



**CITY OF YPSILANTI
CITY COUNCIL MEETING
November 2, 2021 @ 7:00 pm
[Zoom Meeting](#)
One South Huron, Ypsilanti, MI 48197
Revised 11-2-2021**

Page

I. CALL TO ORDER

II. ROLL CALL

III. AGENDA APPROVAL

IV. PUBLIC COMMENT (3 MINUTES)

V. PRESENTATIONS

- 4 - 16** A. Redistricting Plan and Public Engagement Strategy (5 Minutes) - Andrew Hellenga, City Clerk
[Presentation](#)

VI. CONSENT AGENDA

- 17** A. Resolution No. 2021-236, approving the Consent Agenda
[2021-236 - Pdf](#)
- 18 - 31** B. Resolution No. 2021-237, approving the minutes of October 19, 2021
[2021-237 - Pdf](#)
- 32 - 33** C. Resolution No. 2021-238, approving the appointment of an Administrative Hearings Bureau Officer.
[2021-238 - Pdf](#)
- 34 - 39** D. Resolution No. 2021-239, approving the Winter 2021 Special Assessments.
[2021-239 - Pdf](#)

VII. RESOLUTIONS/MOTIONS/DISCUSSIONS

- 40 - 51** A. Resolution No. 2021-240, approving the the contract and notice for the wastewater treatment plant primary switchgear replacement.
[2021-240 - Pdf](#)
- 52 - 64** B. Resolution No. 2021-241, approving the contract and notice for the M-17 and US-12 water system improvements.
[2021-241 - Pdf](#)

- 65 - 68** C. Resolution No. 2021-242, approving the submission of application for Rectangle Rapid Flashing Beacons from the Michigan Department of Transportation.
[2021-242 - Pdf](#)
- 69 - 75** D. Resolution No. 2021-243, approving MDOT Contract # 21-5389 between the city and MDOT for the maintenance of a Non-Motorized Path on the westside of the Grove Street Road Bridge.
[2021-243 - Pdf](#)
- 76 - 195** E. Resolution No. 2021-244, approving the feasibility study for a parking deck in Depot Town.
[2021-244 - Pdf](#)

VIII. BOARD AND COMMISSION - COMMUNICATIONS

- 196 - 197** A. Arts Commission Resolution No. 2021-06, requesting the implementation of a Community and Artist Survey for the Ypsilanti Art Commission Action Plan, and a Request for Qualifications for the Community and Artists Survey Outreach Consultant.
[Arts Commission Resolution No. 2021-06](#)

IX. BOARD AND COMMISSION - LIAISON REPORTS

1. Police Advisory Commission.
2. Human Relations Commission.
3. Arts Commission.
4. Parks and Recreation Commission.
5. Sustainability Commission.
6. Historic District Commission.
7. Planning Commission.
8. Zoning Board of Appeals

X. LIAISON REPORTS

1. SEMCOG Update
2. Washtenaw Area Transportation Study
3. Urban County
4. Ypsilanti Downtown Development Authority
5. Friends of Rutherford Pool

XI. COUNCIL PROPOSED BUSINESS

XII. COMMUNICATIONS FROM THE MAYOR

XIII. COMMUNICATIONS FROM THE CITY MANAGER

- A. American Rescue Plan Act Funds

- The City has received its award letter and will receive the first tranche within thirty days.
- The amount allowable to be used for lost revenue will be provided to Council once determined.

XIV. COMMUNICATIONS

XV. ADJOURNMENT

198

- A. Resolution No. 2021-245, adjourning the City Council Meeting.
[2021-245 - Pdf](#)
- B. Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda.

2021 Redistricting

November 2, 2021

Overview

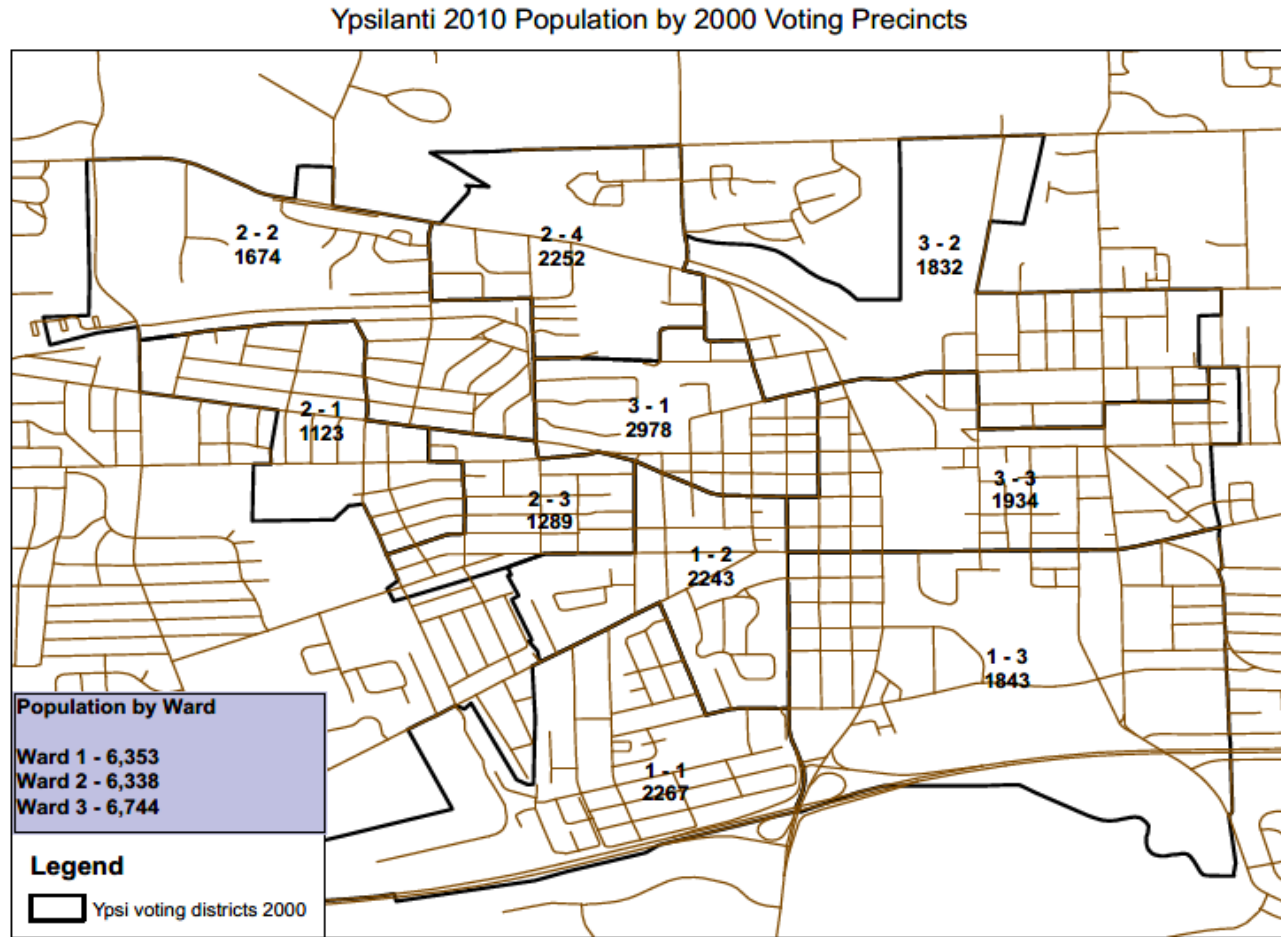
Proposed Plan

Public
Engagement

State Statute

- There is not a state statute on how counties or cities are supposed to balance, only that they must balance.
- Historically, the city has followed the state statute on how seats in the state legislature are balanced. MCL 4.261(1)(d)
- The statute requires that each district balance with a 5% deviation in population.

2010 Census Data by Census Tract



Census Data & Plan Goal

The 2020 Census Data

- The City of Ypsilanti Population 20,648
 - Mean = 6,883
 - 5% deviation = 345
 - Range of Balance = 6,538-7,228

Goal of 2020 Redistricting

- To Ensure that any changes will not cause disruption in the voting process.

Population

Ward 1 – 7,002

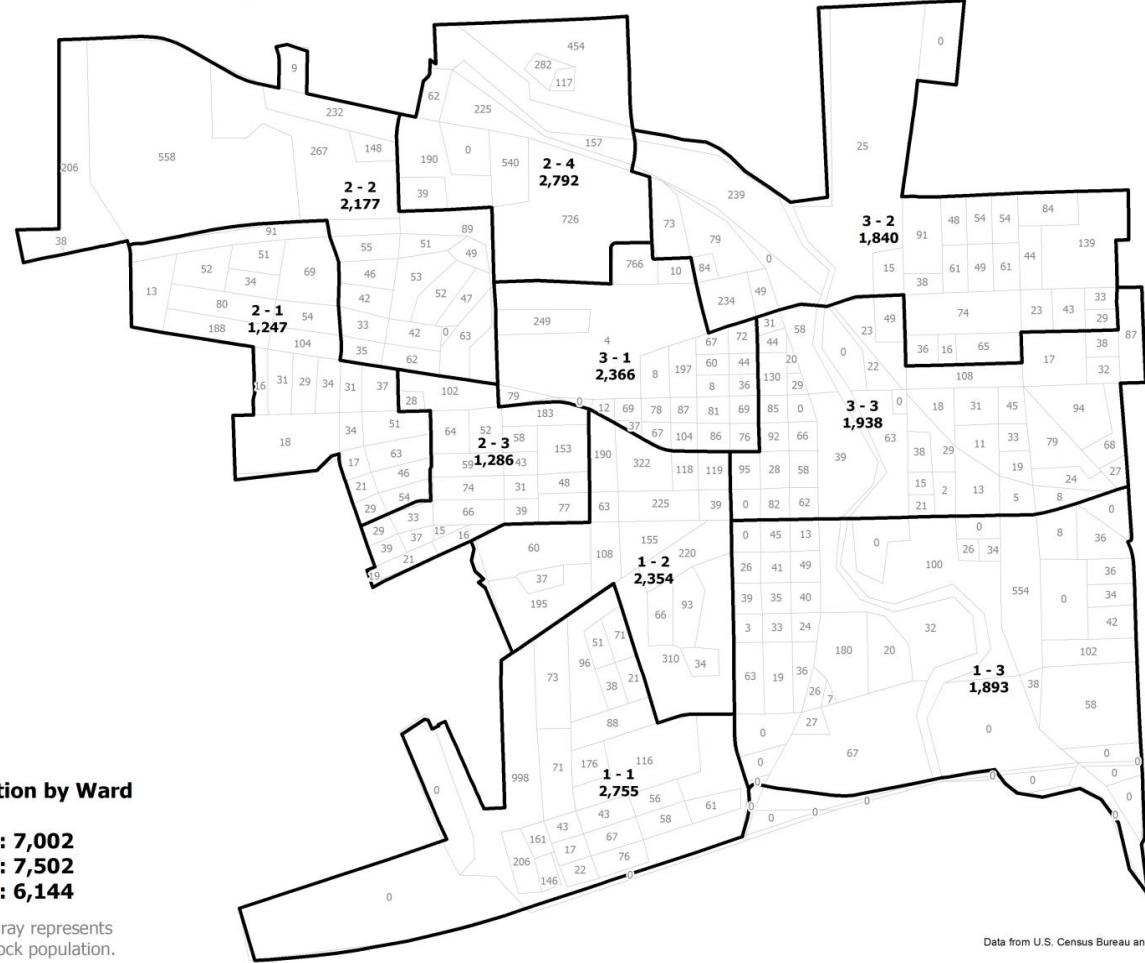
Ward 2 – 7,502

Ward 3 – 6,144

2020 Census Data by Census Tract



Ypsilanti Population by Voting Precincts (2020 Census)



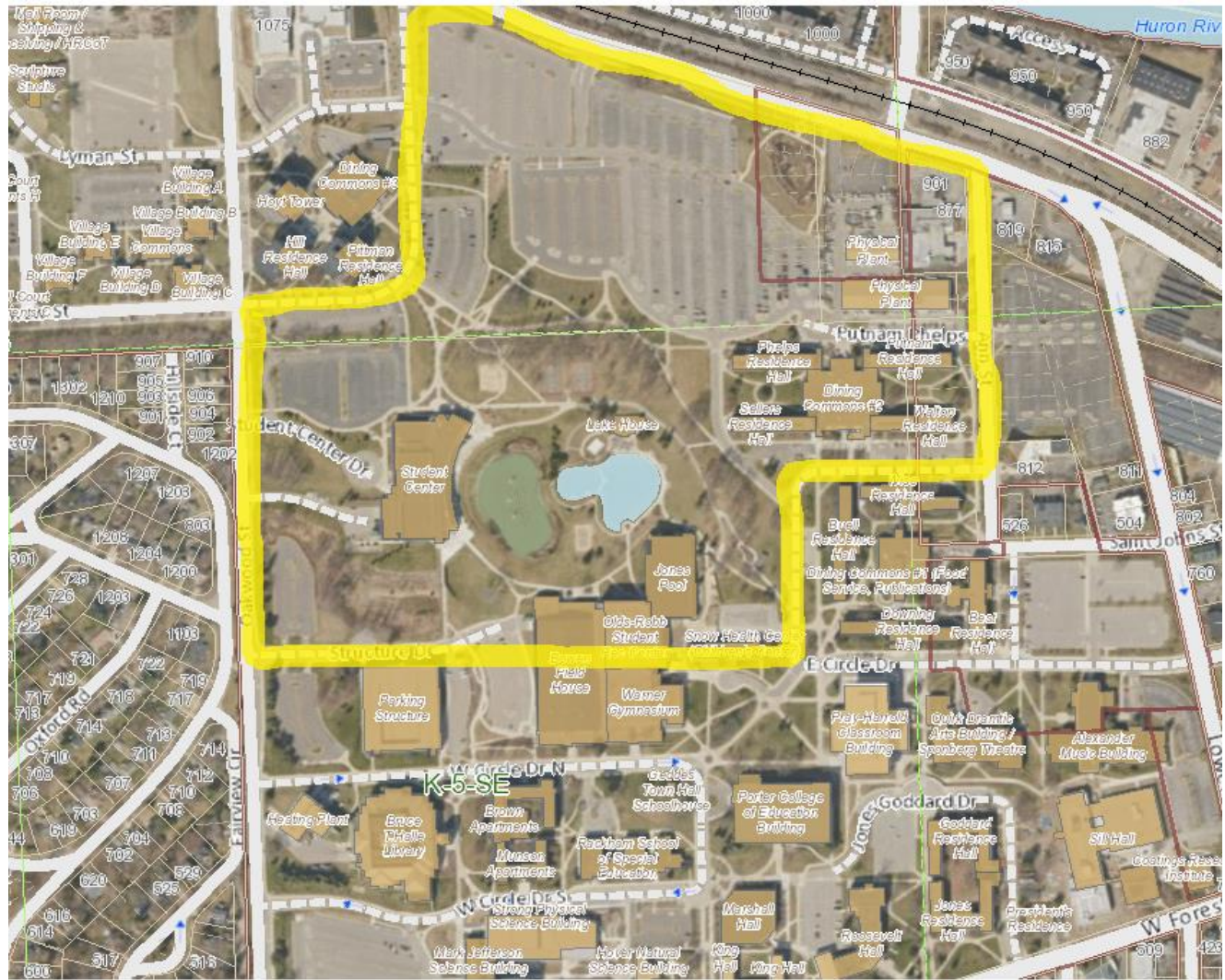
Population by Ward

Ward 1: 7,002
Ward 2: 7,502
Ward 3: 6,144

Value in gray represents
census block population.

Data from U.S. Census Bureau and Washtenaw County GIS
October 26, 2021

Proposed Change



Effected Area



- The proposed plan would shift four student housing halls from Ward 2 to Ward 3. Total population shift 726
 - Phelps Hall
 - Sellers Hall
 - Walton Hall
 - Putnam Hall

Effected Area

- Active Voter Threshold
 - State Statute prescribes that no precinct may have more than 2,999 active voters. (MCL 168.658/168.661)
 - Currently Ward 3 Precinct 1 has 1,610 active voters.
 - Shift two census tracts from 3-1 to 3-3.
 - Maintain the same Ward, however, it would switch the polling location.

Proposed Change Area



Public Engagement

- Hold three Election Commission Meetings in December.
 - 1st – Present this plan with public hearing.
 - 2nd – Present Plan/Plan with Changes with a public hearing
 - 3rd – Adopt Plan with a public hearing
- City Council Adoption
 - 1st meeting in January hold public hearing
 - Council may adopt the plan as presented or request changes and refer the plan back to the Election Commission.
 - Election Commission will amend the plan and adopt with public hearing.
 - The amended plan will then be brought to Council for final approval.

Comments and Questions



Thank you!



Resolution No. 2021-236
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the following items be approved:

1. **Resolution No. 2021-237, approving the minutes of October 19, 2021.**
2. **Resolution No. 2021-238, approving the appointment of an Administrative Hearings Bureau Officer.**
3. **Resolution No. 2021-239, approving the Winter 2021 Special Assessments.**

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-236



Resolution No. 2021-237
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the minutes of October 19, 2021 be approved.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-237



MINUTES

REGULAR COUNCIL Meeting

6:00 PM - Tuesday, October 19, 2021
Council Chambers

The REGULAR COUNCIL of the City of Ypsilanti was called to order on Tuesday, October 19, 2021, at 6:00 PM, in the Council Chambers, with the following members present:

PRESENT: Mayor Lois Richardson (Washtenaw County, City of Ypsilanti), Council Member Steven Wilcoxon (Washtenaw County, City of Ypsilanti), Mayor Pro-Tem Nicole Brown (Washtenaw County, City of Ypsilanti), Council Member Anthony Morgan (Washtenaw County, City of Ypsilanti) 10:03 PM, Council Member Annie Somerville (Washtenaw County, City of Ypsilanti), and Mr. Brian Jones-Chance (Washtenaw County, City of Ypsilanti), Council Member Jennifer Symanns (Washtenaw County, City of Ypsilanti)

ABSENT: None

I. CALL TO ORDER

The meeting was called to order at 6:00 PM

II. ROLL CALL

III. AGENDA APPROVAL

Council Member Steve Wilcoxon moved, seconded by Mr. Brian Jones-Chance to approve the agenda as submitted. On a voice vote, the motion carried.

IV. WORK SESSION - 6:00 PM -7:00 PM

A. Ann Arbor Area Transportation Authority - The Future of Transportation

V. PUBLIC COMMENT (3 MINUTES)

2 members from the public spoke.

VI. INTRODUCTIONS OF NEW EMPLOYEES - ADDED

A. Human Resources Director - DuJuan Fisher

B. Communications Manager - Thomas Koch

VII. PRESENTATIONS

A. Proclamation for Breast Cancer Awareness Month

VIII. CONSENT AGENDA

- A. Resolution No. 2021-217, approving the Consent Agenda.

Council Member Annie Somerville moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-217

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the following items be approved:

1. **Resolution No. 2021-218, approving the minutes of October 5, 2021.**
2. **Resolution No. 2021-219, approving appointments to Boards and Commissions**

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- B. Resolution No. 2021-218, approving the minutes of October 5, 2021.

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the minutes of October 5, 2021 be approved.

- C. Resolution No. 2021-219, approving appointment to boards and commissions

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:
THAT, the following residents be appointed to the City of Ypsilanti
Boards and Commissions as indicated below:

<u>NAME</u>	<u>BOARD</u>
<u>EXPIRATION</u>	
<u>Brian Merlos</u>	<u>Parks and Recreation Commission</u>
<u>7/1/2024</u>	
<u>New Member</u>	
<u>1014 N Congress</u>	
<u>Ypsilanti, MI 48197</u>	

IX. RESOLUTIONS/MOTIONS/DISCUSSIONS

- A. Resolution No. 2021-220, approving employee healthcare for Fiscal Year 2021-2022.

Council Member Annie Somerville moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-220

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

Whereas, the Council of the City of Ypsilanti deems it to be in the best interest of the City to continue to keep health care costs in line with our budget; and

Whereas, the current Blue Cross Blue Shield and Blue Care Network Plans will continue to keep health care costs in line with our budget while still offering additional benefits to the active employees and retirees that are eligible to participate.

NOW THEREFORE BE IT RESOLVED THAT, the Council of the City of Ypsilanti approve a one-year contract from January 1, 2022, to December 31, 2022, to offer the following Blue Cross Blue Shield and Blue Care Network benefit plans to all eligible participating employees and retirees: Community Blue PPO, Simply Blue PPO 3000, BCN HMO H.S.A., and Medicare Advantage.

FURTHER THAT, the Council of the City of Ypsilanti approves a one-year contract with EHIM to administer the self-funded WRAP and prescription portions of the BCBS Community Blue PPO program, and coordinate all benefits and costs with Blue Cross Blue Shield of Michigan.

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- B. Resolution No. 2021-221, approving and adopting the Opt out Option for the medical benefit coverage year 01/01/2022 though 12/31/2022.

Council Member Brian Jones-Chance moved, seconded by Council Member Anthony Morgan, to approve Resolution No. 2021-221

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

Whereas, the City Council of the City of Ypsilanti deems it necessary to comply with the State of Michigan 2011 Public Act 152, as amended; and

Whereas, the Act contains three options for complying with the requirements of the Act as follows:

- 1. Hard Cap Option, limits employer's total annual health care costs for employees based on coverage levels**
- 2. 80%/20% Option, limits employer's share of total health care costs to not more than 80%, requires annual majority vote**
- 3. Opt Out Option, the City may exempt itself from the requirements of the Act by an annual 2/3 vote; and**

Whereas, the City Council has decided to adopt the Opt Out Option as its choice of compliance under the Act;

NOW THEREFORE BE IT RESOLVED THAT, the Council of the City of Ypsilanti elects to comply with 2011 Public Act 152, by approving and adopting the Opt Out Option for the medical benefit plan coverage year 01/01/2022 through 12/31/2022.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Anthony Morgan
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- C. Resolution No. 2021-222, approving payment of \$63,970.53 to attorney Scott Berthold for services rendered.

Council Member Annie Somerville moved, seconded by Council Member Steve Wilcoxon to move Resolution 2021-230 to item F. On a voice vote, the motion carried.

Council Member Steven Wilcoxon moved, seconded by Council Member Brian Jones-Chance, to approve Resolution No. 2021-2022

IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that:

Payment of the bill of attorney Scott Berthold in the amount of \$63,970.53 is approved for attorney services from May 25, 2021 to September 28, 2021.

RESULT:	CARRIED.
MOVER:	Council Member Steven Wilcoxon
SECONDER:	Council Member Brian Jones-Chance
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, and Brian Jones-Chance
NAYS:	Annie Somerville

- D. Resolution No. 2021-223, approving a memorandum of understanding with the Shelter Association of Washtenaw County for the operations of a warming center at Freighthouse.

Council Member Brian Jones-Chance moved, seconded by Council Member Annie Somerville, to approve Resolution No. 2021-223

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City seeks to provide a daytime cold weather warming center location for those in need as well as ancillary support services such as food and transportation; and

WHEREAS, the City owns the Freighthouse, an historic building located at 100 Market Street, Ypsilanti, mi 48197 and desires to use the Freighthouse for a daytime warming center; and

WHEREAS, Shelter Association of Washtenaw County (SAWC) specializes in providing warming centers and temporary shelter and connections to services in a safe and caring environment and works with the community to

allocate the necessary resources to meet the needs of people who are experiencing homelessness and is willing to work with the City in providing warming center services for the City, and

WHEREAS, the City is interested in working with SAWC for SAWC to provide staffing to support a daytime warming center at the Freighthouse Monday-Thursday from 8am-6pm; and

WHEREAS, SAWC has provided a quote of \$51,800 to provide Freighthouse warming center services and the City of Ypsilanti is agreeable to pay SAWC to support this cost;

Now therefore be it resolved that the Ypsilanti City Council approves the Memorandum of Understanding as provided.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Annie Somerville
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- E. Resolution No. 2021-224, approving the proposal titled 'the Cross Street Bridge Replacement Study'.

Council Member Brian Jones-Chance moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-224

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Cross Street Bridge has been identified as being in need of replacement; and

WHEREAS, due to the level of complexity involved in such a replacement and its funding, pre-planning is required; and

WHEREAS, the information supplied in such a study will help to ensure a smooth replacement process;

NOW THEREFORE BE IT RESOLVED that the Ypsilanti City Council approve the proposal entitled "Cross Street Bridge Replacement Study," with a cost of \$62,300,

THAT, the cost for the design engineering for this project be expended from account # 202-7-9078-818-00; and

THAT the Mayor and City Clerk are authorized to sign this proposal, subject to review and approval by the City Attorney; and

THAT the City Manager is authorized to sign any change orders that may be needed to complete the project, subject to review and approval by the City Attorney.

RESULT:	CARRIED.
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MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Steven Wilcoxon
AYES:	Steven Wilcoxon, Brian Jones-Chance, Jennifer Symanns, Nicole Brown, Lois Richardson, Anthony Morgan, and Annie Somerville

- F. Resolution No. 2021-230, providing funding for an expungement program for those with marijuana convictions.

Council Member Annie Somerville moved, seconded by Council Member Steven Wilcoxon, amend to aid the program up to \$25,000

Mr. Brian Jones-Chance made a friendly amendment to up to \$25,000 to aid the program and the balance be returned to the city. Council Members Annie Somerville Council Member Steve Wilcoxon agreed to the friendly amendment.

