and conducting retail and institutional promotions, and sponsoring special events and related activities. (Section 82-97(a)) The board may expend funds it determines reasonably necessary to achieve its goal, within the limits of those monies made available to it by the city commission from the financing methods specified in this article. (Section 82-97(b)).

The ordinance states that the City Manager will make the appointment with the concurrence of the City Commission.

Interested persons may submit a form available from the city clerk's office. Applications must be submitted to the city clerk's office on or before noon on Monday, October 31, 2016. These documents will appear in the public agenda.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
Members shall be <ul style="list-style-type: none">Representatives of businesses located in the districtDistrict ResidentResident from an adjacent neighborhood	10/31/16	11/21/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



BIRMINGHAM SHOPPING DISTRICT BOARD

Ordinance 1534 - Adopted September 14, 1992

The Board shall consist of 12 members as follows:

- City Manager.
- Resident from an area designated as a principal shopping district.
- Resident from an adjacent residential area.
- A majority of the members shall be nominees of individual businesses located within a principal shopping district who have an interest in property located in the district.
- The remaining members shall be representatives of businesses located in the district.

4-Year Terms

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Astrein	Richard	(248) 399-4228	11/16/1992	11/16/2017
13125 Ludlow		(248) 644-1651	Business Operator/Property Owner	
Huntington Woods	48070			
A-Woods	Rachael	(248) 933-5421	12/5/2011	11/16/2019
30485 Red Maple Lane			Business Operator	
Southfield	48076	<i>ra-woods@sbcglobal.net</i>		
123 W. Maple				
Birmingham	48009			
Daskas	Cheryl		11/9/1998	11/16/2018
353 Aspen		(248) 258-0212	Business Operator/Property Owner	
Birmingham	48009	<i>cheryl@tenderbirmingham.com</i>		
271 West Maple				
Birmingham	48009			

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Fehan 833 Hazel Birmingham	Douglas 48009	(248) 705-3000 <i>godug@aol.com</i>	12/14/1992 District Resident	11/16/2016
Hockman PO Box 936 Birmingham	Geoffrey 48012	(248) 431-4800 (248) 433-0713 <i>jeff.hockman.mec@gmail.com</i>	11/16/1992 Business Operator/Property Owner	11/16/2018
Pohlod 1360 Edgewood Birmingham 912 South Old Woodward Birmingham	Amy 48009 48009	(248) 219-5042 <i>amypohlod@hotmail.com</i>	7/25/2016 Business Operator/Property Owner	11/16/2018
Quintal 880 Ivy Lane Bloomfield Hills 112 Peabody St Birmingham	Steven 48304 48009	248-642-0024 <i>steve@fullercentralpark.com</i>	12/8/2003 Member greater than 5% total sq ft in SAD 1.	11/16/2019
Roberts 410 Whippers in Court Bloomfield Hills 273 Pierce Birmingham	William 48304 48009	(248) 463-8606 (248) 646-6395 <i>BR@RobertsRestaurantGroup.com</i>	11/10/1997 Business Operator	11/16/2017

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Solomon	Judith	(248) 645-2330	11/22/2010	11/16/2016
588 Stanley Birmingham	48009	<i>judyfreelance@aol.com</i>	Resident from Adjacent neighborhood	
Surnow	Sam	(248) 817-0686	11/23/2015	11/16/2019
411 South Old Woodward, #714 Birmingham	48009	(248) 865-3000 <i>sam@surnow.com</i>	Business Operator/Property Owner Member	
VACANT				11/16/2017
			Business Operator	
Valentine	Joseph	(248) 530-1809	City Manager	
151 Martin Birmingham	48009	<i>jvalentine@bhamgov.org</i>		



NOTICE OF INTENTION TO APPOINT TO DESIGN REVIEW BOARD

At the regular meeting of Thursday, October 27, 2016 the Birmingham City Commission intends to appoint two alternate members to the Design Review Board to serve three-year terms to expire September 25, 2019.

Interested parties may submit an application available from the city clerk's office on or before noon on Wednesday, October 19, 2016. Applications will appear in the public agenda at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

The function and duty of the Design Review Board is to advise the City Commission in regard to the proper development of the city. The Design Review Board is specifically charged with carrying out the goals, objectives and intent of the city's adopted master plan and urban design plan and other development-oriented plans which may subsequently be adopted. The Design Review Board is authorized to advise and cooperate with the City Commission, city Planning Board, Historic District Commission and other city advisory boards and cooperate with the planning, historic district and legislative bodies of other governmental units in any area outside the boundaries of the city.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
<ul style="list-style-type: none">Members shall represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions.	10/19/16	10/27/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



DESIGN REVIEW BOARD

Ordinance #1882

Terms: 3 years

Members: One member of the Design Review Board shall be an architect duly registered in this state, if such person is available. The other members shall represent, insofar as possible, different occupations and professions such as, but not limited to, the legal profession, the financial or real estate professions, and the planning or design professions. The City Commission may appoint two members of the Historic District Commission to serve as alternate members of the Design Review Board during their term of appointment. (ordinance #1975)

Duties: The function and duty of the Design Review Board is to advise the city commission in regard to the proper development of the city. The Design Review Board is specifically charged with carrying out the goals, objectives and intent of the city's adopted master plan and urban design plan and other development-oriented plans which may subsequently be adopted. The Design Review Board is authorized to advise and cooperate with the City Commission, city Planning Board, Historic District Commission and other city advisory boards and cooperate with the planning, historic district and legislative bodies of other governmental units in any area outside the boundaries of the city.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Coir	Mark	248-390-0372	1/28/2013	9/25/2018
411 S. Old Woodward #1025		<i>keskus2010@aol.com</i>	historical preservation organization member	
Deyer	Keith	(248)642-6390	9/25/2006	9/25/2017
1283 Buckingham		<i>kwdeyer@comcast.net</i>		
Dukas	Natalia	(248) 885-8535	9/9/2013	9/25/2019
1352 Suffield		<i>nataliadukas@yahoo.com</i>		
Henke	John	(248) 789-1640	9/25/2006	9/25/2018
724 South Bates		<i>jwhenke@aol.com</i>	historical preservation organization member	

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Salter-Dodson 1758 Grant	Loreal	<i>loreal4@gmail.com</i>	2/8/2016 Student Representative	12/31/2016
Trapnell 660 Smith Ave	Thomas	(313) 568-6712 <i>ttrapnell@dykema.com</i>	4/27/2015	9/25/2018
VACANT			Alternate	9/25/2019
VACANT			Alternate	9/25/2019
Weisberg 651 West Frank	Shelli	(248) 642-6461 <i>sweisberg@aclumich.org</i>	9/25/2006	9/25/2017
Willoughby 667 Greenwood	Michael	(248) 760-8903 <i>mwilloughby@mwa-architects.com</i>	3/22/2010 Architect	9/25/2019



NOTICE OF INTENTION TO APPOINT TO HISTORIC DISTRICT COMMISSION

At the regular meeting of Thursday, October 27, 2016 the Birmingham City Commission intends to appoint two alternate members to the Historic District Commission to serve three-year terms to expire September 25, 2019.