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

Council Member Steven Wilcoxon moved, seconded by Council Member Jennifer Symanns, Council Member Steve Wilcoxon called the question

RESULT:	CARRIED.
MOVER:	Council Member Steven Wilcoxon
SECONDER:	Council Member Jennifer Symanns
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Annie Somerville, and Brian Jones-Chance
NAYS:	Lois Richardson
ABSTAINED:	Anthony Morgan

Council Member Annie Somerville moved, seconded by Mayor Pro-Tem Nicole Brown, amend that the program is used for Ypsilanti residents and those convicted in the City of Ypsilanti

RESULT:	CARRIED.
MOVER:	Council Member Annie Somerville
SECONDER:	Mayor Pro-Tem Nicole Brown
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Annie Somerville, and Brian Jones-Chance
NAYS:	Lois Richardson and Anthony Morgan

Council Member Brian Jones-Chance moved, seconded by Council Member Annie Somerville, to approve Resolution No.2021-230 (As Amended)

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, Chapter 7 Section 7-5(2) of the City of Ypsilanti City Code, provides that \$1,000 for each marijuana facility application will be used to promote social equity to negatively impacted communities by promoting advocacy around criminal justice issues related to marihuana prohibition; and

WHEREAS, the City of Ypsilanti has accumulated \$25,000 in revenue earmarked for this purpose; and

WHEREAS, the Ypsilanti Police Advisory Commission, through passage of Resolution No. 2021-001, has requested the City of Ypsilanti develop a policy in assisting with criminal record expungement; and

WHEREAS, someone with marihuana conviction may apply for expungement; and

WHEREAS, The Washtenaw County Prosecutors Office has been assisting individuals seeking to expunge their records; and

WHEREAS, the City of Ypsilanti would like to aid this program through financial contribution.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Ypsilanti direct the City Attorney to draft an agreement between the City of Ypsilanti and the Washtenaw County Prosecutors Office to provide funding for expungement specific to charges as a result of marijuana prohibition for Ypsilanti residents and those convicted in the City of Ypsilanti.

BE IT FURTHER RESOLVED, that the City of Ypsilanti provide up to \$ 25,000 to aid this program and the balance be returned to the City.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Annie Somerville
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

G Resolution No. 2021-225, approving the extension of the 2021 sidewalk café permits.

Council Member Anthony Morgan moved, seconded by Mayor Pro-Tem Nicole Brown, to approve Resolution No. 2021-225

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, The City of Ypsilanti seeks to implement policies that protect the public health and provide for economic prosperity despite the challenging climate for business due to the COVID-19 pandemic; and

WHEREAS, outdoor dining is recognized as a valuable economic development opportunity that consumers have strongly preferred locally since June 2020 over indoor dining options; and

WHEREAS, the sidewalk café permits issued in 2021 and regulated by ordinance in the City of Ypsilanti will expire in November unless otherwise extended by resolution; and

NOW THEREFORE BE IT RESOLVED THAT the Ypsilanti City Council approves extending the 2021 sidewalk café permits to allow restaurants to continue outdoor dining options for patrons until May 2022 once the new application window for 2022 is set to begin.

RESULT:	CARRIED.
MOVER:	Council Member Anthony Morgan
SECONDER:	Mayor Pro-Tem Nicole Brown
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
NAYS:	Anthony Morgan

- H. Resolution No. 2021-226, approving the 2021 Employee Compensation Study.

Council Member Brian Jones-Chance moved, seconded by Mayor Pro-Tem Nicole Brown, to approve Resolution No. 2021-226

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, during the 2021 budget sessions and the annual review process for the City Manager and City Clerk, City Council instructed staff to develop a process for pay increases for non-union employees that were merit-based as well as across the board cost-of-living increases; and

WHEREAS, the City contracted with Kevin Welch to complete a 2021 Compensation Study and to create a merit-based as well as across the board cost-of-living step increase model; and

WHEREAS, the model created was based on Department Head positions but will be used for all non-union employees going forward; and

WHEREAS, the City Manager and the Finance Director/Treasurer will determine and present to City Council an amount set annually to be used for merit-based increases and cost-of-living adjustments; and

WHEREAS, City Council will approve or deny these increases annually in whole or in part based on the City's financial position.

NOW, THEREFORE, be it resolved that the Ypsilanti City Council approves and accepts the 2021 Compensation Study and the non-union merit-based and cost-of-living step increase model.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Mayor Pro-Tem Nicole Brown
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

Council Member Steve Wilcoxon moved, seconded by Council Member Annie Somerville to extend the meeting to 11:00 PM. On a voice vote, the motion carried.

- I. Resolution No. 2021-227, approving a 3% salary increase for the City Manager and City Clerk.

Council Member Brian Jones-Chance moved, seconded by Council Member Anthony Morgan, to approve Resolution No. 2021-227

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City Council has evaluated both the City Manager and City Clerk for their performance; and

WHEREAS, both employees were rated highly in their performance reviews; and

WHEREAS, both employees' salary will increase by 3%.

NOW THEREFORE, BE IT RESOLVED that the City Council approve the above salary increases effective retroactively to the date of employee evaluations.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Anthony Morgan
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Anthony Morgan, Annie Somerville, and Brian Jones-Chance

- J. Resolution No. 2021-228, supporting the approval of the PERA Bill by the Michigan Legislature.

Council Member Brian Jones-Chance moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-228

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, Public Act 336 of 1947, is an act to prohibit strikes by certain public employees; to provide review from disciplinary action with respect thereto; to provide for the mediation of grievances and the holding of elections; to declare and protect the rights and privileges of public employees; to require certain provision in collective bargaining agreements; to prescribe means of enforcement and penalties for the violation of the provision of this act; and

WHEREAS, changes to this act would acknowledge that there are times when termination is the most appropriate response to egregious conduct of a public safety employee; and

WHEREAS, egregious conduct can lead to risks of liability, an inability to successfully prosecute cases in which the employee is involved, endanger the careers of colleagues, and put colleagues at risk; and

WHEREAS, if legislation is introduced and enacted, it would assist in the hiring of police officers of character matching the mission of the City of Ypsilanti, and

WHEREAS, it would not only protect the public from hiring officers that have been terminated from other jurisdictions for egregious conduct, it would also protect the officers serving this community, and the integrity of the Ypsilanti Police Department.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Ypsilanti strongly encourages the Michigan Legislature to move steadfast in reforming Public Act 336 of 1947 and for the Governor to sign it into law.

BE IT FURTHER RESOLVED, that City Council Direct the City Clerk to forward this resolution to the Michigan House, Michigan Senate, Governor Whitmer, the Washtenaw County Board of Commissioners, and Kirk Profit, the City Lobbyist.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
ABSENT:	Anthony Morgan

- K. Resolution No. 2021-229, urging the Washtenaw County Board of Commissioners to provide free calls for those incarcerated at Washtenaw County Jail.

Council Member Brian Jones-Chance moved, seconded by Council Member Steven Wilcoxon, to approve Resolution No. 2021-229

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the correctional telecom sector is a business that annually generates \$1.4 billion in revenue; and

WHEREAS, the price of phone calls from correctional facilities are being driven higher; and

WHEREAS, African Americans and Latinx make up 32% of the total US population, while accounting for 56% of those incarcerated; and

WHEREAS, the high cost of phone calls for correctional facilities only increases the wealth gap between minority groups and white individuals; and

WHEREAS, connecting with loved ones while incarcerated reduces the rates of recidivism.

NOW THEREFORE BY IT RESOLVED; that the City Council of the City of Ypsilanti strongly urge Washtenaw County to provide those incarcerated with access to free telephone access and provide an environment of support from family and friends while incarcerated.

BE IT FURTHER RESOLVED, that City Council direct the City Clerk to provide this resolution to the Washtenaw County Board of Commissioners.

RESULT:	CARRIED.
MOVER:	Council Member Brian Jones-Chance
SECONDER:	Council Member Steven Wilcoxon
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
ABSENT:	Anthony Morgan

- L. Resolution No. 2021-231, removing Commissioner Precious Turman from the Police Advisory Commission.

Council Member Steven Wilcoxon moved, seconded by Council Member Brian Jones-Chance, to approve Resolution No. 2021-231

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS; the Police Advisory Commission passed Resolution No. 2021-002 recommending the removal of Commissioner Turman; and

WHEREAS; the recommendation was based on lack of attendance at commission meetings; and

WHEREAS; City Council realizes the importance of board and commission members to be present for efficient function of each public body.

NO THEREFORE BE IT RESOLVED, that the City Council of the City of Ypsilanti removes Commissioner Precious Turman from the Police Advisory Commission, and directs the City Clerk to notify Commissioner Turman and Police Advisory Commission of the dismissal.

RESULT:	CARRIED.
MOVER:	Council Member Steven Wilcoxon
SECONDER:	Council Member Brian Jones-Chance
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
ABSENT:	Anthony Morgan

- M. Resolution No. 2021-232, extending the Penn Dam Public Engagement Committee until completion of its stated mission.

Council Member Steven Wilcoxon moved, seconded by Council Member Annie Somerville, to amend section B to "Determine the Committee has satisfactorily completed its mission and dissolve the Committee on November 1st"

RESULT:	CARRIED.
MOVER:	Council Member Steven Wilcoxon
SECONDER:	Council Member Annie Somerville
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
ABSENT:	Anthony Morgan

Council Member Steven Wilcoxon moved, seconded by Council Member Jennifer Symanns, to approve Resolution No. 2021-232 (As Amended)

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, Resolution #2021-108 establishing the Peninsular Dam Public Engagement Ad Hoc Committee requires the terms of the engagement committee to be reviewed in October 2021 and extended by decision of council; and

WHEREAS, City Council must either reaffirm the Committee to continue its work, or determine if its mission has been completed and dissolve the Committee.

NOW THEREFORE BE IT RESOLVED BY THE CITY OF YPSILANTI THAT, the City Council of the City of Ypsilanti determine the Committee has satisfactorily completed its mission and dissolve the Committee on November 1st.

RESULT:	CARRIED.
MOVER:	Council Member Steven Wilcoxon
SECONDER:	Council Member Jennifer Symanns
AYES:	Jennifer Symanns, Steven Wilcoxon, Nicole Brown, Lois Richardson, Annie Somerville, and Brian Jones-Chance
ABSENT:	Anthony Morgan

X. BOARD AND COMMISSION - LIAISON REPORTS

1. Police Advisory Commission. **None**
2. Human Relations Commission. **None**
3. Arts Commission. **None**
4. Parks and Recreation Commission. **4 people from the community be given awards for their service. Possibly have presentation for the awards at a future council meeting. A group from EMU are looking to have a little libraries installed in public parks.**
5. Sustainability Commission. **A presentation from Joe Myers about Water Street Brownfield. A presentation from an independent group who was monitoring and advocating for municipal power systems**
6. Historic District Commission. **None**
7. Planning Commission. **None**
8. Zoning Board of Appeals **None**

XI. LIAISON REPORTS

1. SEMCOG Update **General Assembly at the Ford House in Grosse Pointe Shores. Will send the link of the session.**
2. Washtenaw Area Transportation Study **None**
3. Urban County **None**
4. Ypsilanti Downtown Development Authority **None**
5. Friends of Rutherford Pool **None**

XII. COUNCIL PROPOSED BUSINESS

Brown

- **None**

Symanns

- **Louise St -complaint about yard waste and recycling crew**

Brian Jones-Chance

- **None**

Somerville

- **None**

Wilcoxon

- **BLM repaint in Riverside Park. Great event**
- **Property N Congress odd triangle.**
 - **Timing of the plan for the sidewalk**

XIII. COMMUNICATIONS FROM THE MAYOR

- **Potholes on Ferris towards Hamilton**
- **Request for speed tracking on Ainsworth and speedbumps**
- **Tree overhanging on Orchard St. and vines hanging over wires**

XIV. COMMUNICATIONS FROM THE CITY MANAGER

XV. COMMUNICATIONS

XVI. ADJOURNMENT

- A. Resolution No. 2021-233, adjourning the City Council Meeting.

The meeting was adjourned at 10:41 PM

- B. Please click [here](#) to access the City Council Contact Form. This form can be used to submit any comments/concerns you might have about this agenda.



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Andrew Hellenga
DATE: November 2, 2021
SUBJECT: Appointment of AHB Hearing Officers

DESCRIPTION:

Appointment of AHB Hearing Officers

SUMMARY:

With the adoption of Ordinance 1130 on August 17, 2010 the City created an Administrative Hearings Bureau.

Article 2, Section 71-31 of the ordinance states the Bureau will be administered by an Administrative Hearings Bureau Officer appointed by the City Manager, subject to approval by City Council.

The City Manager has appointed Attorney Dan DuChene as the Administrative Hearing Bureau Officers and is seeking Council approval.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-238
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT Council approves Dan DuChene as Administrative Hearings Bureau Officers for the City of Ypsilanti as appointed by the City Manager.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-238



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Rheagan Basabica
DATE: November 2, 2021
SUBJECT: Winter 2021 Special Assessment

DESCRIPTION:

Winter 2021 Special Assessment

SUMMARY:

Bi-annually, all bills that remained unpaid for at least 30 days after the billing date, are to be added to the July or December tax roll as special assessments. These unpaid bills include board ups, trash removal, weed removal, rental inspections, dangerous building escrow, dangerous building inspection, graffiti removal snow removal, drains, water, and other miscellaneous bills.

Once these items are added to the tax roll, they become a lien on the property in accordance with the City Charter, Special Assessments, and Section 8.01 Article VIII.

Further, at tax settlement, in March the County pays the city for any unpaid items. Washtenaw County Treasurer's Office serves as the collection agent for the city.

Attachments: Summary and detail list of Winter 2021 Special Assessments
Brief Description of unpaid bills

Recommended Action: City Council authorizes the City Treasurer to levy and assess the Winter 2021 Special Assessments.

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-239
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That, the City Treasurer be authorized to levy and assess on the December 2021 tax roll the attached listing of unpaid bills totaling \$69,200.72.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 2 day of November 2021

#Resolution No. 2021-239

CITY OF YPSILANTI
2021 Winter Special Assessment

CODE	DESCRIPTION	ADDRESS	AMOUNTS
100	BOARD UP		
	11-11-37-105-003	15 KRAMER	\$ 220.73
	BOARD UP Total		\$ 220.73
100 Total			\$ 220.73
112	RENTAL INSPEC		
	11-11-04-411-012	207 E FOREST	\$ 166.00
	11-11-09-130-012	202 N RIVER	\$ 155.00
	11-11-09-405-007	7 S GROVE	\$ 368.00
	11-11-39-166-009	832 FRANKLIN	\$ 270.00
	11-11-39-168-023	122 HAWKINS	\$ 340.00
	11-11-40-189-008	207 BALLARD #202	\$ 202.00
	11-11-40-414-013	201 N HAMILTON	\$ 155.00
	11-11-40-464-028	702 N CONGRESS	\$ 166.00
	RENTAL INSPEC Total		\$ 1,822.00
112 Total			\$ 1,822.00
124	DANGEROUS-ESCR		
	11-11-09-106-009	302 E CROSS	\$ 1,500.00
	11-11-37-130-002	919 MONROE	\$ 1,500.00
	11-11-39-160-023	436 FIRST	\$ 1,500.00
	11-11-40-480-010	410 W MICHIGAN	\$ 1,500.00
	11-11-40-482-005	315 WASHTENAW	\$ 1,500.00
	DANGEROUS-ESCR Total		\$ 7,500.00
124 Total			\$ 7,500.00
125	DANGEROUS-INSP		
	11-11-09-106-009	302 E CROSS	\$ 750.00
	11-11-37-130-002	919 MONROE	\$ 750.00
	11-11-39-160-023	436 FIRST	\$ 750.00
	11-11-40-480-010	410 W MICHIGAN	\$ 750.00
	11-11-40-482-005	315 WASHTENAW	\$ 750.00
	DANGEROUS-INSP Total		\$ 3,750.00
125 Total			\$ 3,750.00
138	BUSINESS INSPECT		
	11-11-04-463-003	17 E CROSS	\$ 155.00
	11-11-05-351-016	1510 WASHTENAW	\$ 330.00
	11-11-05-360-001	1715 WASHTENAW	\$ 155.00
	11-11-09-190-015	300 E MICHIGAN	\$ 175.00
	11-11-39-485-001	505 S HURON	\$ 310.00
	11-11-40-113-014	500 W CROSS	\$ 310.00
	11-11-40-183-001	501 W CROSS	\$ 332.00
	11-11-40-486-030	124 PEARL	\$ 1,220.00
	BUSINESS INSPECT Total		\$ 2,987.00
138 Total			\$ 2,987.00

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CODE	DESCRIPTION	ADDRESS	AMOUNTS
230	AHB		
	11-11-04-361-019	633 N HURON	\$ 375.00
	11-11-04-413-010	401 E FOREST	\$ 920.00
	11-11-09-131-007	315 N RIVER	\$ 460.00
	11-11-09-191-007	104 FARMER	\$ 460.00
	11-11-09-191-012	309 SOUTH	\$ 410.00
	11-11-09-192-007	109 FARMER	\$ 510.00
	11-11-09-192-011	30 S GROVE	\$ 410.00
	11-11-10-232-017	202 MILES ST	\$ 375.00
	11-11-10-345-012	307 ARNET	\$ 820.00
	11-11-15-225-003	753 S GROVE	\$ 410.00
	11-11-37-105-003	15 KRAMER	\$ 870.00
	11-11-37-126-009	536 MADISON	\$ 460.00
	11-11-37-128-001	802 MONROE	\$ 870.00
	11-11-37-129-006	948 MONROE	\$ 410.00
	11-11-37-129-010	585 FIRST	\$ 920.00
	11-11-37-130-011	973 MONROE	\$ 460.00
	11-11-37-130-022	916 MADISON	\$ 410.00
	11-11-37-151-018	504 JEFFERSON	\$ 410.00
	11-11-37-153-006	945 MADISON	\$ 410.00
	11-11-37-154-016	978 WATLING BLVD	\$ 2,560.00
	11-11-37-155-008	871 JEFFERSON	\$ 1,740.00
	11-11-37-202-001	610 FIRST	\$ 1,330.00
	11-11-37-203-011	1004 JEFFERSON	\$ 820.00
	11-11-39-130-008	115 HAWKINS	\$ 870.00
	11-11-39-130-022	200 W AINSWORTH	\$ 1,230.00
	11-11-39-130-036	316 W AINSWORTH	\$ 410.00
	11-11-39-160-015	411 SECOND	\$ 460.00
	11-11-39-160-027	396 FIRST	\$ 870.00
	11-11-39-165-002	311 FIRST	\$ 1,230.00
	11-11-39-166-009	832 FRANKLIN	\$ 710.00
	11-11-39-167-013	346 WORDEN	\$ 1,230.00
	11-11-39-168-001	829 HILL	\$ 785.00
	11-11-39-168-023	122 HAWKINS	\$ 1,620.00
	11-11-39-174-014	215 W AINSWORTH	\$ 460.00
	11-11-39-174-027	202 MIDDLE DRIVE	\$ 510.00
	11-11-39-175-004	509 FERRIS	\$ 410.00
	11-11-39-175-012	205 MIDDLE DRIVE	\$ 335.00
	11-11-39-175-016	303 MIDDLE DRIVE	\$ 1,730.00
	11-11-39-175-020	310 E AINSWORTH	\$ 820.00
	11-11-39-175-024	302 E AINSWORTH	\$ 1,280.00
	11-11-39-416-008	309 E AINSWORTH	\$ 1,330.00
	11-11-39-416-018	324 S HAMILTON	\$ 410.00
	11-11-39-425-005	457 AINSWORTH CIRCLE	\$ 410.00
	11-11-39-426-001	409 BURTON CT	\$ 410.00
	11-11-39-426-040	408 AINSWORTH CIRCLE	\$ 460.00
	11-11-39-427-014	438 BURTON	\$ 410.00

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CODE	DESCRIPTION	ADDRESS	AMOUNTS
230	11-11-39-431-003	427 ORCHARD	\$ 1,740.00
	11-11-39-440-006	839 FREDRICK	\$ 410.00
	11-11-39-440-022	846 HARRIET	\$ 820.00
	11-11-39-440-023	838 HARRIET	\$ 870.00
	11-11-39-465-002	1029 FREDERICK	\$ 510.00
	11-11-39-465-011	525 SECOND	\$ 1,690.00
	11-11-39-465-025	536 FIRST	\$ 1,280.00
	11-11-39-465-029	502 FIRST	\$ 710.00
	11-11-40-106-004	520 N ADAMS	\$ 375.00
	11-11-40-108-008	508 N HAMILTON	\$ 410.00
	11-11-40-109-011	410 N HAMILTON	\$ 820.00
	11-11-40-113-007	412 PERRIN	\$ 510.00
	11-11-40-164-014	126 N SUMMIT	\$ 410.00
	11-11-40-164-034	213 N NORMAL	\$ 375.00
	11-11-40-164-035	217 N NORMAL	\$ 375.00
	11-11-40-185-015	309 W CROSS	\$ 460.00
	11-11-40-415-017	422 PEARL	\$ 820.00
	11-11-40-430-007	130 N Normal	\$ 820.00
	11-11-40-430-009	122 N NORMAL	\$ 1,245.00
	11-11-40-480-012	424 W MICHIGAN	\$ 1,020.00
	AHB Total		\$ 50,880.00
230 Total			\$ 50,880.00
8210	NICHOLLS		
	11-11-05-275-014	1486 AINSLEY AVE	\$ 20.46
	11-11-05-280-003	1429 AINSLEY AVE	\$ 24.77
	11-11-05-280-004	1435 AINSLEY AVE	\$ 24.60
	11-11-05-280-005	1441 AINSLEY AVE	\$ 20.50
	11-11-05-280-006	1447 AINSLEY AVE	\$ 20.47
	11-11-05-280-007	1453 AINSLEY AVE	\$ 20.64
	11-11-05-280-014	1493 AINSLEY AVE	\$ 19.22
	11-11-05-280-016	1457 AINSLEY AVE	\$ 21.32
	11-11-05-280-017	1463 AINSLEY AVE	\$ 21.02
	11-11-05-280-019	1487 AINSLEY AVE	\$ 21.30
	11-11-05-280-020	1477 AINSLEY AVE	\$ 21.10
	11-11-05-280-021	1467 AINSLEY AVE	\$ 21.27
	NICHOLLS Total		\$ 256.67
8210 Total			\$ 256.67
8260	RECREATION PARK		
	11-11-39-145-018	935 PLEASANT DRIVE	\$ 154.40
	11-11-39-145-019	933 PLEASANT DR	\$ 72.91
	11-11-39-145-020	931 PLEASANT DR	\$ 103.15
	11-11-39-145-043	12 W WARNER AVE	\$ 124.59
	11-11-39-145-044	18 W WARNER AVE	\$ 127.12
	11-11-39-145-045	86 W WARNER AVE	\$ 71.34
	11-11-39-145-046	100 W WARNER AVE	\$ 72.01
	11-11-39-145-047	114 W WARNER AVE	\$ 71.98
	11-11-39-145-048	128 W WARNER AVE	\$ 72.36

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CODE	DESCRIPTION	ADDRESS	AMOUNTS
8260	11-11-39-214-005	1010 W MICHIGAN AVE	\$ 77.51
	11-11-39-214-006	1010 W MICHIGAN AVE	\$ 87.42
	11-11-40-357-004	15 W WARNER AVE	\$ 111.13
	11-11-40-357-005	31 W WARNER AVE	\$ 99.29
	11-11-40-357-006	45 W WARNER AVE	\$ 109.41
	11-11-40-357-007	211 W WARNER AVE	\$ 119.14
	11-11-40-357-009	105 W WARNER AVE	\$ 77.65
	11-11-40-357-010	135 W WARNER AVE	\$ 77.65
	11-11-40-357-011	165 W WARNER AVE	\$ 77.65
	11-11-40-357-012	195 W WARNER AVE	\$ 77.61
	RECREATION PARK Total		\$ 1,784.32
8260 Total		\$ 1,784.32	
Grand Total		\$ 69,200.72	



Resolution No. 2021-240
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, it is necessary to acquire and construct certain improvements to the wastewater treatment plant, consisting of replacement of the primary switchgear for the electrical supply to the plant, together with all necessary appurtenances and attachments thereto (the "Project"), to serve the City and the Charter Township of Ypsilanti (the "Township"); and

WHEREAS, a contract (the "Contract") has been prepared among the City, the Township and the Ypsilanti Community Utilities Authority (the "Authority") whereby the Authority will issue its bonds (the "Bonds") on behalf of the City and the Township to provide for the financing of costs of the Project; and

WHEREAS, this Governing Body has carefully reviewed the Contract and finds that it provides the best means for accomplishing the Project and for providing the needed services.

NOW, THEREFORE, BE IT RESOLVED, THAT:

1. The Contract is hereby approved and the Mayor and the City Clerk of the City are hereby authorized and directed to execute and deliver the Contract for and on behalf of the City; provided, however, that Contract shall not become effective until the expiration of forty-five (45) days after the publication of the attached notice as a display advertisement of at least ¼ page in size in the *Washtenaw Legal News*, a newspaper of general circulation within the City, which manner of publication is deemed by the Governing Body to be the most effective manner of informing the taxpayers and electors of the City of the details of the proposed Contract and the rights of referendum thereunder.
2. The City Clerk is directed to publish the attached notice in the newspaper above designated as soon as possible after the adoption hereof.
3. All resolutions and parts of resolutions in conflict with this resolution be, and the same hereby are repealed.

OFFERED BY: _____

SECONDED BY: _____

#Resolution No. 2021-240

YES:

NO:

ABSENT:

VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-240

SRF CONTRACT

THIS SRF CONTRACT, dated as of November 17, 2021, by and among the YPSILANTI COMMUNITY UTILITIES AUTHORITY, a municipal authority and public body corporate of the State of Michigan (hereinafter referred to as the “Authority”), the CHARTER TOWNSHIP OF YPSILANTI (the “Township”) and the CITY OF YPSILANTI (the “City,” together with the Township referred to as the “Local Units”) both located in the County of Washtenaw, Michigan,

WITNESSETH:

WHEREAS, the Authority has been incorporated under the provisions of Act No. 233, Public Acts of Michigan, 1955, as amended (hereinafter referred to as “Act 233”), for the purposes set forth in Act 233 and the Local Units being constituent members of the Authority; and

WHEREAS, it is immediately necessary and imperative for the public health and welfare of the present and future residents of the Local Units to acquire and construct certain improvements to the wastewater treatment plant, consisting of replacement of the primary switchgear for the electrical supply to the plant, together with all necessary appurtenances and attachments thereto be acquired and constructed to service the Local Units (the “Project”); and

WHEREAS, plans and an estimate of cost of said improvements have been prepared by the Authority’s consulting engineers (the “Consulting Engineers”), which said estimate of cost totals not to exceed \$3,125,000; and

WHEREAS, each of the Local Units is desirous of having the Authority arrange for the acquisition of said improvements, in order to furnish the residents of each of the Local Units with improved wastewater system services and facilities; and

WHEREAS, the parties hereto have determined that said improvements are essential to the general health, safety and welfare of each of the Local Units; and

WHEREAS, the Authority and the Local Units are each agreeable to the execution of this Contract, by and between themselves, to provide, among other things, for the financing of the cost of the Project; and

WHEREAS, each of the Local Units has approved and authorized the execution of this Contract by resolution of its governing body; and

WHEREAS, this Contract will become effective for each of the Local Units upon expiration of a period of forty-five days following publication by each of the Local Units of its respective notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of the respective Local Unit;

NOW, THEREFORE, in consideration of the premises and the covenants made herein, THE PARTIES HERETO AGREE AS FOLLOWS:

Miller, Canfield, Paddock and Stone, P.L.C.

SECTION 1. The Authority and the Local Units each have previously approved and again approve the establishment of wastewater system improvements in the Local Units under the provisions of Act 233, together with all necessary appurtenances, attachments and rights in land adequate and sufficient to furnish such service to the area of each of the Local Units, as set forth in the plans prepared by the Consulting Engineers.

SECTION 2. The system referred to in Section 1 above is designated as YPSILANTI COMMUNITY UTILITIES AUTHORITY WASTEWATER SYSTEM (City of Ypsilanti and Charter Township of Ypsilanti) (hereinafter sometimes referred to in this Contract as the "System").

SECTION 3. Each of the Local Units hereby consents to the use by the Authority and any parties contracting with the Authority of the public streets, alleys, lands and rights-of-way in each Local Unit for the purpose of performing the Project.

SECTION 4. The System is designed to serve areas in each of the Local Units as described in the plans prepared by the Consulting Engineers and is immediately necessary to protect and preserve the public health; and each Local Unit does, by these presents, consent to the furnishing of such service through the System pursuant to Section 8 hereof, to the individual users in each Local Unit.

SECTION 5. The Authority and each of the Local Units hereby approve and confirm the plans for the System prepared by the Consulting Engineers and the total estimated cost thereof of not to exceed the sum of \$3,125,000 and the Local Units' combined share thereof (100%) of \$3,125,000. Said cost estimate includes all surveys, plans, specifications, acquisition of property for rights-of-way, physical construction necessary to acquire and construct the System, the acquisition of all materials, machinery and necessary equipment, and all engineering, engineering supervision, administrative, legal and financing expenses necessary in connection with the acquisition and construction of the System and the financing thereof.

SECTION 6. The Authority will take bids for the construction of the Project and the Authority shall in no event agree to any contract price or prices as will cause the actual cost thereof to exceed the estimated cost as approved in Section 5 of this Contract unless each of the Local Units, by resolution of its legislative body, (a) approves said increased total cost, and (b) agrees to pay such prorated excess over the estimated cost, either in cash or by specifically authorizing the maximum principal amount of bonds to be issued, as provided in Sections 10 and 16 of this Contract, to be increased to an amount which will provide sufficient funds to meet said increased cost, and approves a similar increase in the installment obligations of each Local Unit, if any, pledged under the terms of this Contract to the payment of such bonds.

SECTION 7. The Project shall be constructed by the Authority substantially in accordance with the plans and specifications therefor approved by this Contract. All matters relating to engineering plans and specifications, together with the making and letting of final construction contracts, the approval of work and materials thereunder, and construction supervision, shall be in the control of the Authority. All acquisition of sites and rights-of-way shall be done by the Authority. Each Local Unit's share of the costs of such acquisition shall be paid from bond proceeds and, in addition, any costs incurred by any Local Units in connection with the acquisition

Miller, Canfield, Paddock and Stone, P.L.C.

or construction of the System, including engineering expenses, shall be promptly reimbursed to the Local Unit by the Authority from the proceeds of Authority Bonds.

SECTION 8. The System shall be retained, maintained and operated by the Authority. The parties hereto agree that the System shall be improved upon, operated, administered and maintained for the sole use and benefit of the Local Units and their respective users, including contract customers.

SECTION 9. To provide for the construction and financing of the Project in accordance with the provisions of Act 233, the Authority shall take the following steps:

(a) Immediately after execution hereof, the Authority will promptly take steps to adopt a resolution providing for the issuance of its bonds, in one or more series, in the aggregate principal amount of not to exceed \$3,125,000 (except as otherwise authorized pursuant to Section 16 of this Contract) to finance each of the Local Units' share of the cost of the System. Said bonds shall mature serially, as authorized by law, and shall be secured by the contractual obligations of each Local Unit in this Contract. After due adoption of the resolution, the Authority will take all necessary legal procedures and steps necessary to effectuate the sale and delivery of said bonds to the Michigan Finance Authority.

(b) The Authority shall take all steps necessary to take bids for and enter into and execute final acquisition and construction contracts for the construction of the Project as specified and approved hereinbefore in this Contract, in accordance with the plans and specifications therefor based on the plans as approved by this Contract. Said contracts shall specify a completion date agreeable to each Local Unit and the Authority.

(c) The Authority will require and procure from the contractor or contractors undertaking the actual construction of the Project necessary and proper bonds to guarantee the performance of the contract or contracts and such labor and material bonds as may be required by law.

(d) The Authority, upon receipt of the proceeds of sale of the bonds, will comply with all provisions and requirements provided for in the resolution authorizing the issuance of the bonds and this Contract relative to the disposition and use of the proceeds of sale of the bonds.

(e) The Authority may temporarily invest any bond proceeds or other funds held by it for the benefit of each Local Unit as permitted by law and investment income shall accrue to and follow the fund producing such income. The Authority shall not, however, invest, reinvest or accumulate any moneys deemed to be proceeds of the bonds pursuant to §148 of the Internal Revenue Code of 1986, as amended, and the applicable regulations thereunder (the "Code"), in such a manner as to cause the bonds to be "arbitrage bonds" within the meaning of Code § 103(b)(2) and §148.

SECTION 10. The cost of the System shall be charged to and paid by each Local Unit to the Authority in the manner and at the times herein set forth.

Miller, Canfield, Paddock and Stone, P.L.C.

The cost of the Project to be financed with the issuance of one or more series of bonds of the Authority (\$3,125,000) shall be paid by the Local Units to the Authority in annual installments (corresponding to principal payments on each series of the bonds on the next April 1st of each year) on March 15 of each year, as follows:

2023	\$130,000
2024	130,000
2025	135,000
2026	140,000
2027	140,000
2028	145,000
2029	145,000
2030	150,000
2031	150,000
2032	155,000
2033	155,000
2034	160,000
2035	165,000
2036	165,000
2037	170,000
2038	170,000
2039	175,000
2040	180,000
2041	180,000
2042	185,000

Each Local Unit shall pay its Local Unit Share (as hereinafter defined) of each payment required to be made by the Local Units to the Authority pursuant to this Section 10 of the Contract. "Local Unit Share" means initially for each Local Unit, the percentage of each payment as follows:

Charter Township of Ypsilanti	75.77%
City of Ypsilanti	24.23%

The Local Unit Share is subject to adjustment on an annual basis based upon existing agreements between the Local Units.

It is understood and agreed that the bonds of the Authority hereinbefore referred to will be issued in anticipation of the above contractual obligation, with principal installments on April 1 of each year, commencing with the year 2022, corresponding to the principal amount of the above installments, and each Local Unit shall also pay to the Authority in addition to said principal installments, on March 15 and September 15 of each year, commencing on March 15, 2022 as accrued interest on the principal amount remaining unpaid, an amount sufficient to pay all interest, not to exceed two percent (2.0%) per annum, due on the next succeeding interest payment date (April 1 and October 1, respectively), on the installment portions of said bonds of the Authority from time to time outstanding. From time to time as other costs and expenses accrue to the Authority from handling of the payments made by each Local Unit, or from other actions taken in

Miller, Canfield, Paddock and Stone, P.L.C.

connection with the System, the Authority shall notify each Local Unit of the amount of such fees and other costs and expenses, and each Local Unit shall, within thirty (30) days from such notification, remit to the Authority sufficient funds to meet such fees and other costs and expenses. The principal payment date may be adjusted to October 1 at the time the bonds are sold to the Michigan Finance Authority but shall be payable in not more than twenty annual installments.

Should cash payment be required from each Local Unit in addition to the amounts specified in the preceding paragraph to meet additional costs of constructing the System, each Local Unit shall, upon written request by the Authority, furnish to the Authority written evidence of their agreement and ability to make such additional cash payments, and the Authority may elect not to proceed with the acquisition or financing of the System until such written evidence, satisfactory to the Authority, has been received by it. Each Local Unit shall pay to the Authority such additional cash payments within thirty (30) days after written request for such payment has been delivered by the Authority to such Local Unit.

The Authority shall, within thirty (30) days after the delivery of the bonds of the Authority hereinbefore referred to, furnish each Local Unit with a complete schedule of installments of principal and interest thereon, and the Authority shall also (a) at least sixty (60) days prior to January 1 of each year, commencing in 2022, advise each Local Unit, in writing, of the exact amount of interest installment due on the Authority bonds on the next succeeding April 1, and payable by each Local Unit on March 15, as hereinbefore provided, and the exact amount of principal and interest installments due on the bonds of the Authority on the next succeeding October 1, and payable by each Local Unit on September 15, as hereinbefore provided.

If any principal installment or interest installment is not paid when due, the amount not so paid shall be subject to a penalty, in addition to interest, of one percent (1%) thereof for each month or fraction thereof that the same remains unpaid after the due date.

SECTION 11. Each Local Unit, pursuant to the authorization contained in Act 233, hereby irrevocably pledges its limited tax full faith and credit for the prompt and timely payment of its respective obligations pledged for bond payments as expressed in this Contract, and shall each year, commencing with the fiscal year commencing January 1, 2022 for the Township and July 1, 2021 for the City set aside sufficient general fund moneys to make the payments, and, if necessary, levy an ad valorem tax on all the taxable property in the Local Unit, subject to applicable constitutional, statutory and charter tax rate limitations, in an amount which, taking into consideration estimated delinquencies in tax collections, will be sufficient to pay such obligations under this Contract becoming due before the time of the following year's tax collections. Nothing herein contained shall be construed to prevent the Local Unit from using any, or any combination of, means and methods provided in Section 7 of Act 233, as now or hereafter amended, including revenues derived from user charges or special assessments, for the purpose of providing funds to meet its obligations under this Contract, and if at the time of making the annual tax levy there shall be other funds on hand earmarked and set aside for the payment of the contractual obligations due prior to the next tax collection period, then such annual tax levy may be reduced by such amount.

SECTION 12. Each Local Unit may pay in advance any of the payments required to be made by this Contract, in which event the Authority shall credit the respective Local Unit with such advance payment on future due payments to the extent of such advance payment.

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SECTION 13. Each Local Unit may pay additional moneys over and above any of the payments specified in this Contract, with the written request that such additional funds be used to prepay installments, in which event the Authority shall be obligated to apply and use said moneys for such purpose to the fullest extent possible. Such moneys shall not then be credited as advance payments under the provisions of Section 12 of this Contract.

SECTION 14. In the event a Local Unit shall fail for any reason to pay to the Authority at the times specified the amounts required to be paid by the provisions of this Contract, the Authority shall immediately give notice of such default and the amount thereof, in writing, to the Treasurer of such Local Unit, the Treasurer of the County of Washtenaw, the Treasurer of the State of Michigan, and such other officials charged with disbursement to such Local Unit of funds returned by the State and now or hereafter under Act 233 available for pledge, as provided in this paragraph and in Section 12a of Act 233, and if such default is not corrected within ten (10) days after such notification, the State Treasurer, or other appropriate official charged with disbursement to such Local Unit of the aforesaid funds, is, by these presents, specifically authorized by the Local Unit, to the extent permitted by law, to withhold from the aforesaid funds the maximum amount necessary to cure said deficit and to pay said sums so withheld to the Authority, to apply on the obligations of such Local Unit as herein set forth. Any such moneys so withheld and paid shall be considered to have been paid to the Local Unit within the meaning of the Michigan Constitution and statutes, the purpose of this provision being voluntarily to pledge and authorize the use of said funds owing to such Local Unit to meet any past-due obligations of such Local Unit due under the provisions of this Contract. In addition to the foregoing, the Authority shall have all other rights and remedies provided by law to enforce the obligations of each Local Unit to make its respective payments in the manner and at the times required by this Contract, including the right of the Authority to direct each Local Unit to make a tax levy to reimburse the Authority for any funds advanced.

SECTION 15. It is specifically recognized by each Local Unit that the debt service payments required to be made by each pursuant to the terms of Section 10 of this Contract are to be pledged for and used to pay the principal installments of and interest on with respect to the bonds to be issued by the Authority as provided by this Contract and authorized by law, and each Local Unit covenants and agrees that it will make all required payments to the Authority promptly and at the times herein specified without regard to whether the System is actually completed or placed in operation.

SECTION 16. If the proceeds of the sale of the bonds to be issued by the Authority are for any reason insufficient to complete each Local Unit's share of the cost of the System, the Authority shall automatically be authorized to issue additional bonds in an aggregate principal amount sufficient to pay the respective Local Unit's share of completing the System and to increase the annual payments required to be made by each Local Unit in an amount so that the total payments required to be made as increased will be sufficient to meet the annual principal and interest requirements on the bonds herein authorized plus the additional bonds to be issued. It is expressly agreed between the parties hereto that the Authority shall issue bonds pursuant to this Contract and each Local Unit shall be committed to retire such amount of bonds as may be necessary to pay each Local Unit's share of the costs of the System whether or not in excess of those presently estimated herein. Any such additional bonds shall comply with the requirements of Act 233 and any increase in the annual payments shall be made in the manner and at the times specified in this

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Contract. In lieu of such additional bonds, each Local Unit may pay over to the Authority, in cash, sufficient moneys to complete each Local Unit's share of the System.

SECTION 17. After completion of the System and payment of all costs thereof, any surplus remaining from the proceeds of sale of bonds shall be used by the Authority for either of the following purposes, at the sole option of and upon request made by resolution of any Local Unit, to wit: (a) for additional improvements to the System or for other projects of the Authority undertaken on behalf of said Local Units; subject to approval of the Authority; or (b) credited by the Authority toward the next payments due the Authority by said Local Units hereunder.

SECTION 18. The obligations and undertakings of each of the parties to this Contract shall be conditioned on the successful issuance and sale of the bonds pursuant to Act 233, and if for any reason whatsoever said bonds are not issued and sold within two (2) years from the date of this Contract, this Contract, except for payment of preliminary expenses and ownership of engineering data, shall be considered void and of no force and effect.

SECTION 19. The Authority and Local Units each recognize that the owners of the bonds issued by the Authority under the provisions of Act 233 to finance the cost of the System will have contractual rights in this Contract, and it is, therefore, covenanted and agreed by the Authority and each Local Unit that so long as any of said bonds shall remain outstanding and unpaid, the provisions of this Contract shall not be subject to any alteration or revision which would in any manner materially affect either the security of the bonds or the prompt payment of principal or interest thereon. The Local Units and the Authority each further covenant and agree that each will comply with its respective duties and obligations under the terms of this Contract promptly at the times and in the manner herein set forth, and will not suffer to be done any act which would in any way impair the said bonds, the security therefor, or the prompt payment of principal and interest thereon. It is hereby declared that the terms of this Contract insofar as they pertain to the security of any such bonds shall be deemed to be for the benefit of the owners of said bonds.

SECTION 20. This Contract shall remain in full force and effect from the effective date hereof (as provided in Section 23) until the bonds issued by the Authority are paid in full, but in any event not to exceed a period of thirty (30) years. At such time within said 30-year term as all of said bonds are paid, this Contract shall be terminated. In any event, the obligation of each Local Unit to make payments required by this Contract shall be terminated at such time as all of said bonds are paid in full, together with any deficiency or penalty thereon.

SECTION 21. The parties hereto hereby expressly agree that the Authority shall not be liable for and each Local Unit shall, to the extent legally available, pay, indemnify and save the Authority harmless of, from and against all liability of any nature whatever regardless of the nature in which such liability may arise, for any and all claims, actions, demands, expenses, damages and losses of every conceivable kind whatsoever (including, but not limited to, liability for injuries to or death of persons and damages to or loss of property) asserted by or on behalf of any person, firm, corporation or governmental authority arising out of, resulting from, or in any way connected with the Project; the ownership, acquisition, construction, operation, maintenance and repair of the System; this Contract; or the issuance, sale and delivery of the bonds herein described. It is the intent of the parties that the Authority be held harmless by each Local Unit from liability for such claims, actions, demands, expenses, damages and losses, however caused or however arising,

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including, but not limited to, to the extent not prohibited by law, such claims, actions, demands, expenses, damages and losses even though caused, occasioned or contributed to by the negligence, sole or concurrent, of the Authority or by negligence for which the Authority may be held liable. In any action or proceeding brought about by reason of any such claim or demand, each Local Unit, to the extent legally available, will also pay, indemnify and save the Authority harmless from and against all costs, reasonable attorneys' fees and disbursements of any kind or nature incidental to or incurred in said defense, and will likewise pay all sums required to be paid by reason of said claims, demands, or any of them, in the event it is determined that there is any liability on the part of the Authority. Upon the entry of any final judgment by a court of competent jurisdiction or a final award by an arbitration panel against the Authority on any claim, action, demand, expense, damage or loss contemplated by this Section and notwithstanding that the Authority has not paid the same, each Local Unit shall be obligated to pay to the Authority, upon written demand therefor, the amount thereof not more than sixty (60) days after such demand is made. In the event that any action or proceeding is brought against the Authority by reason of any such claims or demands, whether said claims or demands are groundless or not, each Local Unit shall, upon written notice and demand from the Authority, but not without written consent of the Authority, settle any such action in the proceeding. Notwithstanding the foregoing, nothing contained in this Section shall be construed to indemnify or release the Authority against or from any liability which it would otherwise have arising from the wrongful or negligent actions or failure to act on the part of the Authority's employees, agents or representatives with respect to matters not related to the ownership, acquisition, construction, operation, maintenance or repair of the System, this Contract or the issuance, sale or delivery of the bonds herein described.

SECTION 22. This Contract shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

SECTION 23. This Contract shall become effective upon (i) approval by each legislative body of the Local Unit, (ii) approval by the Board of the Authority, (iii) expiration of the forty-five day period following publication by each Local Unit of its notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of such Local Unit, and (iv) due execution by the Supervisor and Township Clerk of the Township, the Mayor and City Clerk of the City and by the Chair and Secretary of the Authority.

SECTION 24. In the event construction bids are received by the Authority pursuant to Section 9 hereof and such bids are below the Consulting Engineers' estimates thus necessitating a smaller amount of Bonds for each Local Unit's share to be issued than \$3,125,000, the Authority shall be automatically authorized to reduce the amount of Bonds sold and the annual principal installments specified in Section 10 of this Contract shall be automatically revised according to the new debt service schedule for the Bonds, without the necessity of publication of notice of such revision.

SECTION 25. This Contract may be executed in several counterparts.

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IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the day and year first above written.

In the presence of:

YPSILANTI COMMUNITY UTILITIES
AUTHORITY

By: _____
Chair

By: _____
Secretary

In the presence of:

CHARTER TOWNSHIP OF
YPSILANTI

By: _____
Supervisor

By: _____
Township Clerk

In the presence of:

CITY OF YPSILANTI

By: _____
Mayor

By: _____
City Clerk

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NOTICE OF INTENT TO EXECUTE
TAX-SUPPORTED CONTRACT AND OF RIGHT TO
PETITION FOR REFERENDUM THEREON

TO THE TAXPAYERS AND ELECTORS OF
THE CITY OF YPSILANTI,
WASHTENAW COUNTY, MICHIGAN:

PLEASE TAKE NOTICE, the City of Ypsilanti (the “City”) has approved by resolution the execution of a contract (the “Contract”) with the Ypsilanti Community Utilities Authority (the “Authority”) and the Charter Township of Ypsilanti (the “Township”) pursuant to Act No. 233, Public Acts of Michigan, 1955, as amended, which Contract provides, among other things, that the Authority will acquire, construct and install certain improvements to the wastewater treatment plant, consisting of replacement of the primary switchgear for the electrical supply to the plant, together with all necessary appurtenances and attachments thereto to service the City and the Township and will issue its bonds in the principal amount not to exceed \$3,125,000 to finance the cost of the acquisition and construction of such wastewater improvements for the City and the Township AND THE CITY WILL PAY TO THE AUTHORITY PURSUANT TO THE CONTRACT THE SUMS NECESSARY TO RETIRE ITS PERCENTAGE SHARE OF THE PRINCIPAL OF AND INTEREST ON SAID BONDS.

CITY’S CONTRACT OBLIGATIONS

It is presently contemplated that the bonds will be in the principal amount of not to exceed \$3,125,000, of which the City’s “Local Unit Share” (as that term is defined in the Contract and is based on the City’s annual usage of the wastewater system) is initially 24.23%, subject to adjustment annually, will mature serially over a period of not to exceed twenty-five (25) years, and will bear interest at the rate or rates to be determined at the time of sale to the Michigan Finance Authority but in no event to exceed two percent (2.0%) per annum on the balance of the bonds from time to time remaining unpaid. The Contract includes the City’s pledge of its limited tax full faith and credit for the prompt and timely payment of the City’s obligations as expressed in the Contract. THE CITY WILL BE REQUIRED TO LEVY AD VALOREM TAXES WITHIN APPLICABLE CONSTITUTIONAL, STATUTORY AND CHARTER TAX LIMITATIONS ON ALL TAXABLE PROPERTY WITHIN THE CITY TO THE EXTENT NECESSARY TO MAKE THE PAYMENTS REQUIRED TO PAY ITS SHARE OF THE PRINCIPAL OF AND INTEREST ON THE BONDS IF OTHER FUNDS FOR THAT PURPOSE ARE NOT AVAILABLE. IT IS THE PRESENT INTENT OF THE CITY TO USE THE REVENUES FROM THE CITY DIVISION OF THE AUTHORITY’S SYSTEM TO MAKE THE PAYMENTS REQUIRED TO PAY PRINCIPAL OF AND INTEREST ON THE BONDS.

RIGHT OF REFERENDUM

The Contract will become effective and binding upon the City without vote of the electors as permitted by law unless a petition requesting an election on the question of the City entering into the Contract, signed by not less than 10% of the registered electors of the City, is filed with the City Clerk within forty-five (45) days after publication of this notice. If such petition is filed, the Contract cannot become effective without an approving vote of a majority of electors of the City qualified to vote and voting on the question. The Contract is on file at the office of the City Clerk.

This notice is given pursuant to the requirements of Section 8 of Act No. 233, Public Acts of Michigan, 1955, as amended. Further information concerning the details of the Contract and the matters set out in this notice may be secured from the City Clerk’s office.

Andrew Hellenga
Clerk, City of Ypsilanti



Resolution No. 2021-241
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, it is necessary to acquire and construct certain water supply system improvements, consisting of the acquisition, construction and installation of various water main and related improvements on Washtenaw Avenue between West Cross Street and Hamilton Street, Hamilton Street between Washtenaw Avenue and I-94, Huron Street between I-94 and West Cross Street, and Michigan Avenue between Huron Street and Hamilton Street, together with all necessary appurtenances and attachments thereto, to serve the City (the “Improvements”); and

WHEREAS, a Contract has been prepared between the City and the Ypsilanti Community Utilities Authority (the “Authority”) whereby the Authority will issue its bonds (the “Bonds”) on behalf of the City to provide for the financing of the City’s share of the cost of the acquisition, construction and installation of the Improvements; and

WHEREAS, this Governing Body has carefully reviewed the Contract and finds that it provides the best means for accomplishing the acquisition and construction of the Improvements and for providing the needed services;

NOW, THEREFORE, BE IT RESOLVED, THAT:

1. **Approval of Contract; Effectiveness.** The Contract is hereby approved and the Mayor and the City Clerk of the City are hereby authorized and directed to execute and deliver the Contract for and on behalf of the City; provided, however, that Contract shall not become effective until the expiration of forty-five (45) days after the publication of the attached notice as a display advertisement of at least ¼ page in size in the Washtenaw Legal News, a newspaper of general circulation within the City, which manner of publication is deemed by the Governing Body to be the most effective manner of informing the taxpayers and electors of the City of the details of the proposed Contract and the rights of referendum thereunder.
1. **Publication of Notice.** The Clerk is directed to publish the attached notice in the newspaper above designated as soon as possible after the adoption hereof.
1. **Reimbursement Declarations.** The City makes the following declarations for the purpose of complying with the reimbursement rules of Treas. Reg. § 1.150-2 pursuant to the Internal Revenue Code of 1986, as amended:

#Resolution No. 2021-241

- (a) As of the date hereof, the City reasonably expects to reimburse itself for the expenditures described in (b) below with proceeds of debt to be incurred by the City.
- (b) The expenditures described in this paragraph (b) are for the costs of acquiring and constructing the Improvements which were or will be paid subsequent to sixty (60) days prior to the date hereof.
- (c) The maximum principal amount of debt expected to be issued for the Improvements, including issuance costs, shall not exceed \$11,900,000.