Interested parties may submit an application available from the city clerk's office on or before noon on Wednesday, October 19, 2016. Applications will appear in the public agenda at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

The function and duty of the Historic District Commission is to advise the City Commission with respect to the proper development of the city with primary emphasis upon the city's established historic districts, sites, properties and historic resources. The Commission is also authorized to recommend for the guidance of the City Commission amendments to the City Code relating to the control and development of lands within historic districts.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
<ul style="list-style-type: none">• A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation.	10/19/16	10/27/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



HISTORIC DISTRICT COMMISSION

Ordinance #1880

Terms: 3 years

Members: A majority of the members shall have a clearly demonstrated interest in or knowledge of historic preservation. Two members shall be appointed from a list submitted by duly organized local historic preservation organizations. If available, one member shall be an architect who has two years of architectural experience or who is duly registered in the State of Michigan. The City Commission may appoint two members of the Design Review Board to serve as alternate members of the Historic District Commission during their term of appointment. (ordinance #1976)

Duties: The function and duty of the Historic District Commission is to advise the City Commission with respect to the proper development of the city with primary emphasis upon the city's established historic districts, sites, properties and historic resources. The Commission is also authorized to recommend for the guidance of the City Commission amendments to the City Code relating to the control and development of lands within historic districts.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Coir	Mark	(248) 390-0372 <i>keskus2010@aol.com</i>	2/11/2013 historical preservation organization member	9/25/2018
Deyer	Keith	(248) 642-6390 <i>kwdeyer@comcast.net</i>	9/25/2006	9/25/2017
Dukas	Natalia	(248) 885-8535 <i>nataliadukas@yahoo.com</i>	9/9/2013	9/25/2019
Henke	John	(248) 789-1640 <i>jwhenke@aol.com</i>	9/25/2006 historical preservation organization member	9/25/2018

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
Salter-Dodson 1758 Grant	Loreal	<i>lorealsd4@gmail.com</i>	2/8/2016 Student Representative	12/31/2016
Trapnell 660 Smith Ave	Thomas	(313) 568-6712 <i>ttrapnell@dykema.com</i>	4/27/2015	9/25/2018
VACANT			Alternate	9/25/2019
VACANT			Alternate	9/25/2019
Weisberg 651 West Frank	Shelli	(248)642-6461 <i>sweisberg@aclumich.org</i>	9/25/2006	9/25/2017
Willoughby 667 Greenwood	Michael	(248) 760-8903 <i>mwilloughby@mwa-architects.com</i>	3/22/2010 architect	9/25/2019



NOTICE OF INTENTION TO APPOINT TO THE MULTI-MODAL TRANSPORTATION BOARD

At the regular meeting of Thursday, October 27, 2016, the Birmingham City Commission intends to appoint two alternate members to the Multi-Modal Transportation Board to serve three-year terms to expire October 27, 2019 and two regular members to serve the remainder of a three year term to expire March 24, 2017 and March 24, 2019.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, October 19, 2016. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large living in different geographical areas of the city. Applicants for these two positions may or may not be electors or property owners in the City.

Duties of the Multi-modal Transportation Board

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
In so far as possible, members shall represent, <ul style="list-style-type: none">• one member with traffic-focused education and/or experience• one member with urban planning, architect, design experience Members may or may not be electors (registered voter) or property owners of the City of Birmingham.	10/19/16	10/27/16

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.



MULTI-MODAL TRANSPORTATION BOARD

Resolution No. 02-31-14 & 09-282-16

The purpose of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting.

In so far as possible, the seven member committee shall be composed of the following: one pedestrian advocate member; one member with a mobility or vision impairment; one member with traffic-focused education and/or experience; one bicycle advocate member; one member with urban planning, architecture or design education and/or experience; and two members at large living in different geographical areas of the city. At least five Board members shall be electors or property owners in the city. The remaining Board members may or may not be electors or property owners in the City.

Term: Three years.

Last Name	First Name	Home Business E-Mail	Appointed	Term Expires
Adams	Vionna	(202) 423-7445	12/15/2014	3/24/2018
2109 Dorchester Birmingham	48009	<i>vionnajones@gmail.com</i>	Member at large from different geographical areas of the city.	
Edwards	Lara	(734) 717-8914	4/28/2014	3/24/2017
1636 Bowers Birmingham	48009	<i>lmedwards08@gmail.com</i>	Member at large from different geographical areas of the city.	
Folberg	Amy	(248) 890-9965	12/14/2015	3/24/2017
1580 Latham Birmingham	48009	<i>amy.folberg@gmail.com</i>	Member at large from different geographical areas of the city.	

Last Name	First Name	Home Business	Appointed	Term Expires
Home Address		E-Mail		
Lawson	Andy	(586) 944-6701	4/28/2014	3/24/2018
1351 E. Maple			Pedestrian Advocate Member	
Birmingham	48009	<i>andlawson@deloitte.com</i>		
Surnow	Michael	(248) 865-3000	4/13/2015	3/24/2019
320 Martin St. #100			Bicycle Advocate Member	
Birmingham	48009	<i>michael@surnow.com</i>		
VACANT			Alternate	10/27/2019
VACANT			Alternate	10/27/2019
VACANT			Urban Planning/Architecture/Design Member	3/24/2017
VACANT			Traffic-Focus Education/Experience Member	3/24/2019



MEMORANDUM

Engineering Dept.

DATE: September 27, 2016

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

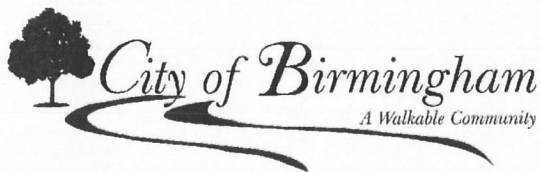
SUBJECT: Neighborhood Connector Route
Project Update

Earlier this year, the City Commission approved the proposal to complete a Neighborhood Connector Route around the City. The bike route, as recommended by the Multi-Modal Transportation Board, will consist of a series of signs and pavement markings marking a loop that connects some existing sections of bike lanes, such as on Oak St. and N. Eton Rd.

In preparation for this work, the Engineering Dept. worked with our traffic engineering consultant to put together plans and specifications. Bids were due back on September 15. Only one bid was received, and it was determined to be non-responsive, as they did not provide unit prices on the required bid form. They also did not submit the required bid bond valued at 5% of the bid. As a result, there was no one to award the project to.

Telephone calls were made to some firms that we thought would be interested. Some interest was shown, but the companies that were involved did not feel that the nature of the work suited them, or they already had enough work to complete for this season.

It is our intention to re-package this work with another larger paving contract so that it will be more attractive. The package will be required to be done early in the 2017 construction season, so that it can be enjoyed by the public the majority of the 2017 summer season.