1. . All resolutions and parts of resolutions in conflict with this resolution be, and the same hereby are repealed.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-241

CONTRACT

THIS CONTRACT, dated as of November 17, 2021, by and between the YPSILANTI COMMUNITY UTILITIES AUTHORITY, a municipal authority and public body corporate of the State of Michigan (hereinafter referred to as the “Authority”), and the CITY OF YPSILANTI (hereinafter referred to as the “Local Unit”) located in the County of Washtenaw, Michigan,

WITNESSETH:

WHEREAS, the Authority has been incorporated under the provisions of Act No. 233, Public Acts of Michigan, 1955, as amended (hereinafter referred to as “Act 233”), for the purposes set forth in Act 233 and the Local Unit being a constituent member of the Authority; and

WHEREAS, it is immediately necessary and imperative for the public health and welfare of the present and future residents of the Local Unit that certain water supply system improvements in the Local Unit, consisting of the acquisition, construction and installation of various water main and related improvements on Washtenaw Avenue between West Cross Street and Hamilton Street, Hamilton Street between Washtenaw Avenue and I-94, Huron Street between I-94 and West Cross Street, and Michigan Avenue between Huron Street and Hamilton Street, together with all necessary appurtenances and attachments thereto, to service the Local Unit; and

WHEREAS, plans and an estimate of cost of said improvements have been prepared by the Authority’s consulting engineers (the “Consulting Engineers”), which said estimate of cost totals not to exceed \$11,900,000; and

WHEREAS, the Local Unit is desirous of having the Authority arrange for the acquisition of said improvements, in order to furnish the residents of the Local Unit with improved water supply system services and facilities; and

WHEREAS, the parties hereto have determined that said improvements are essential to the general health, safety and welfare of the Local Unit; and

WHEREAS, the Authority and the Local Unit are each agreeable to the execution of this Contract by and between themselves, the Contract to provide, among other things, for the financing of the cost of said improvements; and

WHEREAS, the Local Unit has approved and authorize the execution of this Contract by resolution of its governing body; and

WHEREAS, this Contract will become effective for the Local Unit upon expiration of a period of forty-five days following publication by the Local Unit of its notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of the Local Unit.

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NOW, THEREFORE, in consideration of the premises and the covenants made herein, THE PARTIES HERETO AGREE AS FOLLOWS:

SECTION 1. Approval of Improvements. The Authority and the Local Unit again approve the establishment of water supply system improvements in the Local Unit under the provisions of Act 233, together with all necessary appurtenances, attachments and rights in land adequate and sufficient to furnish such service to the area of the Local Unit, as set forth in the plans prepared by the Consulting Engineers.

SECTION 2. Designation of System. The system referred to in Section 1 above is hereby designated as YPSILANTI COMMUNITY UTILITIES AUTHORITY WATER SUPPLY SYSTEM (City of Ypsilanti) (hereinafter sometimes referred to in this Contract as the "System").

SECTION 3. Local Unit Consents of Public Rights of Way. The Local Unit hereby consents to the use by the Authority and any parties contracting with the Authority of the public streets, alleys, lands and rights-of-way in such Local Unit for the purpose of constructing, operating and maintaining the System and any improvements, enlargements and extensions thereto.

SECTION 4. Local Unit Consent to Service. The System is designed to serve areas in the Local Unit as described in the plans prepared by the Consulting Engineers and is immediately necessary to protect and preserve the public health; and the Local Unit does, by these presents, consent to the furnishing of such service through the System pursuant to Section 8 hereof, to the individual users in the Local Unit.

SECTION 5. Approval of Plans and Cost Estimate. The Authority and the Local Unit hereby approve and confirm the plans for the System prepared by the Consulting Engineers and the total estimated cost thereof of not to exceed the sum of \$11,900,000 and the Local Unit's share thereof of not to exceed \$11,900,000. Said cost estimate includes all surveys, plans, specifications, acquisition of property for rights-of-way, physical construction necessary to acquire and construct the System, the acquisition of all materials, machinery and necessary equipment, and all engineering, engineering supervision, administrative, legal and financing expenses necessary in connection with the acquisition and construction of the System and the financing thereof.

SECTION 6. Contracts for System Improvements. The Authority will take bids for the acquisition and construction of the System and the Authority shall in no event agree to any contract price or prices as will cause the actual cost thereof to exceed the estimated cost as approved in Section 5 of this Contract unless the Local Unit, by resolution of its legislative body, (a) approves said increased total cost and the Local Unit's share thereof, and (b) agrees to pay such prorated excess over the estimated cost, either in cash or by specifically authorizing the maximum principal amount of bonds to be issued, as provided in Sections 10 and 16 of this Contract, to be increased to an amount which will provide sufficient funds to meet said increased cost, and approves a similar increase in the installment obligations of the Local Unit, if any, pledged under the terms of this Contract to the payment of such bonds.

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SECTION 7. Acquisition and Construction of System by Authority; Local Unit Payment. The System shall be acquired and constructed by the Authority substantially in accordance with the plans and specifications therefor approved by this Contract. All matters relating to engineering plans and specifications, together with the making and letting of final construction contracts, the approval of work and materials thereunder, and construction supervision, shall be in the control of the Authority. All acquisition of sites and rights-of-way shall be done by the Authority. The Local Unit's share of the costs of such acquisition shall be paid from bond proceeds and, in addition any costs incurred by the Local Unit in connection with the acquisition or construction of the System, including engineering expenses, shall be promptly reimbursed to the Local Unit by the Authority from the proceeds of Authority Bonds.

SECTION 8. System Operation by Authority; Local Unit Benefit. The System shall be retained, maintained and operated by the Authority. The parties hereto agree that the System shall be acquired, constructed, operated, administered and maintained for the sole use and benefit of the Local Unit and its users.

SECTION 9. Issuance of Bonds by Authority. To provide for the construction and financing of the System in accordance with the provisions of Act 233, the Authority shall take the following steps:

(a) Immediately after execution hereof, the Authority will promptly take steps to adopt a resolution providing for the issuance of its bonds in the principal amount of not to exceed \$11,900,000 (except as otherwise authorized pursuant to Section 16 of this Contract) to finance the cost of the System. Said bonds shall mature serially, as authorized by law, and shall be secured by the contractual obligations of the Local Unit in this Contract. After due adoption of the resolution, the Authority will take all necessary legal procedures and steps necessary to effectuate the sale and delivery of said bonds to an underwriter or other qualified purchaser.

(b) The Authority shall take all steps necessary to take bids for and enter into and execute final acquisition and construction contracts for the acquisition and construction of the System as specified and approved hereinbefore in this Contract, in accordance with the plans and specifications therefor based on the plans as approved by this Contract. Said contracts shall specify a completion date agreeable to the Local Unit and the Authority.

(c) The Authority will require and procure from the contractor or contractors undertaking the actual construction and acquisition of the System necessary and proper bonds to guarantee the performance of the contract or contracts and such labor and material bonds as may be required by law.

(d) The Authority, upon receipt of the proceeds of sale of the bonds, will comply with all provisions and requirements provided for in the resolution authorizing the issuance of the bonds and this Contract relative to the disposition and use of the proceeds of sale of the bonds.

(e) The Authority may temporarily invest any bond proceeds or other funds held by it for the benefit of the Local Unit as permitted by law and investment income shall accrue to and follow the fund producing such income. The Authority shall not, however, invest, reinvest or accumulate any moneys deemed to be proceeds of the bonds pursuant to §148 of the Internal Revenue Code of 1986, as amended, and the applicable regulations thereunder (the “Code”), in such a manner as to cause the bonds to be “arbitrage bonds” within the meaning of Code § 103(b)(2) and §148.

SECTION 10. Local Unit Payments. That cost of the System shall be charged to and paid by the Local Unit to the Authority in the manner and at the times herein set forth.

The cost of the System to be financed with the issuance of bonds of the Authority (\$11,900,000) shall be paid by the Local Unit to the Authority in annual installments (corresponding to principal payments on the bonds on the next April 1st of each year) on March 15 of each year, as follows:

2024	\$225,000
2025	325,000
2026	350,000
2027	400,000
2028	425,000
2029	475,000
2030	490,000
2031	505,000
2032	525,000
2033	540,000
2034	750,000
2035	775,000
2036	800,000
2037	825,000
2038	850,000
2039	875,000
2040	900,000
2041	925,000
2042	940,000

It is understood and agreed that the bonds of the Authority hereinbefore referred to will be issued in anticipation of the above contractual obligation, with principal installments on April 1 of each year, commencing with the year 2022, corresponding to the principal amount of the above installments, and the Local Unit shall also pay to the Authority in addition to said principal installments, on March 15 and September 15 of each year, commencing on March 15, 2022, as accrued interest on the principal amount remaining unpaid, an amount sufficient to pay all interest, not to exceed five percent (5%) per annum, due on the next succeeding interest payment date (April 1 and October 1, respectively), on the installment portions of said bonds of the Authority from time to time outstanding. From time to time as other costs and expenses accrue to the Authority from handling of the payments made by the Local Unit, or from other

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actions taken in connection with the System, the Authority shall notify the Local Unit of the amount of such fees and other costs and expenses, and the Local Unit shall, within thirty (30) days from such notification, remit to the Authority sufficient funds to meet such fees and other costs and expenses.

Should cash payment be required from the Local Unit in addition to the amounts specified in the preceding paragraph to meet additional costs of constructing the System, the Local Unit shall, upon written request by the Authority, furnish to the Authority written evidence of their agreement and ability to make such additional cash payments, and the Authority may elect not to proceed with the acquisition or financing of the System until such written evidence, satisfactory to the Authority, has been received by it. The Local Unit shall pay to the Authority such additional cash payments within thirty (30) days after written request for such payment has been delivered by the Authority to such Local Unit.

The Authority shall, within thirty (30) days after the delivery of the bonds of the Authority hereinbefore referred to, furnish the Local Unit with a complete schedule of installments of principal and interest thereon, and the Authority shall also (a) at least sixty (60) days prior to January 1 of each year, commencing in 2011, advise the Local Unit, in writing, of the exact amount of principal and interest installments due on the Authority bonds on the next succeeding April 1, and payable by the Local Unit on March 15, as hereinbefore provided, and the exact amount of interest installment due on the bonds of the Authority on the next succeeding October 1, and payable by the Local Unit on September 15, as hereinbefore provided.

If any principal installment or interest installment is not paid when due, the amount not so paid shall be subject to a penalty, in addition to interest, of one percent (1%) thereof for each month or fraction thereof that the same remains unpaid after the due date.

SECTION 11. Local Unit Limited Tax Full Faith and Credit Pledge. The Local Unit, pursuant to the authorization contained in Act 233, hereby irrevocably pledges its limited tax full faith and credit for the prompt and timely payment of its obligations pledged for bond payments as expressed in this Contract, and shall each year, commencing with the fiscal year commencing July 1, 2021, set aside sufficient general fund moneys to make the payments, and, if necessary, levy an ad valorem tax on all the taxable property in the Local Unit, subject to applicable constitutional, statutory and charter tax rate limitations, in an amount which, taking into consideration estimated delinquencies in tax collections, will be sufficient to pay such obligations under this Contract becoming due before the time of the following year's tax collections. Nothing herein contained shall be construed to prevent the Local Unit from using any, or any combination of, means and methods provided in Section 7 of Act 233, as now or hereafter amended, including revenues derived from user charges or special assessments, for the purpose of providing funds to meet its obligations under this Contract, and if at the time of making the annual tax levy there shall be other funds on hand earmarked and set aside for the payment of the contractual obligations due prior to the next tax collection period, then such annual tax levy may be reduced by such amount.

SECTION 12. Advance Payment by Local Unit. The Local Unit may pay in advance any of the payments required to be made by this Contract, in which event the Authority shall credit the Local Unit with such advance payment on future due payments to the extent of such

advance payment.

SECTION 13. Additional Payments by Local Unit. The Local Unit may pay additional moneys over and above any of the payments specified in this Contract, with the written request that such additional funds be used to prepay installments, in which event the Authority shall be obligated to apply and use said moneys for such purpose to the fullest extent possible. Such moneys shall not then be credited as advance payments under the provisions of Section 12 of this Contract.

SECTION 14. Payment Default by Local Unit; Withholding of State Payments. In the event the Local Unit shall fail for any reason to pay to the Authority at the times specified the amounts required to be paid by the provisions of this Contract, the Authority shall immediately give notice of such default and the amount thereof, in writing, to the Treasurer of such Local Unit, the Treasurer of the County of Washtenaw, the Treasurer of the State of Michigan, and such other officials charged with disbursement to the Local Unit of funds returned by the State and now or hereafter under Act 233 available for pledge, as provided in this paragraph and in Section 12a of Act 233, and if such default is not corrected within ten (10) days after such notification, the State Treasurer, or other appropriate official charged with disbursement to such Local Unit of the aforesaid funds, is, by these presents, specifically authorized by the Local Unit, to the extent permitted by law, to withhold from the aforesaid funds the maximum amount necessary to cure said deficit and to pay said sums so withheld to the Authority, to apply on the obligations of the Local Unit as herein set forth. Any such moneys so withheld and paid shall be considered to have been paid to the Local Unit within the meaning of the Michigan Constitution and statutes, the purpose of this provision being voluntarily to pledge and authorize the use of said funds owing to the Local Unit to meet any past-due obligations of such Local Unit due under the provisions of this Contract. In addition to the foregoing, the Authority shall have all other rights and remedies provided by law to enforce the obligations of the Local Unit to make its payments in the manner and at the times required by this Contract, including the right of the Authority to direct the Local Unit to make a tax levy to reimburse the Authority for any funds advanced.

SECTION 15. Local Unit Payment Obligation. It is specifically recognized by the Local Unit that the debt service payments required to be made by it pursuant to the terms of Section 10 of this Contract are to be pledged for and used to pay the principal installments of and interest on with respect to the bonds to be issued by the Authority as provided by this Contract and authorized by law, and the Local Unit covenants and agrees that it will make all required payments to the Authority promptly and at the times herein specified without regard to whether the System is actually completed or placed in operation.

SECTION 16. Additional Bonds. If the proceeds of the sale of the bonds to be issued by the Authority are for any reason insufficient to complete the Local Unit's share of the cost of the System, the Authority shall automatically be authorized to issue additional bonds in an aggregate principal amount sufficient to pay the Local Unit's share of completing the System and to increase the annual payments required to be made by the Local Unit in an amount so that the total payments required to be made as increased will be sufficient to meet the annual principal and interest requirements on the bonds herein authorized plus the additional bonds to be issued. It is expressly agreed between the parties hereto that the Authority shall issue bonds pursuant to

this Contract and the Local Unit shall be committed to retire such amount of bonds as may be necessary to pay the Local Unit's share of the costs of the System whether or not in excess of those presently estimated herein. Any such additional bonds shall comply with the requirements of Act 233 and any increase in the annual payments shall be made in the manner and at the times specified in this Contract. In lieu of such additional bonds, the Local Unit may pay over to the Authority, in cash, sufficient moneys to complete the Local Unit's share of the System.

SECTION 17. Surplus Bond Proceeds. After completion of the System and payment of all costs thereof, any surplus remaining from the proceeds of sale of bonds shall be used by the Authority for either of the following purposes, at the sole option of and upon request made by resolution of the Local Unit, to wit: (a) for additional improvements to the System or for other projects of the Authority undertaken on behalf of the Local Unit; subject to approval of the Authority; or (b) credited by the Authority toward the next payments due the Authority by the Local Unit hereunder.

SECTION 18. Voidability. The obligations and undertakings of each of the parties to this Contract shall be conditioned on the successful issuance and sale of the bonds pursuant to Act 233, and if for any reason whatsoever said bonds are not issued and sold within two (2) years from the date of this Contract, this Contract, except for payment of preliminary expenses and ownership of engineering data, shall be considered void and of no force and effect.

SECTION 19. Bondholders' Rights. The Authority and the Local Unit each recognize that the owners from time to time of the bonds issued by the Authority under the provisions of Act 233 to finance the cost of the System will have contractual rights in this Contract, and it is, therefore, covenanted and agreed by the Authority and the Local Unit that so long as any of said bonds shall remain outstanding and unpaid, the provisions of this Contract shall not be subject to any alteration or revision which would in any manner materially affect either the security of the bonds or the prompt payment of principal or interest thereon. The Local Unit and the Authority each further covenant and agree that each will comply with its respective duties and obligations under the terms of this Contract promptly at the times and in the manner herein set forth, and will not suffer to be done any act which would in any way impair the said bonds, the security therefor, or the prompt payment of principal and interest thereon. It is hereby declared that the terms of this Contract insofar as they pertain to the security of any such bonds shall be deemed to be for the benefit of the owners of said bonds.

SECTION 20. Contract Term. This Contract shall remain in full force and effect from the effective date hereof (as provided in Section 23) until the bonds issued by the Authority are paid in full, but in any event not to exceed a period of thirty (30) years. At such time within said 30-year term as all of said bonds are paid, this Contract shall be terminated. In any event, the obligation of the Local Unit to make payments required by this Contract shall be terminated at such time as all of said bonds are paid in full, together with any deficiency or penalty thereon.

SECTION 21. Indemnification. The parties hereto hereby expressly agree that the Authority shall not be liable for and the Local Unit shall pay, indemnify and save the Authority harmless of, from and against all liability of any nature whatever regardless of the nature in which such liability may arise, for any and all claims, actions, demands, expenses, damages and losses of every conceivable kind whatsoever (including, but not limited to, liability for injuries to

or death of persons and damages to or loss of property) asserted by or on behalf of any person, firm, corporation or governmental authority arising out of, resulting from, or in any way connected with the ownership, acquisition, construction, operation, maintenance and repair of the System, this Contract, or the issuance, sale and delivery of the bonds herein described. It is the intent of the parties that the Authority be held harmless by the Local Unit from liability for such claims, actions, demands, expenses, damages and losses, however caused or however arising, including, but not limited to, to the extent not prohibited by law, such claims, actions, demands, expenses, damages and losses even though caused, occasioned or contributed to by the negligence, sole or concurrent, of the Authority or by negligence for which the Authority may be held liable. In any action or proceeding brought about by reason of any such claim or demand, the Local Unit will also pay, indemnify and save the Authority harmless from and against all costs, reasonable attorneys' fees and disbursements of any kind or nature incidental to or incurred in said defense, and will likewise pay all sums required to be paid by reason of said claims, demands, or any of them, in the event it is determined that there is any liability on the part of the Authority. Upon the entry of any final judgment by a court of competent jurisdiction or a final award by an arbitration panel against the Authority on any claim, action, demand, expense, damage or loss contemplated by this Section and notwithstanding that the Authority has not paid the same, the Local Unit shall be obligated to pay to the Authority, upon written demand therefor, the amount thereof not more than sixty (60) days after such demand is made. In the event that any action or proceeding is brought against the Authority by reason of any such claims or demands, whether said claims or demands are groundless or not, the Local Unit shall, upon written notice and demand from the Authority, but will not, without written consent of the Authority, settle any such action in the proceeding. Notwithstanding the foregoing, nothing contained in this Section shall be construed to indemnify or release the Authority against or from any liability which it would otherwise have arising from the wrongful or negligent actions or failure to act on the part of the Authority's employees, agents or representatives with respect to matters not related to the ownership, acquisition, construction, operation, maintenance or repair of the System, this Contract or the issuance, sale or delivery of the bonds herein described.

SECTION 22. Successors and Assigns. This Contract shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

SECTION 23. Effectiveness of Contract. This Contract shall become effective upon (i) approval by the legislative body of the Local Unit, (ii) approval by the Board of the Authority, (iii) expiration of the forty-five day period following publication by the Local Unit of its notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of the Local Unit, and (iv) due execution by the Supervisor and Township Clerk of the Local Unit and by the Chair and Secretary of the Authority.

SECTION 24. Downward Adjustment of Bond Amount. In the event construction bids are received by the Authority pursuant to Section 9 hereof and such bids are below the Consulting Engineers' estimates thus necessitating a smaller amount of Bonds for the Local Unit's share to be issued than \$11,900,000, the Director of the Authority and the Treasurer of the Local Unit are each authorized on behalf of the Authority and the Local Unit, respectively, to agree to a revised principal amount of the Bonds and a revised maturity schedule and to approve the same as an addendum to this Contract. If a lower amount of Bonds is required and if such

Miller, Canfield, Paddock and Stone, P.L.C.

lower amount and revised maturity schedule is agreed to and approved by the Director of the Authority and the Treasurer, respectively, this Contract shall be construed as referring to the reduced principal amount of said Bonds and the revised maturity schedule therefor.

SECTION 25. Counterparts. This Contract may be executed in several counterparts.

[signature page follows]

Miller, Canfield, Paddock and Stone, P.L.C.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed
as of the day and year first above written.

In the presence of:

YPSILANTI COMMUNITY UTILITIES
AUTHORITY

By: _____
Chair

By: _____
Secretary

In the presence of:

CITY OF YPSILANTI

By: _____
Mayor

By: _____
City Clerk

38296557.1/099369.00045

Miller, Canfield, Paddock and Stone, P.L.C.

NOTICE OF INTENT TO EXECUTE
TAX-SUPPORTED CONTRACT AND OF RIGHT TO
PETITION FOR REFERENDUM THEREON

TO THE TAXPAYERS AND ELECTORS OF
THE CITY OF YPSILANTI,
WASHTENAW COUNTY, MICHIGAN:

PLEASE TAKE NOTICE, the City of Ypsilanti (the "City") has approved by resolution the execution of a contract (the "Contract") with the Ypsilanti Community Utilities Authority (the "Authority") pursuant to Act No. 233, Public Acts of Michigan, 1955, as amended, which Contract provides, among other things, that the Authority will acquire, construct and install various water main and related improvements on Washtenaw Avenue between West Cross Street and Hamilton Street, Hamilton Street between Washtenaw Avenue and I-94, Huron Street between I-94 and West Cross Street, and Michigan Avenue between Huron Street and Hamilton Street, together with all necessary appurtenances and attachments thereto, to serve the City and will issue its bonds in the principal amount not to exceed \$11,900,000 to finance the cost of such improvements for the City AND THE CITY WILL PAY TO THE AUTHORITY PURSUANT TO THE CONTRACT THE SUMS NECESSARY TO RETIRE THE PRINCIPAL OF AND INTEREST ON SAID BONDS.

CITY'S CONTRACT OBLIGATIONS

It is presently contemplated that said bonds will be in the principal amount of not to exceed \$11,900,000, will mature serially over a period of not to exceed twenty-five (25) years, and will bear interest at the rate or rates to be determined at the time of sale but in no event to exceed the maximum rate of interest per annum permitted by law on the balance of the bonds from time to time remaining unpaid. The Contract includes the City's pledge of its limited tax full faith and credit for the prompt and timely payment of the City's obligations as expressed in the Contract. THE CITY WILL BE REQUIRED TO LEVY AD VALOREM TAXES WITHIN APPLICABLE CONSTITUTIONAL, STATUTORY AND CHARTER TAX LIMITATIONS ON ALL TAXABLE PROPERTY WITHIN THE CITY TO THE EXTENT NECESSARY TO MAKE THE PAYMENTS REQUIRED TO PAY PRINCIPAL OF AND INTEREST ON THE BONDS IF OTHER FUNDS FOR THAT PURPOSE ARE NOT AVAILABLE. IT IS THE PRESENT INTENT OF THE CITY TO USE THE REVENUES FROM THE CITY DIVISION OF THE AUTHORITY'S SYSTEM TO MAKE THE PAYMENTS REQUIRED TO PAY PRINCIPAL OF AND INTEREST ON THE BONDS.

RIGHT OF REFERENDUM

The Contract will become effective and binding upon the City without vote of the electors as permitted by law unless a petition requesting an election on the question of the City entering into the Contract, signed by not less than 10% of the registered electors of the City, is filed with the City Clerk within forty-five (45) days after publication of this notice. If such petition is filed, the Contract cannot become effective without an approving vote of a majority of electors of the City qualified to vote and voting on the question. The Contract is on file at the office of the City Clerk.

This notice is given pursuant to the requirements of Section 8 of Act No. 233, Public Acts of Michigan, 1955, as amended. Further information concerning the details of the Contract and the matters set out in this notice may be secured from the City Clerk's office.

Andrew Hellenga
Clerk, City of Ypsilanti

Miller, Canfield, Paddock and Stone, P.L.C.



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Bonnie Wessler
DATE: November 2, 2021
SUBJECT: MDOT Trunkline: Rapid Rectangular Flashing Beacon Request

DESCRIPTION:

MDOT Trunkline: Rapid Rectangular Flashing Beacon Request

SUMMARY:

The City has been working with MDOT and many other committed partners for the past several years on upcoming road maintenance and safety projects, including the road diet and crossing of I-94. One item that has been requested by the public is safer pedestrian crossings at several key locations on Hamilton and Huron Streets, including at Huron/Pearl (Riverside Arts Center), Hamilton/Catherine (Second Baptist Church), Hamilton/Ferris (Towne Center Place), and Hamilton/Pearl (Ypsi Transit Center/Former EMU College of Business). Three of these locations (both the Pearl locations and Ferris) showed significant pedestrian crossing counts when we performed the road diet feasibility study in 2018; the fourth, Catherine at Second Baptist Church, is a site of high demand and many crashes that is likely to see increased pedestrian traffic once the area is more accommodating of pedestrians. Notably, pedestrian safety was a major concern in the 2017 Road Safety Audit.