MEMORANDUM

Office of the City Manager

DATE: September 29, 2016

TO: City Commission

FROM: Joseph A. Valentine, City Manager

SUBJECT: Bond Refunding

As you may recall, the City Commission authorized the refunding of three different series of bonds for prior recreation and sewer projects at its meeting on July 25, 2016. These included the series 2008 recreation bonds for \$2.6 million, series 2006 recreation bonds for \$8.4 million and series 2004 sewer bonds for \$4.2 million. The authorizing resolution provided a principal sum not to exceed \$15,900,000 for the purpose of paying the costs of refunding all or a portion of the prior bonds. The savings from the refunding was estimated at almost \$1 million in future debt payments.

On September 28th, the issuance of 2016 Unlimited Tax General Obligation Refunding Bonds to refund the prior bonds was conducted and the bond issuance was for \$14,375,000. The net savings from this refunding will save the City \$1,295,305 in future debt service. The bond closing is scheduled for October 18th.

As part of this refunding, a rating review was conducted by S&P Global Ratings. This review resulting in S&P Global Ratings reaffirming the City's "AAA" bond rating. A copy of their rating review is attached.

RatingsDirect®

Summary:

Birmingham, Michigan; General Obligation

Primary Credit Analyst:

Kathryn A Clayton, Chicago (1) 312-233-7023; kathryn.clayton@spglobal.com

Secondary Contact:

Benjamin D Gallovic, Chicago 312.233.7070; benjamin.gallovic@spglobal.com

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Rationale

Outlook

Related Research

Summary:

Birmingham, Michigan; General Obligation

Credit Profile

US\$13.935 mil 2016 unlt'd tax GO rfdg bnds due 10/01/2028

Long Term Rating

AAA/Stable

New

Birmingham unlt'd tax go

Long Term Rating

AAA/Stable

Affirmed

Rationale

S&P Global Ratings assigned its 'AAA' long-term rating to Birmingham, Mich.'s series 2016 unlimited-tax general obligation (GO) refunding bonds. At the same time, we affirmed our 'AAA' long-term rating on the city's outstanding GO obligations. The outlook is stable.

The series 2016 bond proceeds will be used to refund the city's series 2004 GO bonds, series 2006 GO recreation refunding bonds, and series 2008 GO bonds for interest cost savings only. The 2016 bonds and other outstanding debt are secured with the city's unlimited-tax full faith and credit GO pledge.

The bonds are eligible to be rated above the sovereign because we believe the city can maintain better credit characteristics than the U.S. in a stress scenario. Under our criteria, "Ratings Above The Sovereign--Corporate And Government Ratings: Methodology And Assumptions" (published Nov. 19, 2013, on RatingsDirect), U.S. local governments are considered to have moderate sensitivity to country risk. The institutional framework in the U.S. is predictable for local governments, allowing them significant autonomy, independent treasury management, and no history of government intervention.

The 'AAA' rating reflects our assessment of the city's:

- Very strong economy, with access to a broad and diverse metropolitan statistical area (MSA);
- Very strong management, with strong financial policies and practices under our Financial Management Assessment (FMA) methodology;
- Strong budgetary performance, with an operating surplus in the general fund and break-even operating results at the total governmental fund level in fiscal 2015;
- Very strong budgetary flexibility, with an available fund balance in fiscal 2015 of 45% of operating expenditures;
- Very strong liquidity, with total government available cash at 128.3% of total governmental fund expenditures and 30.2x governmental debt service, and access to external liquidity we consider strong;
- Very strong debt and contingent liability position, with debt service carrying charges at 4.2% of expenditures and net direct debt that is 37.8% of total governmental fund revenue, as well as low overall net debt at less than 3% of market value and rapid amortization, with 96.0% of debt scheduled to be retired in 10 years, but a large pension and other postemployment benefit (OPEB) obligation; and
- Strong institutional framework score.

Very strong economy

We consider Birmingham's economy very strong. The city, with an estimated population of 20,808, is located in Oakland County in the Detroit-Warren-Dearborn, Mich. MSA, which we consider to be broad and diverse. The city has a projected per capita effective buying income of 230% of the national level, which we view as extremely high and a positive credit factor and per capita market value of \$264,597. Overall, the city's market value grew by 10.3% over the past year to \$5.5 billion in 2017. The county unemployment rate was 5.0% in 2015.

Birmingham is located about 20 miles northwest of downtown Detroit. The city is considered a bedroom community to the broad metropolitan area of Detroit, and features high-end retail and dining establishments, among an otherwise primarily residential tax base. While the city is mostly built out, new growth continues with redevelopment of existing properties. Therefore, city management expects tax base growth to continue in future years.

Very strong management

We view the city's management as very strong, with strong financial policies and practices under our FMA methodology, indicating financial practices are strong, well embedded, and likely sustainable.

The city utilizes historical data as well as information from third-party sources to build budgetary assumptions, and management provides budget-to-actual performance reports to the city council on a quarterly basis. The city updates a five-year financial forecast annually and has a formal fund balance policy of maintaining undesignated-unreserved general fund balance between 17% and 40% of expenditures. The low end of the policy range reflects cash flow needs of the city; by practice, management has kept available fund balance at the high end of the range to provide a contingency balance for unforeseen variances from budgeted projections. The city has its own investment policy, and reports quarterly to the board on investment performance and holdings. There are several formalized debt policies in place that specify the type of debt the city can issue and for what purpose; however, the debt policies lack specific quantitative benchmarks. Future capital needs are monitored with the help of a rolling six-year capital improvement plan.

Strong budgetary performance

Birmingham's budgetary performance is strong in our opinion. The city had surplus operating results in the general fund of 3.9% of expenditures, and balanced results across all governmental funds of negative 0.1% in fiscal 2015.

For fiscal 2016, which is unaudited, city management expects to post break-even results in the general fund and a slight surplus in the total governmental funds. Fiscal 2017 results are projected to produce break-even operations in the general fund and across all governmental funds; therefore, we expect performance to remain strong. Property taxes (62.0% of general fund revenues) funded the majority of city operations in fiscal 2015, followed by state-shared revenue (11.5%), licenses and permits (9.0%), service charges (9.0%). The city levies for property taxes below the maximum allowable Headlee limit and could raise property taxes to maximum levels without voter authorization; this provides approximately \$2.5 million of revenue-raising flexibility (7.8% of fiscal 2015 general fund revenue).

Very strong budgetary flexibility

Birmingham's budgetary flexibility is very strong, in our view, with an available fund balance in fiscal 2015 of 45% of operating expenditures, or \$13.8 million. We expect the available fund balance to remain above 30% of expenditures for the current and next fiscal years, which we view as a positive credit factor.

The city's available reserves include the assigned and unassigned general fund balance. In fiscal 2014, the city's major and local street funds were consolidated with the general fund. Most of the assigned general fund balance represents assigned reserves for future street projects. The committed fund balance has not been considered available reserves because these funds are reserves set aside for ongoing street construction projects. For fiscal 2016 and fiscal 2017, management expects the total available general fund reserve position to remain mostly flat, and therefore we expect budgetary flexibility to remain very strong.