These locations are all currently planned to see ADA ramp upgrades as well as crosswalk striping as part of the planned project, a significant investment and upgrade. However, due to the volumes and locations, they may warrant a treatment such as a Rapid Rectangular Flashing Beacon (RRFB). These are flashing yellow lights placed to either side of a pedestrian crossing that are activated by a pedestrian as they approach the crossing. The City has one RRFB crossing currently, at West Cross near Marion, in front of Estabrook Elementary School (pictured); they are common throughout the County.

MDOT has unfortunately indicated that due to the complexity and scope of the road diet/I-94 crossing/maintenance project, they are not likely able to incorporate RRFBs into the upcoming project. However, they have indicated that they would be able to consider a separate request, potentially as another project that might be able to be timed in close sequence with the planned project. Staff is recommending that Council request that MDOT consider adding RRFBs at Hamilton/Pearl, Hamilton/Ferris, Hamilton/Catherine, and Huron/Pearl, based on current pedestrian counts, crash data, and anticipated increased pedestrian demand.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Map

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



**Resolution No. 2021-242
November 2, 2021**

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City strongly supports safe nonmotorized transportation and safe access to recreation opportunities for people of all abilities and incomes; and

WHEREAS, the need for safe pedestrian routes of travel, and in particular crossings of trunklines is incorporated in the City's Master Plan, Nonmotorized Plan, Sustainability Plan, and Parks and Recreation Master Plan; and

WHEREAS, pedestrian traffic counts indicate frequent pedestrian use of existing crossings at Hamilton/Pearl, Hamilton/Ferris, and Huron/Pearl; and

WHEREAS, traffic crash data indicate significant need for a safer crossing at Hamilton/Catherine; and

NOW THEREFORE BE IT RESOLVED, THAT the City Council hereby request that MDOT consider the installation of Rapid Rectangular Flashing Beacons at these intersections.

OFFERED BY: _____

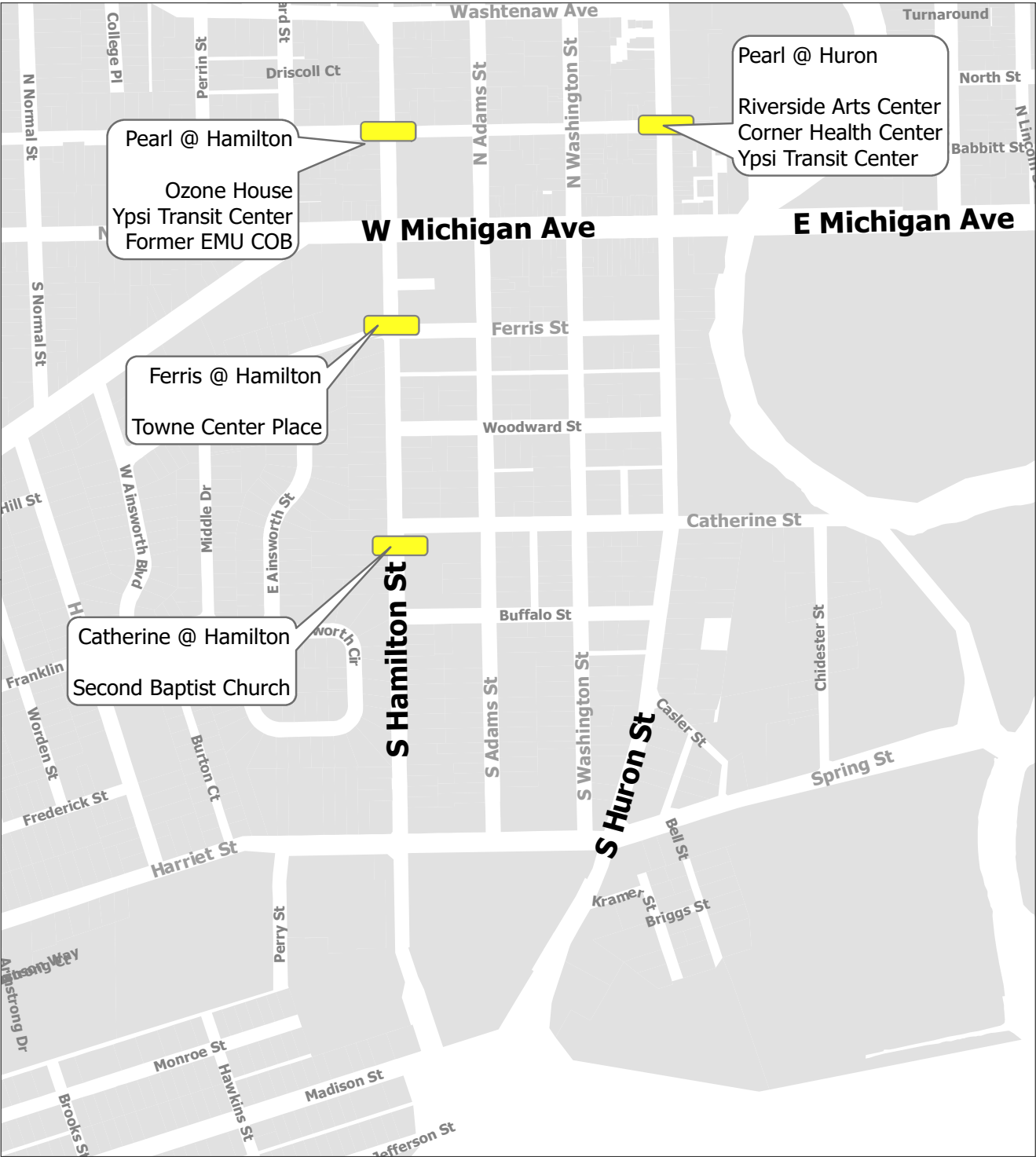
SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 2 day of November 2021

#Resolution No. 2021-242

Potential RRFB Locations



FOR DISCUSSION ONLY.
27 Oct 2021
Source: Washtenaw County GIS/City of Ypsilanti



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Bonnie Wessler
DATE: November 2, 2021
SUBJECT: MDOT Maintenance Agreement – Grove Road

DESCRIPTION:

MDOT Maintenance Agreement – Grove Road

SUMMARY:

This summer, the Washtenaw County Parks and Recreation Commission undertook a project to widen and make accessible a stretch of sidewalk on the west side of Grove Road over I-94. The bridge is owned by MDOT, and as such this work was completed under MDOT permit. As part of the process, the City has been asked to formalize the current arrangement wherein the City clears the bridge – and now sidewalk – of snow, ice, and other debris, and otherwise maintains this part of sidewalk. MDOT remains responsible for the maintenance of the bridge overall.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Contract

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-243
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, Washtenaw County Parks and Recreation generously constructed a much-needed accessible shared-use path along the west side of the Grove Road Bridge belonging to the Michigan Department of Transportation; and,

WHEREAS, the State of Michigan is asking that the City commit to snow, ice, and debris removal on the shared-use path as well as other non-structural maintenance; and,

NOW THEREFORE BE IT RESOLVED THAT that the City of Ypsilanti approves the attached Non-Motorized Path Permit between the City of Ypsilanti and the Michigan Department of Transportation which commits the City to maintain this shared-use path, and authorizes the Mayor and City Clerk to sign the contract on the City's behalf.

OFFERED BY: _____

SECONDED BY: _____

YES:

NO:

ABSENT:

VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this 2 day of November 2021

#Resolution No. 2021-243

NON-MOTORIZED PATH
MAINTENANCE
PERMIT

DA
Control Section 81063
Permit Ref. Number 74991
Contract 21-5389

THIS Contract is made and entered by and between the MICHIGAN DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT"; and the CITY OF YPSILANTI, a Michigan municipal corporation, hereinafter referred to as the "AGENCY"; for the purpose of fixing the rights and obligations of the parties in agreeing to the maintenance and operation a non-motorized path to be constructed by the AGENCY along Grove Street over Highway I-94.

WITNESSETH:

WHEREAS, the AGENCY is proposing the construction of a non-motorized facility over Highway I-94, within DEPARTMENT right of way (ROW); and

WHEREAS, the DEPARTMENT has determined it to be acceptable to have the AGENCY construct of the non-motorized facility are hereinafter referred to as the "PROJECT" and are further described and located as follows:

Non-motorized path construction along the west side of Structure S02 of 81063 which carries Grove Street over Highway I-94, including driveway construction, guardrail installation, and superstructure concrete work, together with necessary related work, located within the City of Ypsilanti, Michigan; and

WHEREAS, the AGENCY will be responsible for the entire cost of the PROJECT; and

WHEREAS, the parties hereto have reached an understanding with each other regarding the performance of the PROJECT work and the maintenance and operation of the facility to be constructed as the PROJECT and desire to set forth this understanding in the form of a written Contract.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, it is agreed:

1. The AGENCY will construct the PROJECT at no cost to the DEPARTMENT.
2. The AGENCY shall cause to be performed all the PROJECT work. It is understood that portions or all the PROJECT work will be placed under contract by the AGENCY. The performance of the construction of the PROJECT work will be subject to the conditions established in PERMIT REFERENCE NUMBER P74991.

9/22/16 NON-MOTORIZEDPERMIT 09/23/21 1

3. The AGENCY hereby agrees that immediately upon execution of this Contract, it will:

- A. Enact, and keep in full force and effect, such ordinances or regulations as may be necessary to assure that no motorized vehicles (except those for maintenance purposes, and, where snow conditions and state and local regulations permit, snowmobiles) shall be permitted on the facility being constructed as the PROJECT.
- B. Determine if any existing ordinances restrict use of the facility by bicycles, and, if so, that it will amend such ordinances and keep it in full force and effect to allow use by bicycles.
- C. Enact no ordinance which prohibits the use of bicycles on the facility constructed as the PROJECT.
- D. Enforce Act 300 P.A. 1949 (MCLA 257.660) with respect to bicycles on the roadway portion of highway.

4. The AGENCY agrees not to rent or sublease the facility constructed as the PROJECT.

5. Upon completion of the PROJECT, the AGENCY will, at its sole cost and expense, inspect, maintain and operate the facility constructed as the PROJECT as a non-motorized facility. The portion of the PROJECT on the bridge shall include debris and snow removal as necessary. All structural related maintenance on the bridge portion of the PROJECT will be performed by the DEPARTMENT. The AGENCY shall conform with all DEPARTMENT permit requirements for any work to be performed within the state trunkline right of way. As built plans will be provided to the Brighton Transportation Service Center.

- A. The AGENCY agrees that the PROJECT location will be maintained so as to assure that any Trunkline facilities, structures and the area within the Trunkline right of way boundaries will be kept in good condition, both as to safety and appearance, and that maintenance of the facilities by the AGENCY will be accomplished in a manner so as not to cause interference with the reconstruction, maintenance or operation of the Trunkline facility and right of way. The AGENCY will obtain a permit from the DEPARTMENT for any future maintenance work within the trunkline right-of-way.
- B. In the event that the AGENCY fails in its maintenance obligations, the DEPARTMENT at its discretion, at the AGENCY'S sole cost, may enter said ROW and perform such work as may be necessary to assure compliance with the above or terminate this Contract.

- C. The DEPARTMENT reserves the right to enter the PROJECT location for the purpose of inspection, maintenance or reconstruction of the Trunkline facility when necessary. Additionally, the DEPARTMENT reserves the right to access the PROJECT location as deemed necessary for inspection relating to the DEPARTMENT'S interests. Such inspections are made for the DEPARTMENT'S own purposes and shall not relieve the AGENCY of its duties and obligations under the terms of this Contract. Any deficiencies discovered will be corrected or repaired by the AGENCY at no cost to the DEPARTMENT.
- D. Prior to occupancy and/or use of the PROJECT location, the DEPARTMENT will inspect and approve the construction of the PROJECT.
- E. The AGENCY shall be responsible for ensuring the safety and security of the users of the PROJECT location, and to maintain the PROJECT location in a safe operating condition.

6. The parties hereto agree to comply with all applicable requirements of the Natural Resources and Environmental Protection Act, 1994 P.A., 451, MCL 324.01 et. Seq. for all PROJECT work performed under this Contract and future maintenance work, and the AGENCY shall require its contractors and subcontractors to comply with the same.

7. The AGENCY will not store, allow the storage of or discharge of any radioactive, toxic, flammable, poisonous, explosive or other dangerous, hazardous materials, or waste on the said premises. In addition, the AGENCY will not permit objectionable smoke, fumes, vapors, or odors to rise above the grade line of the Trunkline. No signs, displays or devices may be erected on the right of way for the PROJECT unless specified herein or approved by the DEPARTMENT.

8. It is expressly understood and agreed that in case of non-performance of any of the covenants herein made by the AGENCY and after said AGENCY has been furnished written notice of same by the DEPARTMENT and has been granted a reasonable period of time as determined by the DEPARTMENT for performance or correction thereof, this Contract shall be terminated and said AGENCY shall lose and be barred from all rights, remedies, and actions both at law and in equity upon or under this Contract.

9. It is expressly understood that use of the Trunkline right of way is subject to the paramount right of the DEPARTMENT and that upon a determination by the DEPARTMENT that such right of way is required for the construction, operation, and/or maintenance of any present or proposed Trunkline or Trunkline use, this Contract may be terminated at the discretion of the DEPARTMENT and the facility constructed as the PROJECT can be removed without reimbursement to the AGENCY.

10. Upon termination of this Contract, the AGENCY will peacefully yield up said PROJECT in as good order and condition as when delivered to the AGENCY at no cost to the DEPARTMENT. In the event this Contract is terminated and if the DEPARTMENT deems it necessary to request the removal of any facility occupying the premises, such removal shall be accomplished by the AGENCY in a manner as prescribed by the DEPARTMENT, at no cost to the DEPARTMENT or the Federal Highway Administration.

11. The AGENCY recognizes and acknowledges that private and/or public utility companies may require the modification of the AGENCY'S facilities and it shall cooperate with the utility companies when requested by the DEPARTMENT at no cost to the DEPARTMENT, or interference with the Trunkline right of way and Trunkline facility.

12. It is understood that if the AGENCY discontinues, abandons or changes the usage of the PROJECT right of way, other than as a non-motorized pedestrian facility, then this Contract shall be terminated, and the DEPARTMENT shall have the right to immediately remove the facility constructed as the PROJECT without reimbursement to the AGENCY.

13. Each party to this Contract shall remain responsible for any claims arising out of their own acts and/or performance of this Contract, as provided by law. This Contract is not intended to increase either party's liability for, or immunity from, tort claims. This Contract is not intended nor shall it be interpreted as giving either party a right of indemnification, either by contract or at law, for claims arising out of the performance of the Contract.

14. This Contract shall become binding on the parties hereto and of full force and effect upon the signing thereof by the duly authorized officials for the AGENCY and for the DEPARTMENT and upon the adoption of a resolution approving said Contract and authorizing the signatures thereto of the respective officials of the AGENCY, a certified copy of which resolution shall be attached to this Contract.

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be executed the day and year first above written.

CITY OF YPSILANTI

MICHIGAN DEPARTMENT
OF TRANSPORTATION

By _____
Title:

By _____
Department Director, MDOT

By _____
Title:



9/22/16 NON-MOTORIZED PERMIT 09/14/21 5



REQUEST FOR LEGISLATION

TO: Mayor and City Council
FROM: Bonnie Wessler
DATE: November 2, 2021
SUBJECT: Parking Structure Study Feasibility Proposal

DESCRIPTION:

Parking Structure Study Feasibility Proposal

SUMMARY:

In late 2018/early 2019, the City worked with Rich & Associates on the [Central Business District Parking Study and Strategy](#), adopted in early 2019. This study showed that at the time, there was an parking deficit of approximately 162 public spaces, expected to grow to approximately 256 with the opening of the Thompson Block. As this district contemplates a return to "business as usual" post-covid, parking pressures are expected to again approach this level; in addition, due to the newfound popularity of the City's parks system and outdoor recreation in general, there has been additional use of the parking areas that are shared with Riverside and Frog Island parks, adding to parking utilization and demand.

Staff worked closely with a Depot Town stakeholder group to identify a path forward to help satisfy this parking demand. The stakeholder group strongly favored pursuing construction of a structure. As this would be a new undertaking for the City and deeply impactful for the district, the stakeholder group identified a feasibility study as the next logical step; it would give much needed information regarding potential location(s), footprint(s), cost, and other details necessary for a successful project. An RFP for a parking structure feasibility study, specifically calling out two potential sites for examination- the Frog Island parking lot and the Maple Street lot- was issued by the City in July.

Three responses were received and are attached; one from Fishbeck, one from Rich & Associates, and one from OHM. All three proposals were strong, from well-known parties with excellent reputations and references. The proposal from Fishbeck was the lowest-cost and showed an attention to sustainability and design flexibility to meet Ypsilanti's needs. The base price of the Fishbeck proposal was \$41,230, and offered additional preliminary geotechnical study for \$10,000 as well as schematic massing renderings and underground utility location. Rich & Associates' proposal was for \$64,000; OHM's proposal was for \$98,320. These proposals

were reviewed with the stakeholder group, including members of the Depot Town CDC, who obtained \$30,000 to partially fund the study; members of this group unanimously recommended Fishbeck. These proposals were further reviewed with the DDA, which committed additional funding to cover the funding gap between the Depot Town CDC and Fishbeck's proposal, at the same time recommending Fishbeck. Staff likewise recommends that the City accept Fishbeck's proposal.

RECOMMENDED ACTION: Approval

ATTACHMENTS: Proposals

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-244
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, City Council adopted the Ypsilanti Central Business District Parking Study and Strategy; and

WHEREAS, said document notes a potential parking deficit of approximately 250 parking spaces in the Depot Town area with the full utilization of all Depot Town commercial areas under demand shown at the time; and

WHEREAS, construction of a parking structure is one potential route to satisfy parking demand;

WHEREAS, the Depot Town CDC has committed up to \$30,000 for a parking structure feasibility study;

WHEREAS, the DDA has committed up to \$30,000 in additional funds for a parking feasibility study, and strongly favors the Fishbeck proposal;

NOW THEREFORE BE IT RESOLVED that the Ypsilanti City Council authorize the acceptance of the proposal from Fishbeck, in the amount of \$54,920, and authorize the City Manager to execute the acceptance of the proposal on behalf of the City after approval by the City Attorney as to form.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-244



CITY OF YPSILANTI

DEPOT TOWN PARKING STRUCTURE FEASIBILITY

AUGUST 9, 2021



August 9, 2021

Bonnie Wessler, Project Manager
City of Ypsilanti
City Hall, City Clerk's Office
1 South Huron Street
Ypsilanti, MI 48197

Professional Parking Consulting Services **Depot Town Parking Structure Feasibility**

Dear Ms. Wessler:

Fishbeck is pleased to submit this proposal for professional consulting services for the Depot Town Parking Structure feasibility study. Ypsilanti's Depot Town neighborhood offers a great blend of residential living, outdoor events, entertainment, and dining experiences. The goals you have outlined for a new parking structure will continue to enhance the area as a destination and further showcase the City as a vibrant and exciting place to live and visit. We appreciate the tremendous significance this project has for the City and know that the choice of the right full-service partner is of utmost importance for the success of your project.

Our team members have been specifically selected to successfully meet your project goals. In fact, Fishbeck is pleased to announce that with the recent addition of new staff members, our parking service line has evolved from a long-term partnering arrangement with Carl Walker, Inc. (and later WGI) to now being an in-house service offering under the Fishbeck **All In One** philosophy.

We are excited about the possibility of partnering with the City and consider it the basis of a collaborative experience that will lead to outstanding results. In brief, there are three key elements we feel are fundamental to our collective success in this creative and challenging endeavor:

Capabilities: Our team's parking-focused planning, architecture, and engineering skill set is expansive, giving us the expertise to explore a wide range of possibilities and develop the best solutions.

Credibility and Teamwork: Our team's track record of successful parking structure projects spans nearly 25 years.

Chemistry: We enjoy building strong relationships and dynamic work teams that draw on both the hearts and minds of participants and lead to creative and optimal solutions.

We hope you view our submittal as the beginning of a productive dialogue in your search for a design team best-suited to work with the City on your parking structure projects. We would greatly appreciate the opportunity to further discuss and demonstrate our qualifications and project approach!

Sincerely,



F. Greg Ehmke, PE
Project Manager – Parking and Restoration



Adam K. Meeker, AIA
Vice President/Senior Architect

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01

FIRM PROFILE



FIRM PROFILE

FIRM HISTORY

Fishbeck is a professional architectural/engineering, civil engineering, environmental, and construction services consulting firm that serves governmental, educational, healthcare, commercial, industrial, and private clients. Our range of services and integrated project approach provides our clients with specifically suited, innovative designs. We are committed to delivering exceptional service, outstanding technical quality, and establishing long-term client relationships. Our design specialists are committed to providing creative, value-driven services.

LOCATIONS

Fishbeck is a Michigan-based firm headquartered in Grand Rapids with 13 regional offices. Our staff routinely travel between multiple offices and perform site work at remote locations throughout Michigan, Indiana, Ohio, and beyond. Having a regionally dense network of offices allows us to maintain a high-level of local client service and efficiency. Fishbeck's Ann Arbor office would be designated as the primary office associated with this project.

MICHIGAN

Grand Rapids | 1515 Arboretum Drive, SE, Grand Rapids, MI 49546 | 616.575.3824
 Ann Arbor | 2001 Commonwealth Boulevard, Suite 200, Ann Arbor, MI 48105 | 734.864.7700
 Kalamazoo | 4775 Campus Drive, Kalamazoo, MI 49008 | 269.375.3824
 Canton | 44978 Ford Road, Suite A, Canton, MI 48187 | 734.454.7566
 Detroit | 1001 Woodward Avenue, Suite 860, Detroit, MI 48226 | 313.293.3550
 Lansing | 5913 Executive Drive, Suite 100, Lansing, MI 48911 | 517.882.0383
 Macomb | 45200 Card Road, Suite 128, Macomb Township, MI 48044 | 586.412.1406
 Novi | 39500 MacKenzie Drive, Suite 100, Novi, MI 48377 | 248.324.2090
 Traverse City | 921 West Eleventh Street, Suite 2E, Traverse City, MI 49684 | 231.463.5981

OHIO

Cincinnati | 11353 Reed Hartman Hwy, Suite 500, Cincinnati, OH 45241 | 513.469.2370
 Columbus | One East Campus View Boulevard, Columbus, OH 43235 | 614.363.1001
 Dayton | 7887 Washington Village Drive, Suite 135, Dayton, OH 45459 | 937.291.9092
 Toledo | 3220 Central Park West, Toledo, OH 43617 | 419.841.4704

INDIANA

Indianapolis | 8520 Allison Pointe Boulevard, Suite 100, Indianapolis, IN 46250 | 317.577.9050

SERVICES

COMPANY TYPE

Employee-owned Corporation

ESTABLISHED

1956

TOTAL PERSONNEL

500+

WEBSITE

www.fishbeck.com

LEED EXPERIENCE

40+ LEED APs | 85+
 LEED-certified facilities

ACCOLADES

100+ Award-Winning Projects

ARCHITECTURE/ ENGINEERING

- Architecture
- Mechanical
- Electrical
- Structural
- Interior Design
- Systems
- Commissioning
- Indoor Air Quality
- Master Planning
- Facility Condition Assessment
- Energy Assessment

INFRASTRUCTURE ENGINEERING

- Site Development
- Transportation
- Surveying
- Water Distribution
- Water Supply/Treatment
- Water Storage
- Watershed Management
- Wastewater Collection
- Wastewater Treatment
- GIS/Computer Mapping
- Asset Management
- Stormwater Management

ENVIRONMENTAL

- Remediation
- State and Federal Environmental Program Assistance
- Air Quality
- Brownfield Redevelopment
- Water Resources
- Industrial Hygiene
- Asbestos/Lead Management
- Environmental Site Assessment
- Due Diligence

CONSTRUCTION

- Construction Management
- Design/Build
- Cost Estimating
- Scheduling
- Preconstruction
- Reconstruction and Cost Reduction Studies

PARKING PLANNING, DESIGN, AND RESTORATION



Parking is the first and last experience at your facility.

At its heart, parking is utilitarian vehicle storage, but it is so much more. Well-functioning parking design requires careful attention to details, integrating structural and building systems to achieve the goals of user convenience, functionality, sustainability, low maintenance, and economic viability. Fishbeck offers customized parking and restoration solutions for function, aesthetics, longevity, and value. Our experience encompasses a variety of markets including commercial, mixed-use, residential, higher education, healthcare, transit, aviation (landside parking and consolidated rent-a-car, ConRAC, facilities), government, and hospitality.

PARKING PLANNING AND STUDIES

Parking must work for people to get where they need to go. The right amount of parking must be provided at the right price while maximizing the user experience. Fishbeck brings parking industry knowledge and expertise to parking studies.

- Parking Studies
- Supply and Demand Analysis
- Feasibility Studies
- Parking Technology
- Revenue and Rate Analysis
- Adaptive Reuse



PARKING DESIGN AND ENGINEERING

Integrating the function and structure of a parking facility is both an art and a science. When done well, the customer experience is seamless and leaves a positive impression. We approach each project individually, listen carefully, and arrive collaboratively at the best solution. The open, two-way communication of objectives and solutions results in the best value for owners and operators.

- Feasibility and Site Analysis
- Functional Design, Wayfinding, and Signage
- Construction Cost Estimating
- Structural Design
- Below Grade Structures and Plazas
- Adaptive Reuse Planning and Design
- Durability Modeling and Design
- Waterproofing
- Lighting and Drainage
- Parking and Revenue Control Systems
- Parking Guidance Systems
- Access Control/Security
- Electric Vehicle Charging Stations
- Solar Integration
- Maintenance Planning

RESTORATION ENGINEERING

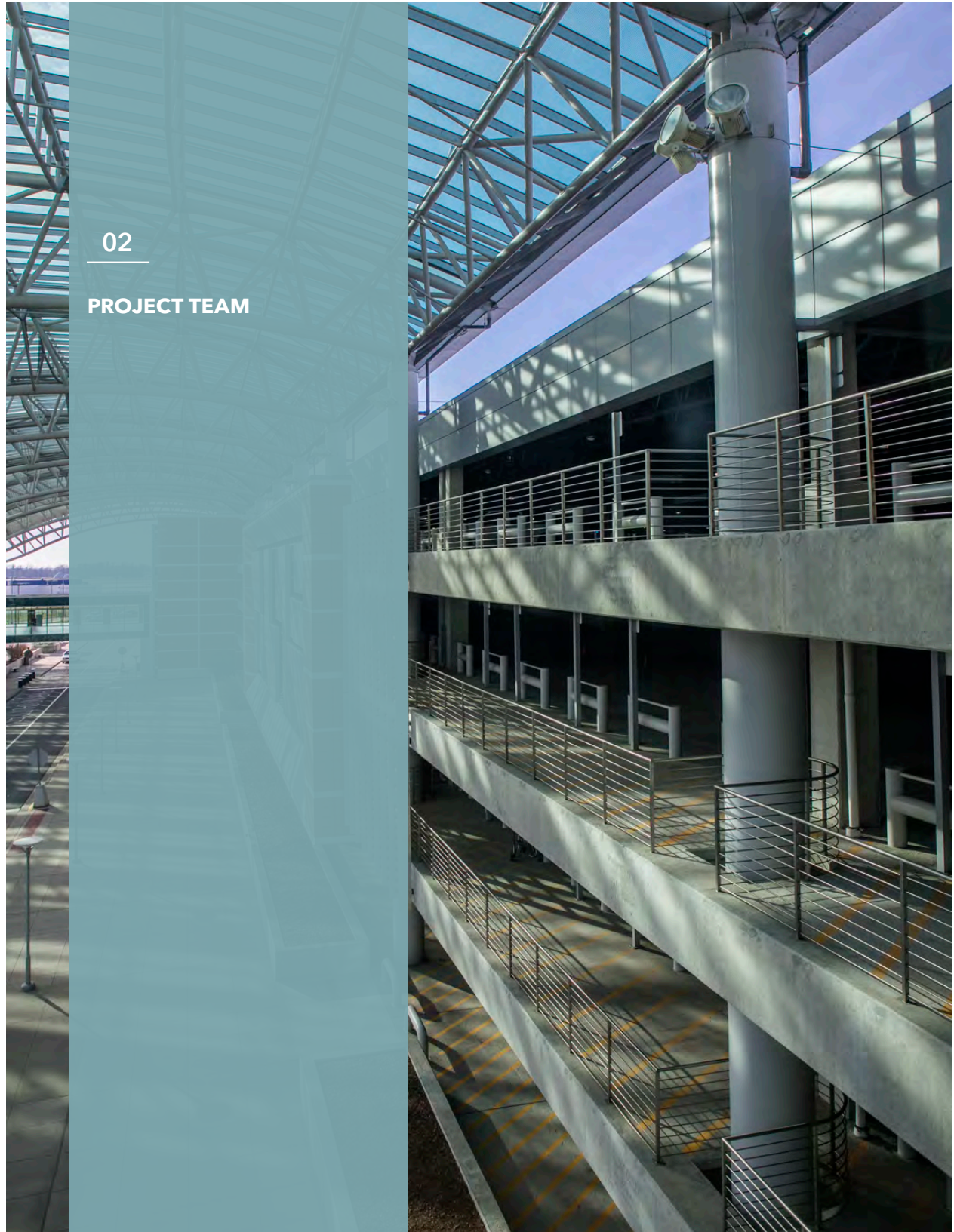
Parking structures have unique and challenging maintenance needs. Through regular evaluation and maintenance, minor issues can be addressed before they become major problems. Significant repairs may eventually be required to extend the life of the structure and this requires careful planning and design to maintain parking operations and provide lasting repairs. In addition to parking structures, Fishbeck's restoration expertise includes plazas and building facades and envelopes.

- Program Development
 - Capital Improvement Plan
 - Life Cycle Cost Analysis
 - Maintenance Manual Preparation
 - Due Diligence Review
- Evaluation Services
 - Forensic Investigation
 - Structural Analysis
 - Condition Assessment
 - Accessibility/ADA Compliance
- Restoration Engineering
 - Repair, Rehabilitation, and Strengthening
 - Leak Mitigation
 - Corrosion Protection
 - Fall Protection/Suicide Prevention



800.456.3824
fishbeck.com





02

PROJECT TEAM

PROJECT TEAM

Fishbeck realizes the importance of assigning the right team to each project. We assemble teams of professionals appropriately qualified to work together to make certain the specific and unique needs of your projects are properly understood and satisfied. Our firm's capacity allows us to ensure your project will receive the necessary technical support staff to meet project specific schedules and deadlines. Our staff is made up of highly talented, motivated, and energetic people who challenge themselves to rethink their methods and roles, and bring their ingenuity to the problems they solve and the work they do.

Fishbeck values a collaborative approach – we know from experience the exceptional results that can be achieved from a team of committed and talented professionals. We have selected a skilled team to support the City of Ypsilanti with anything that may present itself during the project. Our ability to commit our project manager and other key staff is crucial to your project's success. It encourages clarity of communications among the entire team and helps ensure the design intent is properly understood and implemented into the finished documents and ultimately construction.

CURRENT AND PROJECTED WORKLOADS

At Fishbeck we understand the unique nature of each project and the need to be able to serve our clients from contract award through project closeout. Our approach ensures the primary professionals identified in this proposal will be available as required, through the six-month project duration. Our current workload for the project team will afford them the time to focus on the project and will ensure the team is kept together throughout.

CITY OF YPSILANTI

PROJECT MANAGER/ FEASIBILITY STUDY LEADER



• F. Greg Ehmke, PE

PARKING PLANNER



• Jon Forster, CAPP

SURVEYOR



• Jon Wildrom, PS

ENVIRONMENTAL



• Todd Campbell, CPG

TRAFFIC ENGINEER



• Kyle Riedsma, PE, PTOE



STAFF LOCATION KEY
 • Kalamazoo, Michigan
 • Grand Rapids, Michigan
 • Lansing, Michigan

**YEARS OF EXPERIENCE**

19 years — total

EDUCATION

MS in Civil and Environmental Engineering, University of Wisconsin-Madison

BS in Civil Engineering, Kansas State University

REGISTRATIONS/ CERTIFICATIONS

Professional Engineer - Michigan, Illinois, Connecticut, New Jersey, New York

National Council of Examiners for Engineering and Surveying

MEMBERSHIPS

American Society of Civil Engineers/Southwest Michigan

F. GREG EHMKE, PE**PROJECT MANAGER/FEASIBILITY STUDY LEADER**

Greg has extensive management experience in multiple, complex, and mixed-use parking design projects. He has designed numerous parking structures and components including precast and cast-in-place, post-tensioned superstructure types, and shallow and deep foundations. Greg has performed many functional parking evaluations including turning maneuvers, vehicular circulation, striping, signage and wayfinding, parking equipment, and technology. He has also evaluated existing parking structures and prepared contract documents for structural repairs and waterproofing, and performed associated construction administration.

**UNIVERSITY OF MICHIGAN | ANN ARBOR, MICHIGAN
THOMPSON STREET PARKING STRUCTURE ADDITION**

Full-time resident engineer for the horizontal expansion of the Thompson Street Parking Structure, increasing the parking capacity from 660 to 1,060 vehicles. The project also included approximately 9,000 sf of office and support space housing the Parking and Transportation Services Department and the Office of Budget and Planning, and an indoor bicycle storage facility accommodating 50 bikes. The design was compatible with the architecture of the existing structure and surrounding campus with massing consistent with the surrounding residential neighborhood.

**CITY OF GRAND RAPIDS, MICHIGAN
WESTON-COMMERCE PARKING STRUCTURE**

The precast parking structure was constructed in an urban environment including liner buildings on two sides for commercial, residential, and entertainment uses. The parking structure interfaces with the liner buildings for pedestrian stair and elevator access.

**BRIDGE & STOCKING PARKING STRUCTURE | GRAND RAPIDS, MICHIGAN
ROCKFORD CONSTRUCTION**

A 3-level, 270-space, precast concrete parking structure. The mixed-use facility includes an office building and a residential building with a grade-level urban grocery store. The structure features a photovoltaic array with 1,795 solar panels, utility scale battery storage, and infrastructure for electric vehicle charging stations. Provided parking consulting, structural engineering, and prime project management.

**ANN ARBOR DDA | ANN ARBOR, MICHIGAN
ANN ASHLEY PARKING STRUCTURE VERTICAL EXPANSION**

Project manager and lead structural engineer for the planned vertical expansion of an existing parking structure (not constructed). The original parking structure was designed and constructed in the late 1980s and provided parking for 824 vehicles on six levels. The proposed expansion would add 400 parking spaces to help increase parking in an area made up of multiple restaurants, offices, and shops. Future modifications may include a photovoltaic array and electric vehicle charging stations to serve the public and city pool vehicles.

**CAPITAL REGION DEVELOPMENT AUTHORITY | HARTFORD, CONNECTICUT
BUSHNELL SOUTH PARKING STRUCTURE**

The 412-space, 6-level parking structure consolidated five acres of existing surface parking, thereby freeing up land for future urban redevelopment. Although constructed as an open parking garage, it may be converted to an enclosed structure and/or accommodate a 2-level vertical expansion to serve future developments. The facade featured form liners, use of varying textures, and field painting of precast structural elements. This structure utilized the design-build delivery method.

**TRAVERSE CITY DDA | TRAVERSE CITY, MICHIGAN
HARDY DECK**

Project manager for the evaluation of the existing parking structure for effects of converting the adjacent city streets from one-way to two-way traffic. The project included a review of existing and proposed vehicular access and circulation patterns, turning maneuvers, queuing analysis, equipment, and operational changes, including day-to-day permit and hourly parking, and special event operations. Proposed conversion costs were minimized by reusing existing equipment to the maximum practical extent.





JON FORSTER, CAPP

PARKING PLANNER

Jon has hands-on knowledge of parking operations, curbside management, strategic planning, and managing dynamic change. His experience includes multi-facility parking operations, parking enforcement and adjudication, supply and demand analysis, technology, customer service, strategic asset planning, and project management. As a parking and mobility planner, Jon has assisted municipalities, higher education, and healthcare clients on numerous parking projects.

YEARS OF EXPERIENCE

25 years — total

EDUCATION

MA in Education,
Concordia University

BS in Management,
Purdue University

REGISTRATIONS/ CERTIFICATIONS

Certified Administrator
of Public Parking

MEMBERSHIPS

International Parking
and Mobility Institute

CITY OF FERNDALE, MICHIGAN

RATE STUDY AND OPERATIONS PRO-FORMA

Assisted the City in developing a financial projection for the entire parking system, which included the new mixed-use parking structure that was being designed and constructed. The rate study included expanded parking hours, new parking meters, and operational implications of the new parking structure. The rate study helped the City plan for debt service, operational costs, and customer service enhancements for the downtown parking system.

CITY OF WHEATON, ILLINOIS

PARKING PAYMENT MANAGEMENT STUDY

Performed a comprehensive downtown parking payment management study that focused on improving paid parking for commuters in the downtown area. The study included a financial analysis of the parking revenue system, a comparable city analysis of the metro line, and an online survey. Final recommendations included upgrading the parking enforcement technology and integrating enforcement permitting to create a more efficient revenue system.

BRIDGE AND STOCKING PARKING STRUCTURE | GRAND RAPIDS, MICHIGAN

ROCKFORD CONSTRUCTION

A 3-level, 270-space, precast concrete parking structure. The mixed-use facility included an office building and a residential building with a grade-level urban grocery store. The structure featured a photovoltaic array with 1,795 solar panels, utility scale battery storage, and infrastructure for electric vehicle charging stations. Provided parking consulting, structural engineering, and prime project management.

OAKLAND UNIVERSITY | ROCHESTER, MICHIGAN

TRANSPORTATION AND PARKING MASTER PLAN

The scope of the study focused on evaluating the "open" parking system used at the University, which allowed students, faculty, staff, and visitors to use the same parking facilities. The study included conducting cost/benefit analysis of the parking system regarding financial costs, effect on parkers, University goals, and impact of increased enforcement. The project included public engagement through an online survey, student focus groups, faculty one on ones, and staff forums, which helped the University understand merits of current system and opportunities to improve.

LANSING COMMUNITY COLLEGE | LANSING, MICHIGAN

PARKING MASTER PLAN

Multi-year program to develop parking management and facility options. The parking master plan created a roadmap to free the campus from lease obligations and provide higher levels of student and staff satisfaction.

CITY OF SHEBOYGAN, WISCONSIN

PARKING STUDY AND ANALYSIS

Performed a parking study that measured parking capacity and occupancy to determine if a parking structure was needed. The study also reviewed zoning policy, operational procedures, enforcement, wayfinding, and parking space allocation. Local business owners were interviewed to determine their perspective on employee, resident, and visitor parking needs.





JON WILDROM, PS

SURVEYOR

Jon has more than 29 years of experience in surveying. Jon has been a project manager and client manager for numerous large design route surveys for electrical and natural gas utility providers using conventional methods, static, and mobile LiDAR. His experience also includes boundary/ROW determination, ALTA surveys, remonumentation, records research, construction staking, high definition scanning, geodetic control, topographic surveying, and hydraulics surveying projects. Jon also has experience using AutoCAD Civil 3D, MicroStation, and AutoDesk applications.

YEARS OF EXPERIENCE

2 year — Fishbeck

30 years — total

EDUCATION

BS in Surveying Engineering,
Ferris State University

REGISTRATIONS/ CERTIFICATIONS

Professional Land Surveyor –
Michigan and Illinois

OSHA Confined Space Entry
Training, in accordance with 29
CFR 1910.146 and MiOSHA Parts
90 & 490 for Entrant, Attendant
and Supervisor

ABC's of Fall Protection in
Compliance with OSHA 29 CFR
1910.23, 66, 67, 132 and OSHA
29 CFR 1926.Subpart M – 2010

MEMBERSHIPS

Michigan Society
of Professional Surveyors

Illinois Professional Land
Surveyors Association

National Society
of Professional Surveyors

Michigan Transportation
Technology Users Group

Rockford Area Geodetic
Surveyors Society



CITY OF GRAND RAPIDS | GRAND RAPIDS, MICHIGAN

BURTON STREET FROM PLYMOUTH TO BRETON TOPOGRAPHIC SURVEY

Provided construction control necessary for complete reconstruction of approximately 1,350 meters (4,430 lineal feet) of Burton Street from ROW to ROW including 14 intersections within the construction limits that required staking along each side street.

M-11 AT DIVISION TOPOGRAPHIC SURVEY

Provided additional survey services for the intersection improvements design for M-11 (locally known as 28th Street) and Division Avenue. This intersection is very high volume with multiple lanes in all four directions. The project limits were from 200 feet west of the edge of pavement for Division Avenue to 200 feet east of the edge of pavement for Division Avenue. Limits for this project on Division Avenue were 50 feet or less north of M-11.

IONIA AVENUE TOPOGRAPHIC SURVEY FROM CHERRY STREET TO OAKES STREET

This project was for topographic mapping of approximately 675 lineal feet, together with a survey of an adjacent surface parking lot. Complete mapping of the topography was prepared, including utility locations and inverts, street improvements, and adjacent buildings. Sufficient elevations were taken to produce an accurate DTM of the street and parking lot within the project mapping limits. In addition, horizontal and vertical control points were established for the construction phase.

SEWARD AVENUE, FULTON TO LAKE MICHIGAN DRIVE TOPOGRAPHIC SURVEY

Provided construction control necessary for complete street and utility reconstruction of approximately 335 meters (1,100 lineal feet) of Seward Avenue from ROW to ROW. There were four intersections included within the construction limits, which required staking 150 feet along each side street.

CONSUMERS ENERGY | VARIOUS LOCATIONS, MICHIGAN

LUDINGTON PUMPED STORAGE RESERVOIR LINER BLISTER MONITOR | PERE MARQUETTE TOWNSHIP, MASON COUNTY, MICHIGAN

This project consisted of a laser survey scan and three-dimensional computer model of the bituminous liner of the Consumers Energy's Ludington Pump Storage facility. The purpose of the scan was to monitor the bituminous liner for blisters. The scans were compared to the previous scans noting any changes to the liner. The deliverable was a detailed, accurate three-dimensional AutoCAD model of the areas and the mapping was completed according to Consumers Energy specifications.

DESIGN CORRIDOR MAPPING FOR OVERHEAD HIGH TENSION ELECTRICAL LINES | SOUTHWEST MICHIGAN

These projects consist of over 40 miles of design mapping to support the design of new overhead high tension electrical lines. Survey services consisted of topographic mapping of current improvements including utilities, determination of ROW locations and the establishment of control for mapping, and future construction and the staking of proposed pole and guy anchor locations.

MAPPING AND BOUNDARY – 35 SUBSTATIONS | SOUTHWEST MICHIGAN

These projects consisted of mapping, entailing as-built mapping of the parcel, determination of boundary, location of underground utilities, search for possible encroachments, mapping of easement, and certification as to accuracy. The boundary survey adhered to Michigan Public Act 132 of 1970, and was delivered in recordable form. The mapping was completed according to Consumers Energy specifications.



TODD CAMPBELL, CPG

ENVIRONMENTAL

Todd's environmental consulting and project management experience includes due diligence, brownfield plans, tax increment financing, aquifer pumping tests, slug tests, surveying, UST closures, Geoprobe® drilling, and soil logging utilizing the following drilling methods: Geoprobe®, hollow stem augers, sonic, and mud/air rotary. Todd has over two decades of experience in soil, groundwater, and soil gas sampling, and has assisted with both low-level sampling methods for mercury and PFAS.

YEARS OF EXPERIENCE

21 years — Fishbeck

27 years — total

EDUCATION

BS in Geophysics, Western
Michigan University

REGISTRATIONS/ CERTIFICATIONS

Certified Professional Geologist –
American Institute of Professional
Geologists

Certified UST Professional

HAZWOPER Site Worker

HAZWOPER Supervisor

MEMBERSHIPS

American Institute
of Professional Geologists

National Groundwater
Association

Portage Economic Development
Corporation/Tax Increment
Finance Authority and Brownfield
Redevelopment Authority

ENVIRONMENTAL DUE DILIGENCE (Phase I/II ESA, BEA, Due Care Plans)

- EGLE ISID, Various Sites throughout Michigan
- City of Kalamazoo, Michigan
- Aggregate Industries, Battle Creek, Michigan
- Western Michigan University, Kalamazoo, Michigan
- Calvin College, Grand Rapids, Michigan
- Bradford White, Niles, Michigan
- FEMA Corporation, Otsego, Michigan
- Chemical Bank, Multiple Southwest Michigan Locations
- Consumers Credit Union, Multiple Locations
- Westwind Construction, Various Sites throughout Michigan

CONSUMER'S CONCRETE | NEWAYGO, MICHIGAN

Project geologist responsibilities included oversight of Geoprobe sampling activities, soil and groundwater sampling, surveying, and reporting.

AGGREGATE INDUSTRIES | MULTIPLE LOCATIONS, MICHIGAN

Geologist responsible for oversight of excavation and Geoprobe sampling activities, soil and groundwater sampling, surveying, and subsequent Phase II reporting.

MANUFACTURING FACILITY | FAIRMOUNT, WEST VIRGINIA

Activities included research of local geology and hydrogeology; determination of soil boring and monitoring well locations and completion depths; geologic characterization; mapping; surveying; potentiometric map; and subsequent Phase II ESA report. The results of the Phase II ESA allowed successful property transfer.

MANUFACTURING FACILITY | TARBORO, NORTH CAROLINA

Project management/geologist activities included research of local geology and hydrogeology; determination of soil boring and monitoring well locations and completion depths; geologic characterization; soil and groundwater sample collection; mapping; surveying; potentiometric map, and subsequent Phase II ESA report. The results of the Phase II ESA allowed successful property transfer.

GROUNDWATER MONITORING

- Kalamazoo Oil, Kalamazoo, Michigan
- Bradford White Corporation, Middleville, Michigan
- Borroughs Corporation, Kalamazoo, Michigan
- Electro-Voice CERCLA site, Buchanan, Michigan
- Pall Life Sciences, Ann Arbor, Michigan
- Sandy Supply Site, Wooster, Ohio

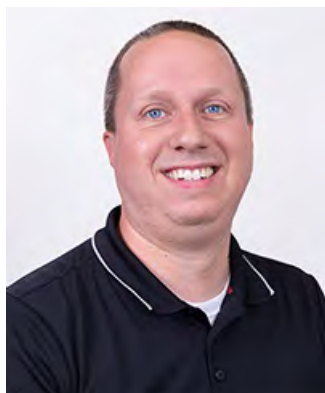
PALL LIFE SCIENCES | ANN ARBOR, MICHIGAN

Project geologist responsible for delineation oversight of 1,4-Dioxane impact to the groundwater for several aquifers, geologic characterizations, surveying, and oversight of geophysical methods (natural gamma log, resistivity). Duties also included preparing isoconcentration maps, potentiometric contour maps, and providing support for quarterly reports submittal, and several work plans to the MDEQ.

FORMER PALL AEROPOWER | PINELLAS PARK, FLORIDA

Project geologist responsible for oversight of drilling 210 injection wells, 30 monitoring wells (including 15 double-cased) and 19 SVE wells. Duties also included geologic characterizations and groundwater monitoring, supervision of drillers, and coordination of field drilling activities.





KYLE REIDSMA, PE, PTOE

TRAFFIC ENGINEER

Kyle's experience includes a variety of traffic engineering projects including MOT design, pavement marking and signing design, traffic simulation, and traffic impact studies, with a specific emphasis on traffic signal systems design and operations for a wide variety of projects and clients. He has been responsible for traffic signal design and review for over 800 devices in his career ranging in complexity from warning sign flashers to adaptive systems and complex interchanges like SPUIs and DDIs. He also has experience in the planning and analysis of roundabout intersections.

YEARS OF EXPERIENCE

2 years — Fishbeck
20 years — total

EDUCATION

BS in Civil Engineering,
Calvin College

REGISTRATIONS/ CERTIFICATIONS

Professional Engineer -
Michigan, Indiana, Ohio

Professional Traffic
Operations Engineer

MEMBERSHIPS

Institute of Transportation
Engineers

TRAINING

FHWA NHI-3800069 Road
Safety Audits/Assessments

Ohio Traffic Signal Academy

MICHIGAN STATE UNIVERSITY | GRAND RAPIDS, MICHIGAN INNOVATION PARK DEVELOPMENT TRAFFIC IMPACT STUDY (TIS)

Traffic impact study for development of MSU's new 7-level medical building, 600-space parking deck, and office building along Michigan Street, including Synchro models with six signalized intersections for existing, future, and build out conditions for morning and afternoon peak hours. The TIS included trip generation, traffic distribution, capacity analysis, and development of site recommendations.

MEIJER | VARIOUS LOCATIONS KENT COUNTY, MICHIGAN TRAFFIC IMPACT STUDIES (TIS)

Performed traffic impact studies for various Meijer development opportunities. Work involved traffic data collection and Synchro models for existing, future, and build out conditions for morning and afternoon peak hours. The TIS included trip generation, traffic distribution, capacity analysis, and development of geometric and signal timing recommendations related to the site development.

WINDSOR-DETROIT BRIDGE AUTHORITY | DETROIT, MICHIGAN GORDIE HOWE INTERNATIONAL BRIDGE CROSSING

Discipline lead for traffic engineering for the construction of the Michigan interchange for a new international bridge between Detroit and Windsor, Ontario. Oversaw the traffic engineering work including MOT, permanent signing and pavement markings, temporary and permanent traffic signals, and ITS devices.

MDOT | DETROIT, MICHIGAN M-5 STREETScape

Traffic signal designer providing design assistance during construction and shop drawing review for the rehabilitation of M-5 (Grand River) from M-39 to Berg, which includes extensive streetscape for two distinct neighborhood segments and water main replacement. Proposed streetscape improvements include one- or two-way bike lanes, sidewalk bump-outs, benches and other appurtenances, lighting, and trees.

KENT COUNTY ROAD COMMISSION | KENT COUNTY, MICHIGAN TRAFFIC SIGNAL DESIGN

Lead traffic signal engineer for the design of over 30 signalized intersections throughout Kent County including modernizing to box-span configurations, upgrading detection and pedestrian signals, ADA-compliant sidewalks and pushbutton locations, wireless radio, and coordination with utility companies and road construction projects.