Very strong liquidity

In our opinion, Birmingham's liquidity is very strong, with total government available cash at 128.3% of total governmental fund expenditures and 30.2x governmental debt service in 2015. In our view, the city has strong access to external liquidity if necessary.

Based on the city's past issuance of debt, we consider it to have strong access to capital markets to provide for liquidity needs if necessary. We understand the city does not have obligations with permissive acceleration provisions that could pressure cash. The city invests primarily in U.S. treasuries and agencies, but also has a small amount of investments in corporate and municipal bonds and commercial paper.

Very strong debt and contingent liability profile

In our view, Birmingham's debt and contingent liability profile is very strong. Total governmental fund debt service is 4.2% of total governmental fund expenditures, and net direct debt is 37.8% of total governmental fund revenue. Overall net debt is low at 2.2% of market value, and approximately 96.0% of the direct debt is scheduled to be repaid within 10 years, which are in our view positive credit factors.

We have given partial self-support to debt secured with a property tax but that is paid by enterprise revenue. We understand the city has no significant debt plans at this time.

In our opinion, a credit weakness is Birmingham's large pension and OPEB obligation. Birmingham's combined required pension and actual OPEB contributions totaled 18.3% of total governmental fund expenditures in 2015. Of that amount, 7.1% represented required contributions to pension obligations, and 11.2% represented OPEB payments. The city made 99% of its annual required pension contribution in 2015. The funded ratio of the largest pension plan is 93.0%.

The city has its own defined-benefit, single-employer pension plan, Birmingham Employee Retirement System, which is 92% funded. The city's required pension contribution is based on an independent actuary study. The city made nearly 100% of the required contribution in 2015, and has overfunded the actuarially determined contribution in prior years. Per Government Accounting Standards Board (GASB) 68 standards, the reports a net pension liability of \$8.4 million. New employees are placed on the city's defined contribution pension plan. While the pension liability is well funded, contribution rates are elevated when paired with contributions toward OPEBs. The city has a significant unfunded liability for OPEB which totaled \$36.994 million as of the most recent actuarial valuation date of June 30, 2014. Actuarially determined required contributions to the plan are also significant at about 11% of total governmental expenditures. By consistently overfunding OPEB required contributions and changing benefits for new employees, we believe the city has a plan to address the large obligation.

Strong institutional framework

The institutional framework score for Michigan municipalities with a population between 4,000 and 600,000 is strong.

Outlook

The stable outlook reflects our view that we will not change the rating within the two-year outlook horizon because we believe Birmingham will take the steps necessary to maintain its very strong financial flexibility and liquidity despite ongoing funding of capital projects. The city's very strong economy strengthened by participation in the diverse Oakland County and southern Michigan economy provides further rating support.

Downside scenario

We could lower the rating if budgetary performance were to deteriorate unexpectedly or if significant retirement obligations were to pressure the city's budget and impact overall available reserves.

Related Research

- S&P Public Finance Local GO Criteria: How We Adjust Data For Analytic Consistency, Sept. 12, 2013
- Incorporating GASB 67 And 68: Evaluating Pension/OPEB Obligations Under Standard & Poor's U.S. Local Government GO Criteria, Sept. 2, 2015
- 2015 Update Of Institutional Framework For U.S. Local Governments

Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at www.standardandpoors.com for further information. Complete ratings information is available to subscribers of RatingsDirect at www.globalcreditportal.com. All ratings affected by this rating action can be found on the S&P Global Ratings' public website at www.standardandpoors.com. Use the Ratings search box located in the left column.

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MEMORANDUM

Planning Division

DATE: October 6, 2016

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director

SUBJECT: Update on New RTA Service Detroit to Somerset via Birmingham

In September 2016, a partnership with the Regional Transit Authority, DDOT, and SMART was established, resulting in the creation of a new limited-stop bus service called the Woodward RefleX that now operates one of its lines on Woodward Avenue. Unlike other interjurisdictional bus routes in the metro region, this new services does not require transfers at 8 Mile Road and allows the busses to seamlessly cross city and county boundaries all day, seven days a week. The Woodward RefleX, also known as Route 498, runs from Downtown Detroit to Somerset Mall in Troy in only 14 stops. Please see attached schematic map and bus schedule for new Route 498 Woodward RefleX service line.

Woodward RefleX now stops in Birmingham at Adams and Bowers to transport passengers to Somerset Mall in only one stop and to downtown Detroit in 13 stops without the need to transfer bus lines. Thus, the current north and southbound stops at Adams and Bowers are strong candidates for new modernized glass bus shelters paid through available SMART Community and Municipal Credits.

The City is working with SMART to finalize the preferred location for a bus shelter at Adams and Bowers based on the City Commission's direction to relocate the proposed W. Maple bus shelter to Adams Road to provide an amenity for the new RTA Woodward RefleX service. After finalizing placement details with SMART, staff will prepare a detailed report to the City Commission for approval of the placement and layout of the bus shelter(s), bike rack, and street furnishings.