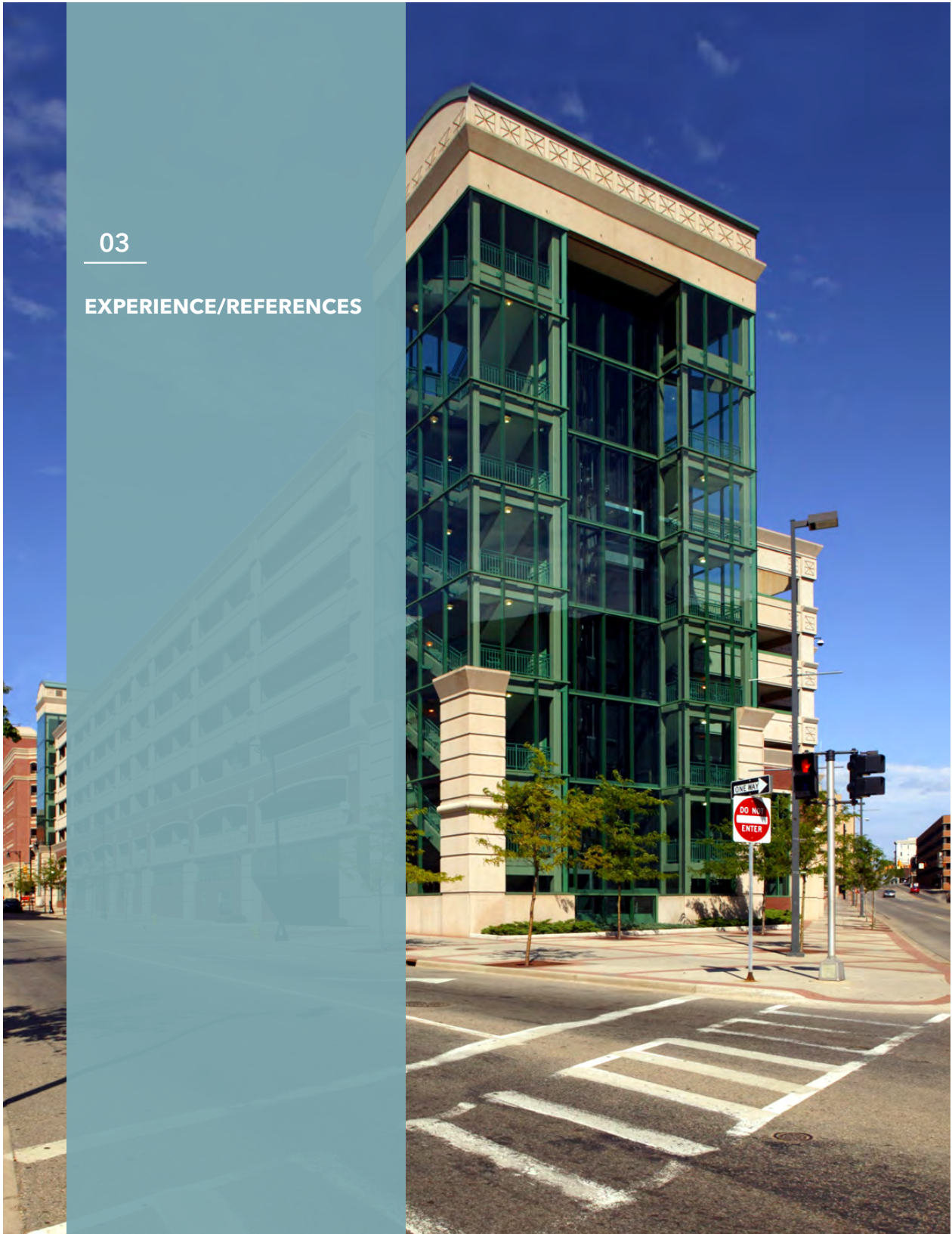
UNIVERSITY OF MICHIGAN | ANN ARBOR, MICHIGAN STADIUM EXPANSION PROJECT

Traffic engineer for the \$226-million renovation and expansion of the University's football stadium. The project included maintaining vehicular and pedestrian traffic during different stages of construction, pavement markings, traffic signal modifications, and construction vehicle routing. Synchro software was used to model traffic around the Stadium to determine impacts of the detour routes on surrounding neighborhoods. A pedestrian study was also performed during football game days to determine additional safety measures during peak times.



03

EXPERIENCE/REFERENCES



EXPERIENCE/REFERENCES

EXPERIENCE

Fishbeck has a full-service team with the expertise and experience to provide the City of Ypsilanti with the design services you need for a parking garage feasibility study. In this section you will find detailed project histories of our relevant experience.

REFERENCES

Our team is committed to delivering exceptional service, outstanding technical quality, and establishing long-term client relationships. Repeat services to our clients is our ultimate measurement of client satisfaction – approximately 90 percent of our annual revenue is derived from repeat clients. We encourage you to contact any of the references listed within our project histories for their impressions of our services.

City of Ann Arbor DDA | Jada Hahlbrock, CAPP Manager of Parking Services | 734.567.8025 | jhahlbrock@a2dda.org

Gerald R. Ford International Airport | Casey Ries, Engineering and Planning Director | 616.233.6040 | cries@grr.org

City of Grand Rapids Parking Services | Josh Naramore, Mobile GR Director | 616.456.3290 | jnaramore@grand-rapids.mi.us

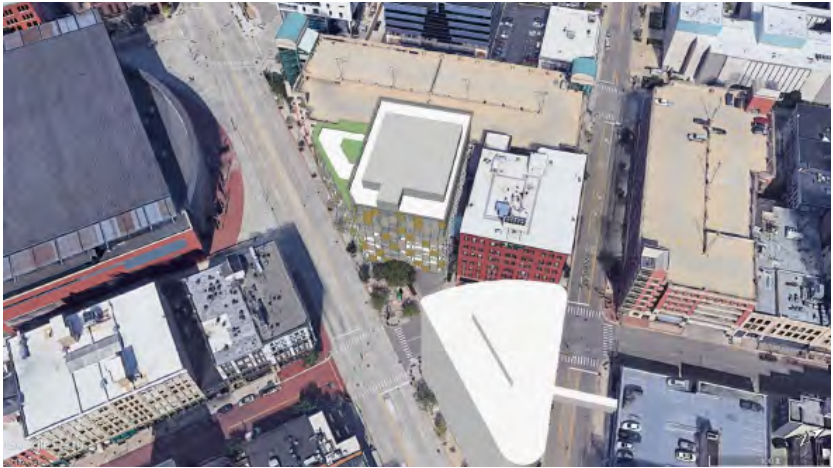
CURRENT AND RECENT EXPERIENCE WITH GOVERNMENT PROJECTS

Fishbeck staff have worked with multiple cities, counties, and townships throughout the Midwest designing a variety of municipal facilities including parking structures, administration buildings, community recreation centers, fire and police stations, and public works and public library facilities.

WHY FISHBECK

- Fishbeck's team is **dedicated to providing exceptional service** to meet the City's needs. Commitment to your mission is our number one priority.
- Our **excellent communication** give us the ability to hit the ground running and work collaboratively throughout your entire project.
- Our team members have **extensive parking feasibility experience**.
- Team members are **nationally-recognized parking designers** with projects across the country.
- We bring **creative, innovative, and integrated planning and design solutions** for the City of Ypsilanti.
- We want to successfully meet the City's parking needs and expectations.





PROJECT DATA

At Grade Area: 10,750 sf
 Above Grade Area: 17,425 sf
 Added Retail Space/Existing
 Garage Area: 9,215 sf
 Proposed Additional Parking: 180 spaces
 Study Completion Date: October 2019

REFERENCE

Josh Naramore, Director
 Mobile GR and Parking Services
 616.456.3290

WEDGE LOT ADDITION TO OTTAWA-FULTON PARKING RAMP STUDY CITY OF GRAND RAPIDS, MICHIGAN

As a growing urban environment, the City of Grand Rapids was looking for creative ways to add parking to a densely built downtown area and find a better use for a small but prominent piece of land. The City engaged Fishbeck and WGI to study innovative ideas for the underused parking lot south of the existing Ottawa-Fulton Parking Facility. The project design ideas included an addition to the parking ramp, ground level retail, and upper floor office and/or residential. The ground level retail also included inserting new spaces within the existing ramp.

To add to the challenge, the City began to look to the future, when urban parking demand is reduced by outside factors such as the growth of ride sharing, autonomous vehicles, and alternate modes of transportation that may reduce the need for individual vehicles. While parking is a great need in today's environment, the City had the foresight to plan for a future where parking requirements are reduced and demand for useable floor space increases.

The site provided additional challenges because of the size, shape, and proximity to nearby buildings. Floors two through six of the project needed to align with the existing ramp for easy access and needed to maintain the current entrance from Ionia Avenue. The ground level retail space needed to provide access for delivery, trash, and utility access. The office and residential floors also needed to connect from grade level for normal activities as well as emergency egress. To allow for conversion of the parking, the floor plates needed to be near flat to minimize the future renovation costs.

The final element in the study required the insertion of retail spaces along Ottawa Avenue. Like the new parking structure to the south, this part of the study was a nod to the future. As parking demands begin to wane, the activation of the street can take priority and provide a new use for an existing structure. The spaces would be provided with access to Ottawa Avenue along one of the prime walking corridors leading to the Van Andel Arena.



PARKING FACILITY STUDY

WESTERN MICHIGAN UNIVERSITY | GRAND RAPIDS, MICHIGAN

PROJECT DATA

Estimated Area: 1/3 acre parcel

Estimated Cost: \$8 million

REFERENCE

David Dakin, II, AIA

WMU Director of Capital Projects
269.387.8543

WMU, growing their presence in downtown Grand Rapids, hired Fishbeck to study several options for structured parking on a property adjacent to WMU's downtown Grand Rapids facility. WMU owns the adjacent property which included a small surface parking lot, loading dock, and a building leased to a neighboring company.

In working with WGI, Fishbeck studied several different options including below ground parking levels, and maximizing elevated parking levels to optimize the parking space count. The local historical context of the project required us to present several architectural options for building facade and signage to ensure the project fit into the neighborhood and complimented the adjacent WMU facility. Concepts included a mixed-use retail component on ground floors and up to seven stories of structured parking. The structure was intended to be certified through GBCI's ParkSmart program. Our team evaluated ParkSmart credit checklists and evaluated strategies to implement sustainable design into the project.



PROJECT DATA

Proposed Spaces: 360

Study Completion Date: Fall 2016

REFERENCE

Josh Naramore, Director

Mobile GR and Parking Services

616.456.3290

GRAND RAPIDS PUBLIC LIBRARY RYERSON LIBRARY PARKING FACILITY STUDY CITY OF GRAND RAPIDS, MICHIGAN

As the fastest growing metro area in the nation, the City of Grand Rapids has been working to provide solutions to its parking demand. The City sought to explore alternative options to a traditional parking structure for a surface lot next to the Ryerson Library. Fishbeck teamed with Carl Walker, Inc. to provide the City bold and visionary design ideas that focused on mixed-use opportunities, sustainability, sensitivity to the existing library, and activating the public street. Taking this notion to heart, the resulting concepts function primarily as a contribution to the neighborhood and secondarily, as a parking structure.

The site features a significant change in topography, with a high point located at the corner of Fountain Street and Ransom Avenue and the site topography falling to the south. This topography was a major consideration and inspiration throughout the study. In each concept, the southern portion of the site was reserved as open park space to soften the facility and preserve views of the historic library. Each concept also embraced sustainability through a variety of strategies including the integration of vegetated green roofs.

The first concept (Creating a Campus) honored the historic Ryerson Library by studying and analyzing the existing architecture through its core design principles. These were reinterpreted into a contemporary vernacular to compliment both the original library and the addition, creating a unified campus. The driving force of the second concept (Merging Parking and Building) was to create the maximum amount of parking space while maintaining traditional building typologies. As a result, the soft scape of a park balances the rigidity of the building. With Veterans Memorial Park nearby, a desire to create a different type of public amenity was projected in the third concept (Creating a Public Amenity). This resulted in the creation of a programmable space to serve the library and the surrounding neighborhood. Housing is a critical need for any urban area and Grand Rapids is no different. The fourth concept (More Than Housing) focused on asking the question, "In addition to housing, what can this facility do to support its residents?" This concept wrestled with the definition of what housing is and what it can provide.

The City took all concepts into consideration for future development.



PROJECT DATA

Proposed Number of Spaces: 513
 Space Design Efficiency:
 339 sf/space
 Number of Levels: 6.5
 Total Area: 174,100 sf

REFERENCE

Jada Hahlbrock, CAPP
 Manager of Parking Services
 734.567.8025

FIRST AND WILLIAM PARKING RAMP STUDY CITY OF ANN ARBOR, MICHIGAN

The Ann Arbor DDA retained Fishbeck to design a new parking facility that will serve as a catalyst for urban revitalization. Fishbeck initiated the design process with an information gathering and analysis phase that included several public input meetings. These meetings served to highlight and prioritize issues such as parking capacity, pedestrian and vehicular access, views from neighboring buildings, aesthetic integration into the surroundings, public art and amenities, and technical engineering strategies.

The project's challenging site constraints include significant slopes, environmental pollution, floodplain and floodway concerns, an existing railroad bisecting the southwest corner of the site, and an underground county storm water drain traversing the majority of the site's length.

Fishbeck's architects and engineers are leading a team which is working together to balance these project issues into a creative solution that optimizes the site's development potential within realistic budget parameters.



CITY OF ANN ARBOR DDA, MICHIGAN

Fishbeck is proud to announce Greg Ehmke, PE, Josh Rozeboom, PE, Justin Thomson, P.Eng., and Tim Meyer have recently joined our team. With roots dating back to Carl Walker, Inc., and together with Jon Forster, CAPP, they bring established parking studies, design, and restoration experience to Fishbeck and expand our parking service line. Fishbeck has the ability to provide clients All In One services.

This section outlines their collective staff experience as it pertains to the City of Ypsilanti Depot Town Parking Structure Feasibility Study project.

Staff prepared a comprehensive study of the entire parking structure system and updated the 20-year maintenance and repair plan every three years. Provided design, bidding, and construction administration services for restoration projects. Staff have been working with the Ann Arbor DDA since 2005.

PROJECT DATA

Area: 8 structures, 3-8 levels,
280-1,000 spaces
Structural System: Cast-in-place
conventionally reinforced,
post-tensioned, precast
Original Construction Date: 1954-2011
Restoration Completion Date:
2020 and 2018
Construction Cost:
\$1.1 million (2020) \$491,000 (2018)

STAFF INVOLVED

Justin Thomson
Tim Meyer
Greg Ehmke
Josh Rozeboom

REFERENCE

Ann Arbor DDA
Jada Hahlbrock, CAPP
Manager of Parking Services
734.567.8025 | jhahlbrock@a2dda.org

LIBRARY LANE UNDERGROUND PARKING STRUCTURE ANN ARBOR, MICHIGAN

Provided parking consulting, structural engineering, and prime project management for an underground parking structure which serves as the foundation for a future high-rise development. The structure was designed to accommodate future connections to adjacent properties and horizontal expansion. The foundation required one of Michigan's largest continuous concrete placements (6,000 cubic yards over 36 hours).

PROJECT DATA

Area: 4 levels, 345,000 sf, 720 spaces
Structural System: Cast-in-place,
post-tensioned
Completion Date: 2012

STAFF INVOLVED

Josh Rozeboom

REFERENCE

Ann Arbor DDA
Jada Hahlbrock, CAPP
Manager of Parking Services
734.567.8025
jhahlbrock@a2dda.org



ANN ASHLEY PARKING STRUCTURE VERTICAL EXPANSION

ANN ARBOR, MICHIGAN

Staff provided prime consultant, structural engineering, and parking consulting services for designing a 3-level vertical expansion to the existing parking structure. Planned improvements included suicide deterrent fencing, upgrading the electrical service, adding electric vehicle charging stations, and accommodations for a future photovoltaic array.

PROJECT DATA

Area: 3 levels, 132,000 sf,
373 additional spaces
Structural System: Cast-in-place,
post-tensioned
Original Construction Date: 1988
Completion Date: 2019
Construction Cost: (not constructed)

STAFF INVOLVED

Greg Ehmke

REFERENCE

Ann Arbor DDA
Jada Hahlbrock, CAPP
Manager of Parking Services
734.567.8025
jhahlbrock@a2dda.org



THOMPSON STREET PARKING STRUCTURE

ANN ARBOR, MICHIGAN

Staff provided structural design and full-time resident engineering during construction phase. The horizontal expansion increased the parking structure's capacity from 660 to 1,060 spaces and included a 9,000-sf office building and indoor and outdoor bicycle storage facilities. The parking structure and office building incorporated architecture and massing consistent with the University setting and the surrounding residential neighborhood.

PROJECT DATA

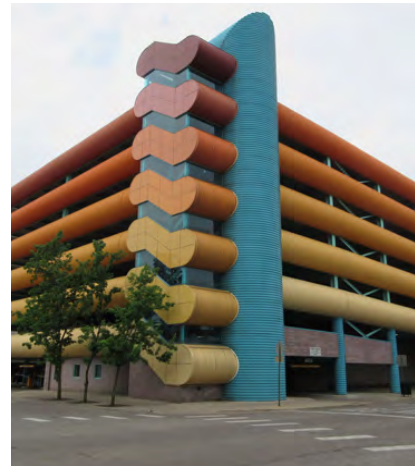
Area: 8 levels, 127,000 sf, 344 spaces
Structural System: Cast-in-place,
post-tensioned parking structure,
steel frame office building
Completion Date: 2010
Construction Cost: \$9.1 million

STAFF INVOLVED

Greg Ehmke
Josh Rozeboom

REFERENCE

University of Michigan
Diane DeLaTorre
Associate Director of Parking
Operations & Maintenance
734.763.2241
dianemd@umich.edu



CITY OF EAST LANSING, MICHIGAN

Staff provided evaluation, design, bidding, and construction administration services for the Grove Street, Division Street, and Charles Street parking structures. In addition, staff provided design and construction administration services for the complete slab removal and replacement at the MAC Garage in 2017. Staff have been working with the City since 2006.

PROJECT DATA

Area: 4 structures, 2-7 levels,
250-625 spaces
Structural System: Cast-in-place
Original Construction Date: 1980s
Restoration Completion Date:
2017 and 2015
Construction Cost:
\$3.1 million (2017)
\$672,000 (2015)

STAFF INVOLVED

Tim Meyer
Greg Ehmke
Justin Thomson

REFERENCE

City of East Lansing
Caleb Sharrow, Parking Administrator
517.337.1277
csharrow@cityofeastlansing.com



**BRIDGE AND STOCKING
PARKING STRUCTURE**
GRAND RAPIDS, MICHIGAN

Staff provided structural engineering and consulting for the new parking structure. The structure is surrounded on three sides and interfaces with an office building and a residential building housing a grade level urban grocery store. The structure also features a photovoltaic array above the roof level parking and an in-slab glycol snow melt system.

PROJECT DATA

Area: 3 levels, 98,000 sf, 270 spaces
Structural System: Precast concrete
Completion Date: 2017
Construction Cost: \$4.47 million

STAFF INVOLVED

Greg Ehmke
Josh Rozeboom
Jon Forster

REFERENCE

Rockford Construction
Mike Mraz
Vice President/
Real Estate Development
616.432.6448
mmraz@rockfordconstruction.com



**SPECTRUM HEALTH
BLODGETT CAMPUS
PARKING STRUCTURES**
EAST GRAND RAPIDS, MICHIGAN

Staff provided structural engineering and parking consulting for evaluation and implementation of replacing the existing parking structure that was at the end of its useful life. The two new, replacement structures included phased construction, minimized perceived structure mass by locating lower levels underground, and maintained landscape setbacks as context sensitive design elements within the residential neighborhood

PROJECT DATA

Area: 2 structures, 3-5 levels,
203,000-250,000 sf, 359-369 spaces
Structural System: Cast-in-place,
post-tensioned, precast concrete
Completion Date: 2021 and 2019
Construction Cost:
\$19.2 million (2021)
\$14.2 million (2019)

STAFF INVOLVED

Greg Ehmke
Josh Rozeboom

REFERENCE

Spectrum Health
Kyle Johnson
Project Manager
616.481.7783
kyle.johnson@spectrumhealth.com



**BUSHNELL SOUTH
PARKING STRUCTURE**
CAPITAL REGION
DEVELOPMENT AUTHORITY
HARTFORD, CONNECTICUT

Staff provided parking consulting and production architecture for a new parking structure. The structure was the first piece of an urban redevelopment plan was designed for future flexibility with capacity to add two additional levels and conversion to an enclosed structure. Using the design-build delivery method, the facade features economical concrete form liners, reveals, and blocks of field stained concrete.

PROJECT DATA

Area: 6 levels, 128,600 sf, 412 spaces
Structural System: Precast concrete
Completion Date: 2020
Construction Cost: \$9.7 million

STAFF INVOLVED

Greg Ehmke

REFERENCE

BVH Integrated Services
Mark Allyn, PE
Senior Vice President
860.286.9171
marka@bvhis.com

04

PROJECT UNDERSTANDING,
APPROACH, AND SCOPE



PROJECT UNDERSTANDING, APPROACH, AND SCOPE

PROJECT UNDERSTANDING AND APPROACH

UNDERSTANDING

Depot Town is one of Ypsilanti's three historic commercial districts. Its roots date back to the mid-1800's, specifically with the 1838 construction of the Michigan Central Railroad line connecting Ypsilanti to Detroit. The depot associated with this railroad gave rise to the Depot Town neighborhood moniker. The depot building still stands today, in a modified form, and the grounds play host to the weekly Depot Town Farmers Market.

In recent years Depot Town has experienced a vibrant resurgence and redevelopment including the recent Thompson Block redevelopment that includes residential apartments and a whiskey bar. The Rich & Associates Parking study dated April 12, 2019 examined current parking inventory and current and projected parking demand. The study notes that in addition to the traditional morning and evening peaks typical in a downtown business district, there is a more intense evening peak due to entertainment usage. In the 10-year estimate of evening peak conditions, the study projects a net deficit of 312 parking spaces.

This proposal is for Phase 1 consulting services as defined in the RFP and consists of parking structure concept design and associated land survey, geotechnical study, Phase I environmental, and traffic study work to evaluate the feasibility of constructing a new parking structure at one of two publicly owned parcels in the Depot Town neighborhood. The primary goal of the parking structure would be to provide additional public parking to meet the projected net deficit of 256-312 parking spaces. This proposal does not cover possible future Phase 2 (design and bid documents) or Phase 3 (construction).

APPROACH

Upon receiving authorization to proceed, Fishbeck would schedule an initial kickoff and programming meeting with the City. The purpose of this meeting is to confirm the project goals and objectives, review the project and site histories, and confirm the schedule. Using available information, we would prepare preliminary structure layouts and options for consideration and for use by team members in completing their study scopes.

Coincidentally, with project kickoff, we would mobilize the site survey to confirm the site boundaries, railroad right-of-way, utilities, features, and topography. We would also request and start to gather the information required for the traffic study.

Utilizing the preliminary structure layouts as a working plan, we would proceed with the geotechnical, environmental, and traffic study components. During this time, we would review any additional historical information and studies, perform additional code and site research, and evaluate and refine options using objective and subjective criteria.

We will coordinate with the City at regular intervals and as new information and reports become available. We anticipate this phase of the study will be iterative with a high degree of interaction. The result of this process will be to arrive at a final program and a preferred option for each of the two sites. If desired as an additional service, this is when the preliminary geotechnical investigation (including soil borings) would be initiated at one or both sites.

With the final program and preferred options established, we would complete the estimate of probable construction cost and prepare draft and final versions of the feasibility study report incorporating all study components.

A final step of this phase will be to prepare a presentation and formally present the findings and conceptual design to stakeholders at a public meeting.



START SERVICES					DELIVER REPORT	PRESENT FINDINGS
	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL
Project Kickoff and Programming Initial Layouts/Options						
Survey						
Geotechnical Feasibility Study		Desktop Review Feasibility Memo				
Phase I Environmental						
Traffic Study		Request and gather background data, perform study				
Concept Design and Report Preparation		Coordinate with City, code review, refine selected structure options, cost estimate, compile report				
Present Findings						

PARKING STRUCTURE DESIGN CONSIDERATIONS

Parking in an urban environment is a critical component for visitors and business patrons to have a positive experience and their expectation of convenient and safe parking met. The feasibility study phase of the garage consists of our design team working to understand project goals and impacts to the City. This entails developing alternative parking concepts on the study sites as we work to develop the solution that best meets the project objectives. In doing so, our team will take into consideration orientation, size, pedestrian and vehicle circulation, technology, and important physical features.

Based on our experience, we anticipate an iterative process where we can proactively respond to the City and stakeholders' feedback of the alternative solutions developed. Like all iterative processes, change is expected, and it is our goal to drive change in a direction that maximizes capital and operations investments for the City.

FOCUS ON PEOPLE

Parking structures are, by definition, part of the designed environment where people live and work. The Fishbeck parking design philosophy focuses on parking structure's relationship to people: the user, the owner, and the community.

USERS

The user's primary concern is having access to a convenient parking space in a safe environment. This is accomplished through smooth, direct traffic routes, and concise signage. Design features that create a user-friendly parking experience include the use of long, clear-span construction and a generous floor-to-floor height for a greater sense of openness and natural light. Passive security features like good lighting, glass-backed elevators, and stair towers also enhance safety and security.

OWNERS

Owner concerns include economical first cost and low operating costs. This is accomplished by keeping operational costs and energy use minimal and creating an efficient, durable, and low-maintenance structure. Good design should also accommodate future trends such as advancements in technology, expansion, changes in adjacent land uses, or user groups.

COMMUNITY

It is important for the facility to have community acceptance. Fishbeck will design a facility in harmony with the aesthetics and character of the surrounding architecture. The design concept will be compatible with and sensitive to the existing environment. Our design will also accommodate vehicular traffic interface with adjacent roadways.