498 Woodward Corridor

Line and Station
Seven Days a Week



SCHEMATIC MAP
NOT TO SCALE

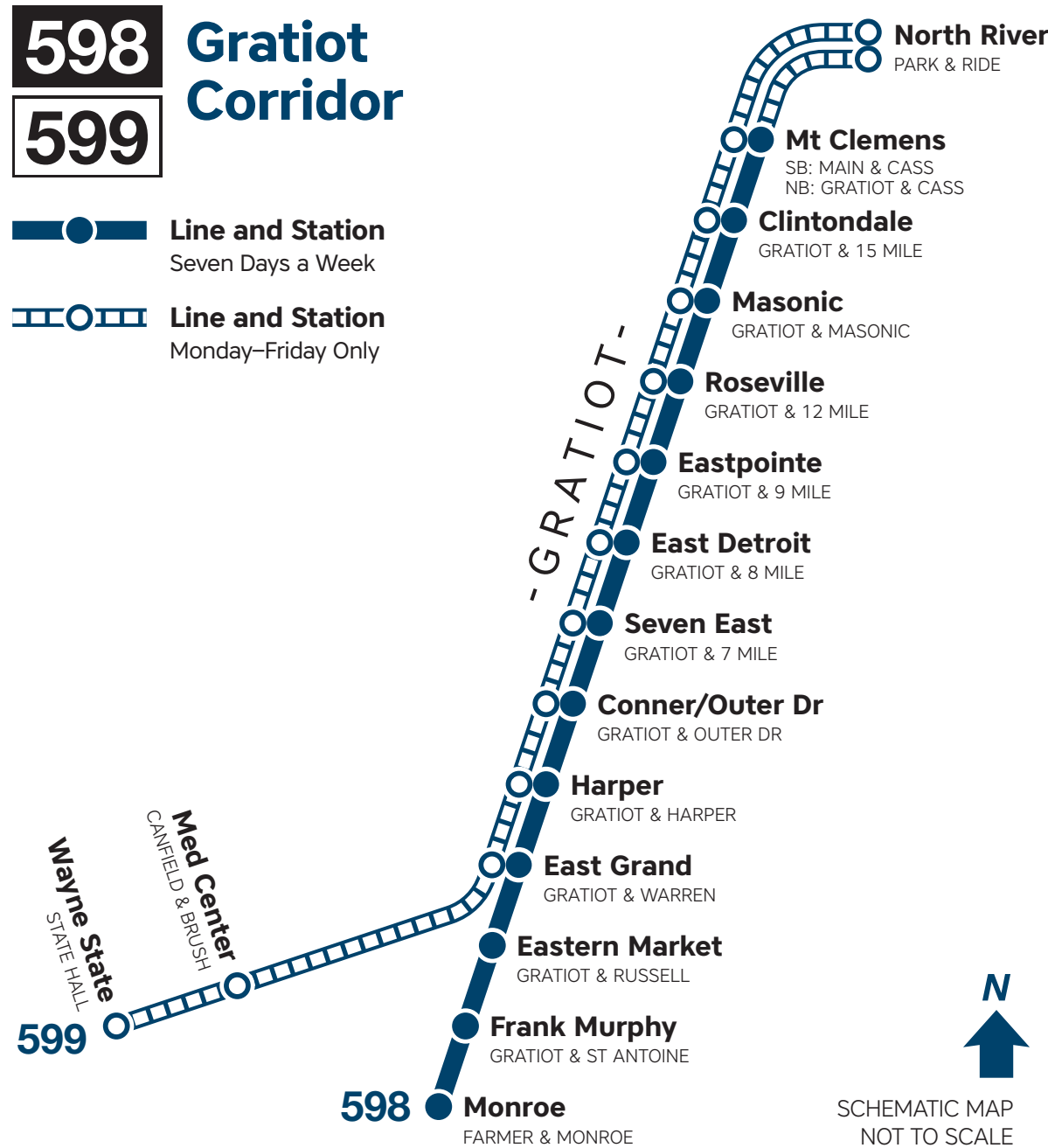


598 Gratiot Corridor

599

Line and Station
Seven Days a Week

Line and Station
Monday–Friday Only



Welcome aboard!



Route 498
is operated by DDOT.
Call 313.933.1300 for info.



Route 598-599
is operated by SMART.
Call 866.962.5515 for info.

refleX is a new **pilot regional transit service**. With reduced stops, full service hours and connections at major transfer points, refleX makes regional travel easier than ever. It's a collaborative effort of RTA, SMART and DDOT. Use refleX along with other transit service — and enjoy the ride!

rtamichigan.org/reflex

REFLEX

498

Woodward
Corridor

598

599

Gratiot
Corridor

Regional Transit Service
Map & Schedule

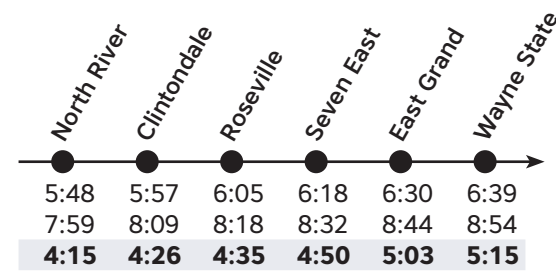
Effective
September 2016

REFLEX

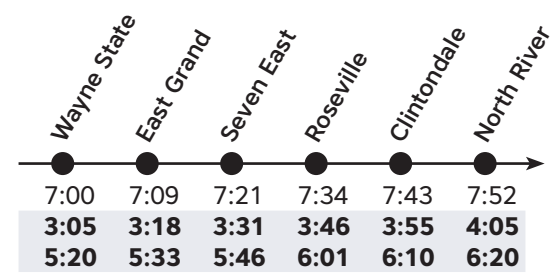
RTA refleX is a coordinated transit service pilot

599

MONDAY–FRIDAY
Southbound

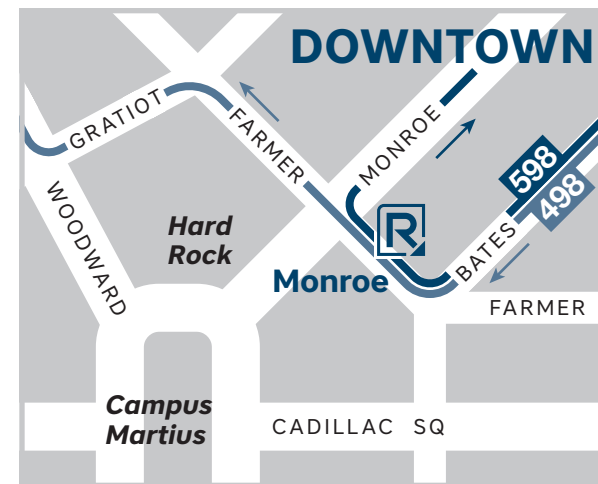
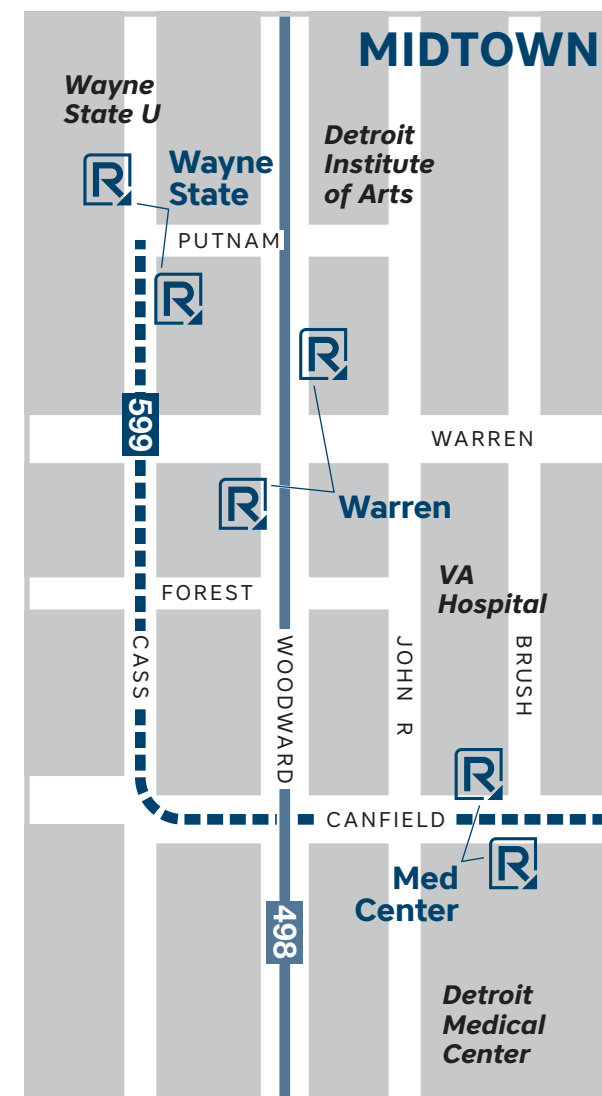


MONDAY–FRIDAY
Northbound



All times are approximate and subject to change
Bold Shaded numerals indicate **PM** Times

Midtown / Downtown Stations



Real-Time Information

Route 498

Download the DDOT Bus App at the App store or Google Play. Using TextMyBus, you can also text your location/intersection to **50464**.

Route 598-599

Download the rideSMARTbus App at the App store or Google Play. Text your bus stop ID to **41411** or visit smartbus.org.

rtamichigan.org/reflex

Interim Fares

Route 498

(DDOT'S FARE STRUCTURE)

Regular \$1.50
With Regional Pass no charge
Student with DDOT ID \$0.75
Senior/Disabled \$0.50

Transfer \$0.25

Valid to ride another DDOT bus, or another SMART bus when a 50-cent cash top-up is paid on the SMART bus

Route 598-599

(SMART'S FARE STRUCTURE)

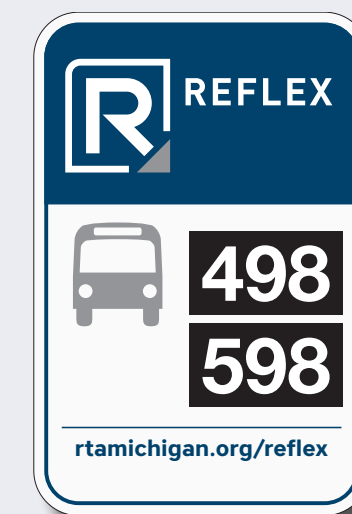
Regular \$2.00
With DDOT-Issued Transfer \$0.50
With Regional Pass \$0.50
With Regional Plus Pass no charge
Youth \$1.00
Senior/Disabled \$0.50

Transfer \$0.25

Valid to ride another SMART or DDOT bus

More about fares...

RTA, SMART and DDOT are collaborating on an easier-to-use, more integrated fare system. Details and proposals will be available soon, with implementation targeted for 2017.



Limited Stops = FASTER RIDE

Routes 498, 598 and 599 are regional transit routes. Rather than serving every local bus stop, they pick up and drop off at designated stations. **Board or deboard where you see the blue refleX sign.**

DDOT and SMART routes provide local service in the same corridors as refleX:

Woodward	...in the City	DDOT Route 53
	...in the Suburbs	SMART Route 450-460
Gratiot	...in the City	DDOT Route 34
	...in the Suburbs	SMART Route 560

SMART provides additional service between the Suburbs and Detroit during Weekday peak hours.

RTA

MONDAY-FRIDAY

Northbound

498

MONDAY-FRIDAY

Southbound

Monroe	Milwaukee	Fairgrounds	Huntington Woods	Birmingham	Somerset
5:04	5:13	5:27	5:37	5:47	5:57
5:49	5:58	6:12	6:22	6:32	6:43
6:34	6:44	6:59	7:10	7:21	7:32
7:19	7:29	7:44	7:55	8:06	8:17
8:04	8:14	8:29	8:40	8:51	9:02
8:49	8:59	9:14	9:25	9:36	9:47
9:34	9:44	10:00	10:11	10:22	10:33
10:19	10:29	10:45	10:56	11:07	11:18
11:04	11:14	11:30	11:41	11:52	12:03
11:49	11:59	12:15	12:26	12:37	12:48
12:34	12:44	1:00	1:11	1:22	1:33
1:24	1:34	1:50	2:01	2:13	2:25
2:14	2:25	2:41	2:53	3:05	3:17
3:04	3:15	3:31	3:43	3:55	4:07
3:54	4:05	4:21	4:33	4:46	4:59
4:44	4:55	5:11	5:23	5:36	5:49
5:34	5:45	6:01	6:12	6:24	6:35
6:24	6:35	6:50	7:01	7:13	7:24
7:14	7:25	7:40	7:51	8:03	8:14
7:59	8:10	8:25	8:36	8:48	8:59
8:44	8:55	9:10	9:20	9:31	9:41
9:29	9:39	9:53	10:03	10:14	10:24
10:14	10:24	10:38	10:48	10:59	11:09
11:14	11:23	11:36	11:46	11:56	12:06
12:20	12:29	12:42	12:52	1:02	1:12

Somerset	Birmingham	Huntington Woods	Fairgrounds	Milwaukee	Monroe
5:28	5:36	5:46	5:56	6:11	6:21
6:13	6:21	6:32	6:43	6:59	7:10
6:58	7:07	7:18	7:29	7:45	7:56
7:43	7:52	8:03	8:14	8:30	8:41
8:28	8:37	8:48	8:59	9:15	9:26
9:13	9:23	9:34	9:44	10:00	10:11
9:58	10:08	10:19	10:29	10:45	10:56
10:43	10:53	11:04	11:14	11:30	11:41
11:28	11:38	11:49	11:59	12:15	12:26
12:13	12:23	12:34	12:44	1:00	1:11
12:58	1:08	1:19	1:29	1:45	1:56
1:48	1:58	2:09	2:19	2:35	2:47
2:38	2:49	3:01	3:11	3:27	3:39
3:28	3:39	3:51	4:01	4:17	4:30
4:18	4:30	4:43	4:54	5:11	5:24
5:08	5:20	5:33	5:44	6:01	6:13
5:58	6:08	6:20	6:30	6:46	6:58
6:43	6:53	7:05	7:15	7:31	7:43
7:33	7:43	7:55	8:05	8:20	8:31
8:23	8:32	8:43	8:52	9:07	9:18
9:13	9:22	9:33	9:42	9:57	10:08
10:13	10:22	10:33	10:42	10:57	11:08
11:19	11:27	11:38	11:47	12:01	12:11
12:19	12:27	12:38	12:47	1:01	1:11

SATURDAY

Northbound

498

SATURDAY

Southbound

Monroe	Milwaukee	Fairgrounds	Huntington Woods	Birmingham	Somerset
5:59	6:08	6:22	6:32	6:43	6:53
6:44	6:53	7:08	7:18	7:29	7:39
7:29	7:38	7:53	8:03	8:14	8:24
8:14	8:23	8:38	8:48	8:59	9:09
8:59	9:08	9:23	9:33	9:44	9:54
9:44	9:54	10:10	10:21	10:32	10:42
10:29	10:39	10:55	11:06	11:17	11:27
11:14	11:24	11:40	11:51	12:02	12:12
11:59	12:09	12:25	12:36	12:47	12:57
12:44	12:54	1:10	1:21	1:32	1:42
1:29	1:39	1:55	2:06	2:18	2:28
2:19	2:29	2:45	2:57	3:09	3:19
3:09	3:19	3:35	3:47	3:59	4:09
3:59	4:09	4:25	4:37	4:49	4:59
4:49	4:59	5:15	5:27	5:39	5:49
5:34	5:44	6:00	6:11	6:23	6:33
6:19	6:29	6:45	6:56	7:08	7:18
7:04	7:14	7:30	7:41	7:53	8:03
7:54	8:04	8:20	8:31	8:43	8:53
8:44	8:54	9:10	9:20	9:31	9:40
9:49	9:58	10:13	10:23	10:34	10:43
10:54	11:03	11:17	11:27	11:37	11:46
11:54	12:03	12:17	12:27	12:37	12:46
12:54	1:03	1:17	1:27	1:37	1:46

Somerset	Birmingham	Huntington Woods	Fairgrounds	Milwaukee	Monroe
7:09	7:18	7:29	7:39	7:54	8:04
7:54	8:03	8:14	8:24	8:39	8:49
8:39	8:48	8:59	9:09	9:24	9:34
9:24	9:33	9:44	9:54	10:10	10:21
10:09	10:19	10:30	10:40	10:56	11:07
10:54	11:04	11:15	11:25	11:41	11:52
11:39	11:49	12:00	12:10	12:26	12:37
12:24	12:34	12:45	12:55	1:11	1:22
1:09	1:19	1:30	1:40	1:56	2:07
1:54	2:04	2:15	2:25	2:41	2:52
2:44	2:55	3:07	3:17	3:33	3:44
3:34	3:45	3:57	4:07	4:23	4:34
4:24	4:35	4:47	4:57	5:13	5:24
5:14	5:25	5:37	5:47	6:03	6:14
5:59	6:09	6:21	6:31	6:47	6:58
6:44	6:54	7:06	7:16	7:32	7:43
7:29	7:39	7:51	8:01	8:16	8:26
8:19	8:28	8:39	8:49	9:04	9:14
9:05	9:14	9:25	9:35	9:50	10:00
9:50	9:59	10:10	10:20	10:35	10:45
10:50	10:59	11:10	11:20	11:34	11:43
11:55	12:03	12:13	12:23	12:37	12:46
12:55	1:03	1:13	1:23	1:37	1:46

SUNDAY & HOLIDAY

Northbound

498

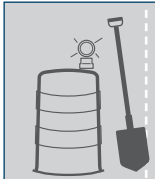
SUNDAY & HOLIDAY

Southbound

Monroe	Milwaukee	Fairgrounds	Huntington Woods	Birmingham	Somerset
6:55	7:04	7:18	7:28	7:38	7:48
7:55	8:04	8:19	8:29	8:40	8:50
8:55	9:04	9:19	9:29	9:40	9:50
9:45	9:54	10:09	10:19	10:30	10:40
10:30	10:40	10:56	11:06	11:17	11:27
11:15	11:25	11:41	11:51	12:02	12:12
12:00	12:10	12:26	12:36	12:47	12:57
12:45	12:55	1:11	1:21	1:32	1:42
1:30	1:40	1:56	2:06	2:17	2:27
2:15	2:25	2:41	2:51	3:02	3:12
3:00	3:10	3:26	3:36	3:47	3:57
3:45	3:55	4:11	4:21	4:32	4:42
4:30	4:40	4:56	5:06	5:17	5:27
5:15	5:25	5:41	5:51	6:02	6:12
6:05	6:15	6:31	6:41	6:52	7:02
7:05	7:15	7:30	7:40	7:51	8:00
8:10	8:20	8:35	8:45	8:56	9:05
9:15	9:25	9:40	9:50	10:01	10:10

Somerset	Birmingham	Huntington Woods	Fairgrounds	Milwaukee	Monroe
7:55	8:04	8:14	8:24	8:39	8:49
9:00	9:09	9:19	9:29	9:44	9:54
10:00	10:09	10:20	10:30	10:46	10:56
10:55	11:04	11:15	11:25	11:41	11:51
11:40	11:49	12:00	12:10	12:26	12:36
12:25	12:34	12:45	12:55	1:11	1:21
1:10	1:19	1:30	1:40	1:56	2:06
1:55	2:04	2:15	2:25	2:41	2:51
2:40	2:49	3:00	3:10	3:26	3:36
3:25	3:34	3:45	3:55	4:11	4:21
4:10	4:19	4:30	4:40	4:56	5:06
4:55	5:04	5:15	5:25	5:41	5:51
5:40	5:49	6:00	6:10	6:26	6:36
6:25	6:34	6:45	6:55	7:11	7:21
7:10	7:19	7:30	7:40	7:55	8:05
8:15	8:24	8:35	8:45	9:00	9:10
9:20	9:29	9:40	9:50	10:05	10:15
10:25	10:34	10:45	10:55	11:10	11:19

All times are approximate and subject to change
Bold Shaded numerals indicate **PM** Times



CONSTRUCTION ON WOODWARD...
may affect station locations on Route 498.
Please look for on-street markings and follow updates at rtamichigan.org/reflex.

MONDAY-FRIDAY

Northbound

598

MONDAY-FRIDAY

Southbound

Monroe	East Grand	Seven East	Roseville	Clintondale	North River
5:20	5:28	5:39	5:52	6:00	6:08
6:05	6:13	6:24	6:37	6:46	6:54
6:50	6:59	7:11	7:24	7:33	7:42
7:35	7:45	7:57	8:11	8:20	8:29
8:20	8:30	8:42	8:56	9:05	9:14
9:05	9:15	9:27	9:41	9:50	9:59
9:50	10:00	10:12	10:26	10:35	10:44
10:45	10:55	11:07	11:21	11:30	11:39
11:30	11:41	11:54	12:08	12:17	12:26
12:15	12:26	12:39	12:53	1:02	1:11
1:00	1:11	1:24	1:38	1:47	1:56
1:45	1:56	2:09	2:24	2:33	2:43
2:30	2:42	2:55	3:10	3:19	3:29
3:15	3:27	3:40	3:55	4:04	4:14
4:00	4:12	4:25	4:40	4:49	4:59
4:45	4:57	5:10	5:25	5:34	5:44
5:30	5:42	5:55	6:10	6:19	6:29
6:15	6:27	6:40	6:54	7:03	7:12
7:00	7:11	7:23	7:37	7:46	7:55
7:45	7:56	8:08	8:22	8:31	8:40
8:40	8:51	9:03	9:17	9:26	9:35
9:25	9:36	9:47	10:00	10:08	10:16
10:10	10:21	10:32	10:45	10:53	11:01
11:10	11:21	11:32	11:45	11:53	12:01
12:10	12:21	12:32	12:45	12:53	1:01

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Trending

Man grabs cash from pharmacy register — St. Clair Shores

BIRMINGHAM, FARMINGTON

Committee gathers parking information from Birmingham

By Sherri Kolade



Birmingham's parking system was the focus of a Farmington Downtown Parking Advisory Committee field trip Sept. 21. (Photo by Donna Agusti)

What can your child accomplish with a Catholic high school education?

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Bloomfield Hills Cranbrook

2

Kingswood

Orchard Lake St. Mary's

1

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Posted September 28, 2016

FARMINGTON/BIRMINGHAM — Birmingham got it right.

That's what Rachel Gallagher, the president of the Farmington Downtown Development Authority, said after attending a meeting about Birmingham's parking Sept. 21 at Birmingham City Hall.

"What I found most surprising is that Birmingham has done it right since the beginning," Gallagher said about the city's parking in an email after the event. "They have had paid parking since the 1940s. Their first structure was built in 1966; their last structure was built in 1989. They have five parking decks total."



Rachel Gallagher, a member of Farmington's Downtown Parking Advisory Committee, stops by a parking meter in Birmingham. (Photo by Donna Agusti)



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INFORMATION ONLY

Gallagher is a member of Farmington's Downtown Parking Advisory Committee. Members of the committee attended the fact-finding meeting.

Gallagher knows about parking in Farmington, and sometimes the lack thereof.

"I have worked in Farmington for 32 years now," Gallagher said during a phone interview. "I've watched parking be an issue ... always."

Gallagher said the city of Birmingham's first structure holds 550 cars, adding that there is no free parking in any city-owned lot in Birmingham.

"They have realized that property, whether it has a building on it or not, is still an asset and one that must be managed," Gallagher said. "The other thing they do that we lack is consistency."

Gallagher described Birmingham's municipal lots as having set parking times ranging from one and three hours to 12 hours, depending on how far a parking garage or lot is from the city's central business district.

Gallagher added that Birmingham is a much larger city than Farmington — with about 10,000 more residents — and Farmington does not need or have the room for five parking decks.

"But there is no need for us to reinvent the wheel either," she said. "The committee plans to speak with several other communities to see what they are doing as well."

Gallagher added that Farmington's current time-limited parking is not meant to produce income as other cities' systems, such as Birmingham's, do.

"While in comparison, our plan is simply to provide closer customer parking," she said. "Asking employees to use more distant lots."

Joe Mantey, co-owner of The Cheese Lady with his wife in downtown Farmington, is a member of the committee.

Before that, Mantey was an economist and worked on commercial shipping, studying the costs and benefits of providing parking spaces for commercial cargo vessels, he said.

Mantey said in a recent email that he likes parking in Birmingham's parking structure.

"It's free for the first two hours, and our meeting only lasted an hour," Mantey said. "It's pleasant to get back into a car that the sun hasn't baked."

Mantey said that while Birmingham is not Farmington, he thinks it is important for the committee to gather as much information as it can before making recommendations to the City Council.

Committee members will discuss the overall group reaction at their next public meeting.

The committee meets every third Wednesday of the month at City Hall, and the meetings are open to the public.

The DDA has hired Ann Arbor-based Walker Parking Consulting, and the parking consulting and planning company will gather data in October and present its findings later.

Mantey said that while Farmington needs help with parking, it is a good thing that it doesn't have more parking than people.

"Downtowns with plenty of unused parking usually have nothing much going on," he said. "Downtown Farmington is more popular with more things to do than ever. Enjoy our downtown."



Parking meters in downtown Birmingham were part of the committee's focus. (Photo by Donna Agusti)

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Gallagher added that in the end it is about meeting the needs in a timely manner.

"We are a growing community," she said, "as well as growing younger for the first time in decades. Every downtown has a parking issue; we are not alone, but it's important for us to stay ahead of the curve."

Last April, the Farmington City Council unanimously approved the establishment of the committee and parking enforcement, while holding off, for now, on installing metered parking.

Operating hours for the parking meters in the city of Birmingham are 9 a.m.-9 p.m. Mondays-Saturdays, according to www.bhamgov.org.

Birmingham also owns and operates five parking decks that offer over 3,500 parking spaces for public use. Fees range from \$2-\$10; parking is free for two hours.

For more information or to see the full report, go to www.ci.farmington.mi.us.

Birmingham Assistant City Engineer Austin Fletcher did not respond to requests for comment by press time.



ABOUT THE AUTHOR

Staff Writer Sherri Kolade covers Farmington, Farmington Hills, Farmington Public Schools, and Oakland Community College for the Press. Sherri Kolade has worked for C & G Newspapers since 2013 and graduated from Central Michigan University.

[Full bio and more articles by this reporter](#)

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CLERK'S OFFICE

STATE OF MICHIGAN
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION
NOTICE OF HEARING
FOR THE NATURAL GAS CUSTOMERS OF
CONSUMERS ENERGY COMPANY
CASE NO. U-18136

- Consumers Energy Company requests Michigan Public Service Commission approval for a refund related to self-implementation of natural gas distribution rates beginning January 14, 2016 and ending April 21, 2016.
- The information below describes how a person may participate in this case.
- You may call or write Consumers Energy Company, One Energy Plaza, Jackson, Michigan 49201, (800) 477-5050 for a free copy of its application. Any person may review the documents at the offices of Consumers Energy Company.
- A public hearing in this matter will be held:

DATE/TIME: Wednesday, October 19, 2016, at 10:00 a.m.

This will be a prehearing conference to determine future hearing dates and other procedural matters.

BEFORE: Administrative Law Judge **Mark D. Eyster**

LOCATION: Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, Michigan

PARTICIPATION: Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 284-8090 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a public hearing to consider Consumers Energy Company's (Consumers Energy) July 21, 2016 application, which seeks Commission approval for a refund related to self-implementation of natural gas distribution rates beginning January 14, 2016 and ending April 21, 2016. Consumers Energy also seeks approval of the negative surcharges as shown in the filing, a finding that no customer rates or charges will be increased if the relief requested in the Application is granted, and other relief.

INFORMATION ONLY

All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: michigan.gov/mpscedockets. Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to mpscedockets@michigan.gov. If you require assistance prior to e-filing, contact Commission staff at (517) 284-8090 or by email at mpscedockets@michigan.gov.

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by October 12, 2016. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon Consumers Energy's [Legal Department – Regulatory Group], Consumers Energy Company, One Energy Plaza, Jackson, Michigan 49201.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

Requests for adjournment must be made pursuant to the Michigan Administrative Hearing System's Administrative Hearing Rules R 792.10422 and R 792.10432. Requests for further information on adjournment should be directed to (517) 284-8130.

A copy of Consumers Energy's application may be reviewed on the Commission's website at: michigan.gov/mpscedockets, and at the office of Consumers Energy Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 284-8090.

Jurisdiction is pursuant to 1909 PA 300, as amended, MCL 462.2 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; and the Michigan Administrative Hearing System's Administrative Hearing Rules, 2015 AC, R 792.10401 et seq.

[CONSUMERS ENERGY COMPANY HAS REQUESTED A RATE REFUND AND ASSOCIATED NEGATIVE SURCHARGES DESCRIBED IN THIS NOTICE. THE MICHIGAN PUBLIC SERVICE COMMISSION MAY GRANT OR DENY THE REQUESTED RATE REFUND AND OTHER PROPOSALS, IN WHOLE OR IN PART, AND MAY GRANT A LESSER OR GREATER REFUND THAN THAT REQUESTED, AND MAY AUTHORIZE A LESSER OR GREATER RATE FOR ANY CLASS OF SERVICE THAN THAT REQUEST.]