FUNCTIONAL DESIGN CONSIDERATIONS

Each parking structure is unique; however, all share similar challenges and opportunities. Several important design elements must be considered during the programming phase of designing a parking facility.

USER COMFORT AND EASE OF PARKING

A successful project will balance user comfort, parking efficiency, and cost; and will provide efficient circulation, comfortable parking geometry, and well-defined vehicle and circulation routes. Ease of entry/exiting, integration of building services, passive security, efficient circulation, and user comfort are important parking design considerations.

REDUCE VEHICULAR CONGESTION ON ADJACENT ROADWAYS

It is important vehicle access in and out of the parking structure be as efficient as possible. Getting cars off the street and into the parking structure requires attention to the entry/exit capacity, internal ramping capacity, ease of internal circulation, and ease of parking.

CONVENIENT ACCESS TO DESTINATIONS

Providing convenient pedestrian access to their ultimate destination(s) is an important element of design. Considerations will include stair/elevator locations, pedestrian/vehicle interface, and user safety.

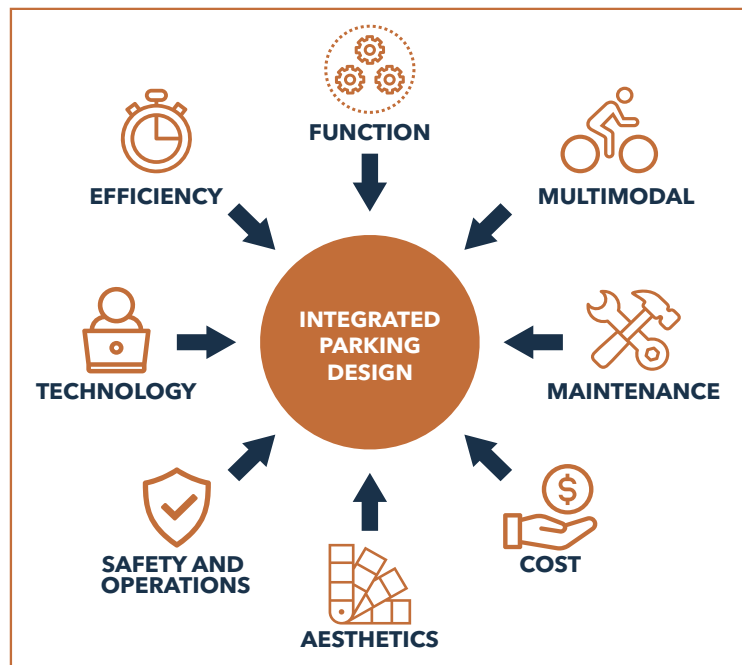
SIGNAGE AND WAYFINDING

Vehicle and pedestrian wayfinding is an important aspect of a safe and efficient parking facility. Primary objectives are to assist parking patrons with identifying the parking structure entrance from adjacent roadways, identifying parking convenient to destination, identifying nested parking areas, if applicable, remembering where their car is parked, locating pedestrian exits, stairs, and elevators that are appropriate to the user's destination, and locating the vehicular exit.

PARKING TECHNOLOGY

Today's parking structures integrate current technology to simplify operations and improve user convenience. With the growth in technology, building management systems are often integrated with design.

- Parking Access and Revenue Control (PARCS) – Controlled access to parking will be important for the successful parking operations. Cost effective and reliable access control systems will be evaluated to maximize user convenience, while restricting access.
- Electric Vehicle (EV) Charging Stations – As fully electric cars gain popularity, electrical vehicle charging stations have become a necessity. We often provide additional electrical capacity for additional units to be added in the future.
- Car Count – Car count systems can be as simple as providing spaces available signage at the vehicle entry to individual space red/green light availability signage.
- Security – Security technology such as blue light call stations, security cameras, after-hours access, and cell phone repeaters (particularly for below grade parking) will be considered for this project.





MULTIMODAL INTEGRATION

Increasingly, parking structures are serving as mobility hubs hosting multiple forms of transportation including motorcycles, bicycles, rideshare services, and scooters. This is in addition to more traditional parking facilities for on-premises parking at transportation centers such as airports and train stations. Providing facilities such as bike storage and maintenance facilities, and scooter drop off/pick up and charging center will be considered in design.

DESIGN FLEXIBILITY

If future parking expansion or integration of a building above the parking structure is to be considered, planning and design should be incorporated into the initial design. Even if future parking or building expansion is not anticipated, we often design parking structures to allow the installation of framing to support solar panels over the parking areas.

In a downtown environment, incorporation of street-level business space is often desired to help activate the urban streetscape. Establishing the type of business space anticipated is an important design input.

Often referred to as future proofing, parking structures may have design features incorporated that would allow them to be readily converted to other uses should the need for structure parking reduce in the future. This often increases first construction cost but serves as a hedge against possible future conversion or demolition and reconstruction costs.

SAFETY AND SECURITY

Design for security may include both passive and active security measures.

- Active Security – Active security may include security cameras (CCTV), call for assistance (emergency phones) stations, and security patrols.
- Passive Security – Where feasible, the parking structure is to be open with painted ceilings (optional), bright lighting (energy efficient LED fixtures), and a design to maximize line-of-sight for users (minimize visual obstructions). Where allowed, the stair towers will be enclosed with glass, and the elevators will be glass-backed (where permitted by code).



SNOW MANAGEMENT

In Michigan, the importance of snow management cannot be overstated. There are several options that we would review as part of concept design:

- Roof or Partial Roof Structures – Provides cover and an opportunity to incorporate photovoltaics.
- Melt in Place – In-slab, pumped glycol systems have historically been expensive to install and maintain
- Store and Haul – Utilize snow gates or snow chutes to a drop zone where snow is loaded and hauled away
- Plow and Melt – Stationary or portable snow melters provide the ability to melt snow on-site and drain the melt water to drain piping



SUSTAINABLE DESIGN

The USGBC LEED program no longer allows a standalone parking ramp to be eligible for LEED certification. However, the USGBC recently acquired the Green Parking Council along with its Parksmart Green Garage Certification Program, and if desired, we can pursue Parksmart Certification.



ENERGY EFFICIENCY

Lighting is generally the largest component of energy consumption in a parking structure and low energy LED light fixtures will be used. Specifying lighting controls and circuiting to maximize daylight harvesting, without compromising safety or user comfort, will further increase energy efficiency.

STRUCTURAL DESIGN CONSIDERATIONS

COMPATIBILITY WITH PARKING FUNCTION

It is imperative that the facility's structural design be compatible with the functional design. Column placements must be coordinated with the parking layout to ensure the most efficient and economical design. Solid wall elements and potential hiding places must be avoided. Structural elements must also be designed to promote good visibility and allow for natural light infiltration and airflow.

STRUCTURAL SYSTEM

The two structural systems that are traditionally used for parking structures are cast-in-place, post-tensioned and precast concrete. Each has some advantages and disadvantages, but when properly specified, either will provide functional and durable parking structures. Fishbeck has design expertise using both systems.

The foundation system will be selected based on recommendations provided by the geotechnical engineer.

DURABILITY AND LOW MAINTENANCE

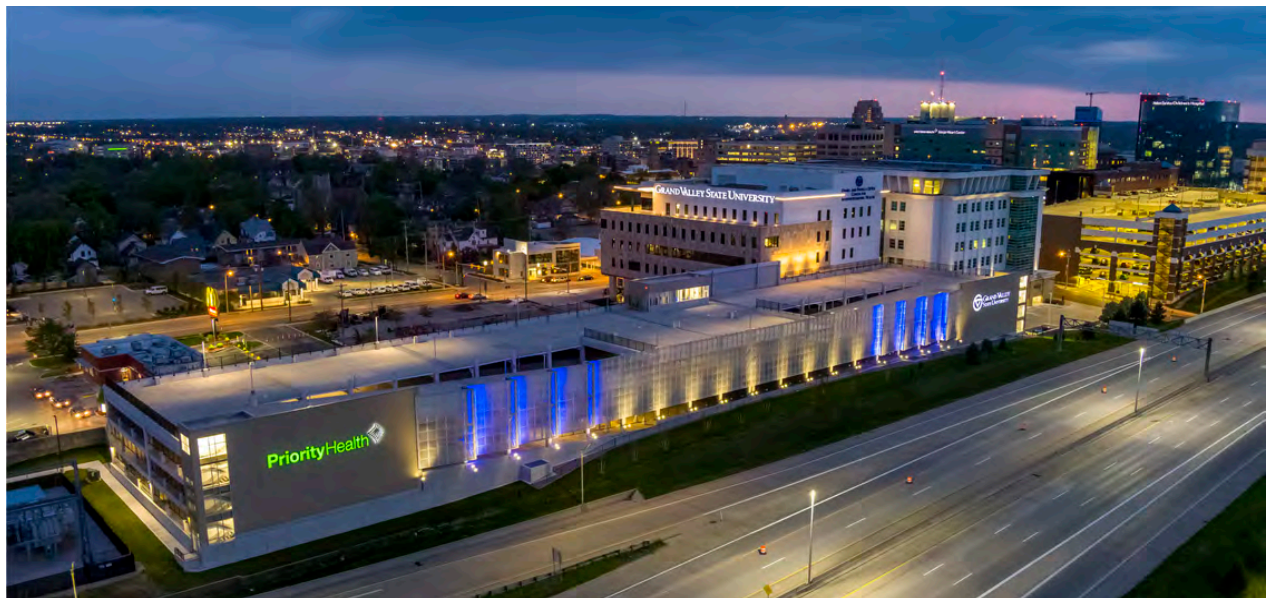
Long-term economy is an important design consideration. While initial construction cost is an important factor, a durable design will reduce long-term maintenance and repair costs (i.e., life-cycle cost). We will review the desired anticipated design service life of the structure with the City and consider alternative approaches to economically achieve that durability goal.

PROJECT SCOPE

BOUNDARY AND TOPOGRAPHICAL SURVEY

HORIZONTAL AND VERTICAL DATUM AND MAPPING CONTROL

The Horizontal Datum will be Michigan State Plane, South Zone, NAD 83 and the Vertical Datum will be NAVD 88(GPS Derived). In order to accurately map the extent of the project, several mapping control points and benchmarks will be established within the mapping limits. Fishbeck has extensive experience in establishing control of this nature. It is our intention to establish the horizontal component of this control using a combination of Global Positioning System (GPS) survey methods and the more traditional traversing methods. While GPS survey methods are very accurate for the establishment of horizontal control values, they have significantly less accuracy in the establishment of vertical control. For this reason, we anticipate using differential leveling methods establish the vertical component of the project control. Once the information on the horizontal and vertical mapping control is gathered it is reviewed for accuracy it adjusted if necessary. This review and adjustment will be performed by a professional surveyor licensed in the State of Michigan.



UTILITY MAPPING

As a part of this mapping project, all surface indications of public utilities will be precisely located and mapped. These indications include public utilities such as cable TV poles and/or boxes, electrical transformers and connection boxes, telephone poles and/or risers. Additional utilities such as communication manholes and vaults, sanitary sewer manholes and clean-outs, steam manholes and vaults, storm sewer manholes and catch basins, water lines, wells, pumps, valves and hydrants, and water condensate lines will be located and included in the mapping. Whenever possible, inverts, pipe sizes, and direction of flow will be noted in the mapping. Water valve boxes will be opened, and a measurement will be taken to the top in the valve to give some indication as to the depth of the water main. Fishbeck is an associate member of MISS DIG and because of this, we can request underground utilities be physically marked in the field without any actual excavation taking place.

ELEVATIONS

Elevations will be taken at changes in slope, high and low points, landings and steps, PC's and PT's of curves at road centerline, top and bottom of curb, top and bottom of walls, base of trees, hydrants and light poles, corners of terraces, walks, and path ramps, catch basin and manhole rims, and valve box covers, and vault corners.

FIELD SURVEY DATA

After the initial review of the field survey data is performed in the field, it is downloaded where it is once again reviewed for accuracy and completeness. This review is also done by a professional surveyor. Using the elevation information gathered in the field a digital terrain model (DTM) of the site is developed. From this DTM, contours will be created at one-foot intervals over the extent of the project site.

AUTOCAD MAPPING

Besides utilities, surface features that will be included, but limited to, in the mapping are: edges of pavement (bituminous, concrete, brick and gravel), sidewalks, landscaping, fences, parking stripes, buildings, single trees over four inches, brush and woods lines. Once the mapping is complete, it once more goes through a quality assurance/quality control (QA/QC) review performed by a licensed professional surveyor.

BOUNDARY LINES AND TITLE WORK

Fishbeck will perform a boundary survey on both parcels and establish the right-of-way for the railroad. If the City does not have a current title commitment, we would be happy to order one for you, but the cost of which is not included in this proposal. A current title commitment would allow us to illustrate all the Schedule B, Part II Exceptions (Easements) that have a survey component that encumber the subject parcel.

SURVEY AND TOPOGRAPHICAL SURVEY DELIVERABLES

Fishbeck will provide a drawing using the Civil 3D Platform.

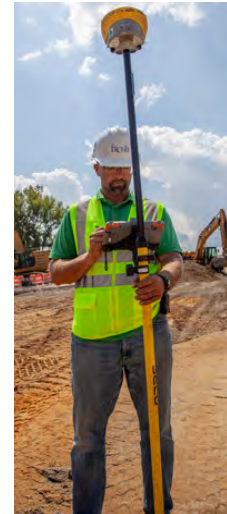
GEOTECHNICAL STUDY

Fishbeck will utilize SME as a subconsultant for the geotechnical study. SME's proposal is included as Appendix A. SME's initial, base level of services for the feasibility study includes a desktop review of historical records and their internal database of previous subsurface investigations in the area. Their deliverable would be a project memo containing a preliminary discussion of the general subsurface profile anticipated and a limited discussion of possible subsurface concerns at the two sites. The goal of this feasibility study phase is to serve as an initial screening process to identify known or suspected geotechnical issues and to establish an anticipated general foundation type (shallow versus deep foundations). The results of the initial geotechnical feasibility study may reveal issues that would lead to preference of one site over the other.

As an optional additional service, SME would conduct a preliminary geotechnical investigation including taking two borings at each site for a total of four borings of approximately 50-feet depth each. They would obtain field samples, conduct laboratory tests, perform engineering calculations, and develop engineering recommendations regarding the geotechnical matters related to the site development. They would summarize their findings in a single preliminary geotechnical report covering both sites.

Associated with the site borings, if private utilities are present onsite, SME can procure ground penetrating radar (GPR) scanning services for the purposes of locating and marking the private utilities prior to SME mobilizing to the site.

If based on early findings, the preliminary geotechnical investigation (including soil borings) is only desired at one of the two sites, then SME would provide a revised proposal indicating their reduced fee for this scenario.



If this project were to proceed into Phase 2 as defined in the RFP, additional soil borings would be required at the chosen site in order to perform the geotechnical analysis necessary for SME to provide a full geotechnical report as appropriate for design and construction phases.

PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)

Fishbeck conducts Phase I ESAs in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Standard Practice E 1527 13 and All Appropriate Inquiry (AAI), as defined in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended. The goal of environmental due diligence is to limit potential environmental liability and determine if there are any recognized environmental conditions (RECs) associated with the property. This Phase I ESA does not provide any common non scope considerations outside the ASTM E 1527 standard practice.

Fishbeck will complete a Phase I ESA for the site and provide a report summarizing the work performed, results, and conclusions. All reports will be subject to a quality control review by a qualified senior level staff member. The final report will be submitted to you electronically as a PDF. Upon request, one printed copy of the report will be provided. Additional printed copies can be provided for an additional per copy fee. It is anticipated that the Phase I ESA will be completed in 15 business days.

The Phase I ESA fee assumes Fishbeck will conduct one site visit/inspection; required representatives will be reasonably accessible and available for interviews; agency and company files will be provided to Fishbeck as allowed by time and cost constraints; and one conference call will be conducted with designated client representatives to resolve issues concerning the project and draft Phase I ESA report. All pertinent and available environmental or geotechnical reports in possession of client will be supplied to Fishbeck prior to the initial site visit.

During the completion of the assessment, unknown conditions may occasionally arise that require additional effort over and above the defined scope of services to comply with applicable regulatory standards. Fishbeck will notify you if a change in the scope of services is required to complete the project. Additional services will not be performed without prior client approval of any amended scope and fee.

Environmental reports will be provided for the client's exclusive use. Any use of the report by others, without the written consent of Fishbeck, will be without liability to Fishbeck. Fishbeck will provide Reliance Letters to third parties (lenders, etc.) on a case by case basis for a nominal fee per letter.

TRAFFIC IMPACT AND CIRCULATION ANALYSIS

A traffic study will be conducted to determine the impacts that a new parking structure will have on the traffic capacity of surrounding intersections. With the additional parking capacity of a new structure, additional traffic will use the roads in this area. The additional traffic may impact intersection operations, so the purpose of the analysis will be to determine what impacts might be and how they can be mitigated. The City indicated that the following intersections would be included in the study area for the traffic analysis:

- Forest Avenue at Huron Street
- Forest Avenue at Market Place/Rice Street
- Forest Avenue at River Street
- Cross Street at Huron Street
- Cross Street at Rice Street
- Cross Street at River Street

The traffic study will consist of data collection, analysis, and a summary technical report detailing what impacts the parking structure will have on the intersections within the study area. Typically, a traffic study would evaluate the peak hours of weekday peak hour traffic (7-9 am and 4-6 pm). Given the nature of expected parking demand in this area and the findings of the *Ypsilanti Central Business District Parking Study and Strategy* (2019) report, peak operations for the parking deck would likely occur outside of these hours (i.e. 7-9 pm). We will coordinate with the City to determine the most appropriate time periods of analysis. For the purpose of this proposal, we have assumed two time periods of analysis (i.e. one typical weekday peak of the adjacent road network, and one peak period for the parking structure).

If necessary, potential mitigation measures will be discussed in the technical memo. To address potential traffic-related impacts of the proposed structure, Fishbeck will complete the following tasks:

1. Collect turning movement counts at the six study intersections identified above for two peak periods, each of two hours in duration (four hours total). Data will include vehicular volumes and determine the percentage of heavy vehicles.
2. Coordinate background traffic growth (not associated with the parking structure) with the City based on anticipated growth rates and/or other known developments in the area. Existing traffic volumes will be increased, based on the growth rate, to the opening year of the parking structure.
3. Model the opening year (no-build) study network using Synchro traffic analysis software. Measures of Effectiveness (MOEs) will include vehicle delay and Level of Service (LOS) based on Highway Capacity Manual methodology.
4. Simulate the opening year (no-build) study network in SimTraffic based on the Synchro models to evaluate vehicle queue lengths on the study network.
5. Forecast the increase in traffic that will be generated by the proposed parking structure. Forecasting trips associated with the proposed parking structure would be coordinated with the City based on results of the *Ypsilanti Central Business District Parking Study and Strategy* (2019) report.
6. Assign the additional site trips to the study network. Directional distribution will be determined based on relative traffic volumes (average daily traffic) on the surrounding road network as reported by the Southeast Michigan Council of Governments (SEMCOG).
7. Model the proposed (build) conditions using Synchro and SimTraffic software. Compare operational MOEs and queue lengths for the opening year (no-build) and proposed (build) conditions.
8. As determined by the operational results for the build condition, identify any mitigation measures (i.e. signal improvements and/or turn lanes) that would be necessary to facilitate traffic demands of the new parking structure.
9. Provide the City with a technical report to outline the data, assumptions, methodologies, analyses, and recommendations of the traffic study. A draft memo will be provided to the City for internal review prior to finalizing the report.

TRAFFIC IMPACT AND CIRCULATION ANALYSIS SCOPE CLARIFICATIONS AND EXCLUSIONS

This proposal is based on our current understanding of the project, typical traffic study requirements, and our initial assessment of the potential traffic-related impacts. Any additional requirements by the City that are not included in this proposal may require an amendment to the proposed scope and fee. The following items are explicitly excluded from the proposed scope of services:

1. In-person meetings related to the traffic study are not included. Study coordination and/or discussions with the City and/or the applicant are anticipated to be handled with email, conference calls, or web meetings.
2. Any changes to the number and location of the proposed study area intersections that occurs may require an additional fee.
3. Additional time periods of analysis beyond the specified two peak periods are not included in the proposed scope of work.
4. Any changes to the proposed parking structure locations or capacity that occur after trip generation and distribution calculations have been conducted, may require additional fee to update.
5. The M-17 (Huron)/Cross Street intersection is under MDOT's jurisdiction. Submittal to MDOT and associated review are not anticipated and is subject to additional fee, should involvement by these agencies become necessary.
6. The proposed redevelopment is assumed to occur in a single phase. Phasing of this project that requires iterative analysis scenarios beyond one future no-build and build condition may require additional fee. Additional time periods of analysis are also subject to additional fee.
7. Geometric intersection design, traffic signal design, plan development, and CAD drafting are not included.
8. This study is intended to address vehicular circulation and demand versus capacity of the study network. Pedestrian movements are not specifically addressed as part of the traffic study. Pedestrian routes to destinations will be considered in the conceptual parking structure design.
9. There are at-grade rail crossings within the study network. Evaluation of crossing delays or queues, or coordination with the rail owner or MDOT Office of Rail are not included. No analysis related to train crossings are included.

CONCEPTUAL PARKING STRUCTURE DESIGN

1. Meet with the project team to confirm the project programming criteria. We will also confirm parking objectives/goals, establish project requirements, and confirm the schedule.
2. Review the site and surrounding area to understand property boundaries and topography, and to review site conditions, adjacent properties/buildings, traffic flow/patterns on adjacent streets, probable pedestrian flow, accessibility, range of alternative functional layouts, and other features important to the project.
3. Review available record documents including previous parking studies and master planning documents.
4. Participate in periodic project team design coordination meetings in Ypsilanti and/or via phone.
5. Review zoning and code issues that may affect parking options, construction, and cost. Comment on local and national code requirements, including the following:
 - a. Travel distance
 - b. Life safety concerns (e.g. guardrails, vehicle barriers, stair enclosure, if any)
 - c. Fire separation
 - d. Openness requirements for natural ventilation
 - e. Minimum headroom clearances
 - f. Americans with Disabilities Act
 - g. Lot setback requirements
 - h. Building height restrictions
6. Coordinate geotechnical evaluation requirements with the project team. Provide anticipated structural loading and minimum geotechnical criteria to assist project geotechnical consultant in completing recommendations for the structural design. Primary considerations will be related to excavation support, excavation, foundation type, and the location of ground water to assist in our evaluation of the site.
7. Develop conceptual floor plan parking layouts and circulation systems for the parking structure. Considerations will include:
 - a. Site and building footprint, size and massing of the structure, probable pedestrian flow, operational requirements, entry/exit provisions, stair/elevator locations, parking efficiency, and internal traffic flow
 - b. Site topography
 - c. Consideration of below grade parking levels
 - d. Integration with the Ypsilanti Depot Town neighborhood
 - e. Setbacks or lightwell requirements for openness and natural ventilation
 - f. Vehicular access, circulation, and parking; and location, number, and size of entrances/exits
 - g. Pedestrian flow, including stair and elevator locations
 - h. Parking space layouts, number of parking spaces, and parking efficiency
 - i. Accessibility and proximity to users destinations
 - j. Separation of user groups, if required
 - k. Parking access control systems, if required
 - l. Available and applicable parking technology
 - m. Structural system durability
 - n. Design flexibility for future expansion
 - o. Flexibility to accommodate future parking expansion, a roof over parking areas, rooftop solar panel installation, or potential repurposing of portions of the structure
8. Compare the concepts using objective and subjective criteria and assist the project team in finalizing the parking structure concept that best meets the project goals at each of the two study sites.
9. Structural
 - a. Superstructure – we recommend evaluating both precast and cast-in-place concrete structural systems with the following design objectives:
 - 1) Balance initial cost with long-term economy
 - 2) Durability systems to match the City's long-term plans
 - 3) Structural system impact on user comfort
 - 4) Integration with passive security (line-of-sight); reduce shear wall and column obstructions
 - 5) Construction schedule
 - b. Substructure – Compare foundations options using recommendations from the geotechnical engineer

10. Summarize available financing options.
11. Deliverables for the feasibility study phase:
 - a. Conceptual parking and circulations layout for standalone parking structure
 - b. Parking structure structural system comparison and plans of selected system
 - c. Review the study results with the City, incorporate owner comments, and prepare a final Parking Structure Site Feasibility Report containing the above documents, analyses, and recommendations

PUBLIC MEETING/PRESENTATION OF FINDINGS

Fishbeck will prepare a presentation and formally present it to stakeholders at a public meeting. The presentation slides will be provided to the City in draft form for review and comment in advance of the public meeting. Fishbeck will present in-person unless public health conditions prevent in-person meetings, in which case the presentation would be delivered remotely using audiovisual technology.

The presentation will generally summarize the process and recommendations of the feasibility study. Following the presentation, Fishbeck will be available to address stakeholder questions as appropriate for the meeting venue and format.

OTHER

OPTIONAL MASSING RENDERINGS

As a possible additional service, Fishbeck would prepare a schematic massing rendering for one or both sites. Each massing rendering would be a bird's eye view of the site and surrounding area and would depict the height and extents of the proposed parking structure in its proposed location and orientation on the site. Surrounding buildings would be similarly shown as block masses. Specific areas of glazing and architectural finishes would not be represented in the massing renderings. The primary purpose would be to aid the design team and other stakeholders in understanding the relative size and position of the structure on the site. Photorealistic renderings are possible for additional fee.

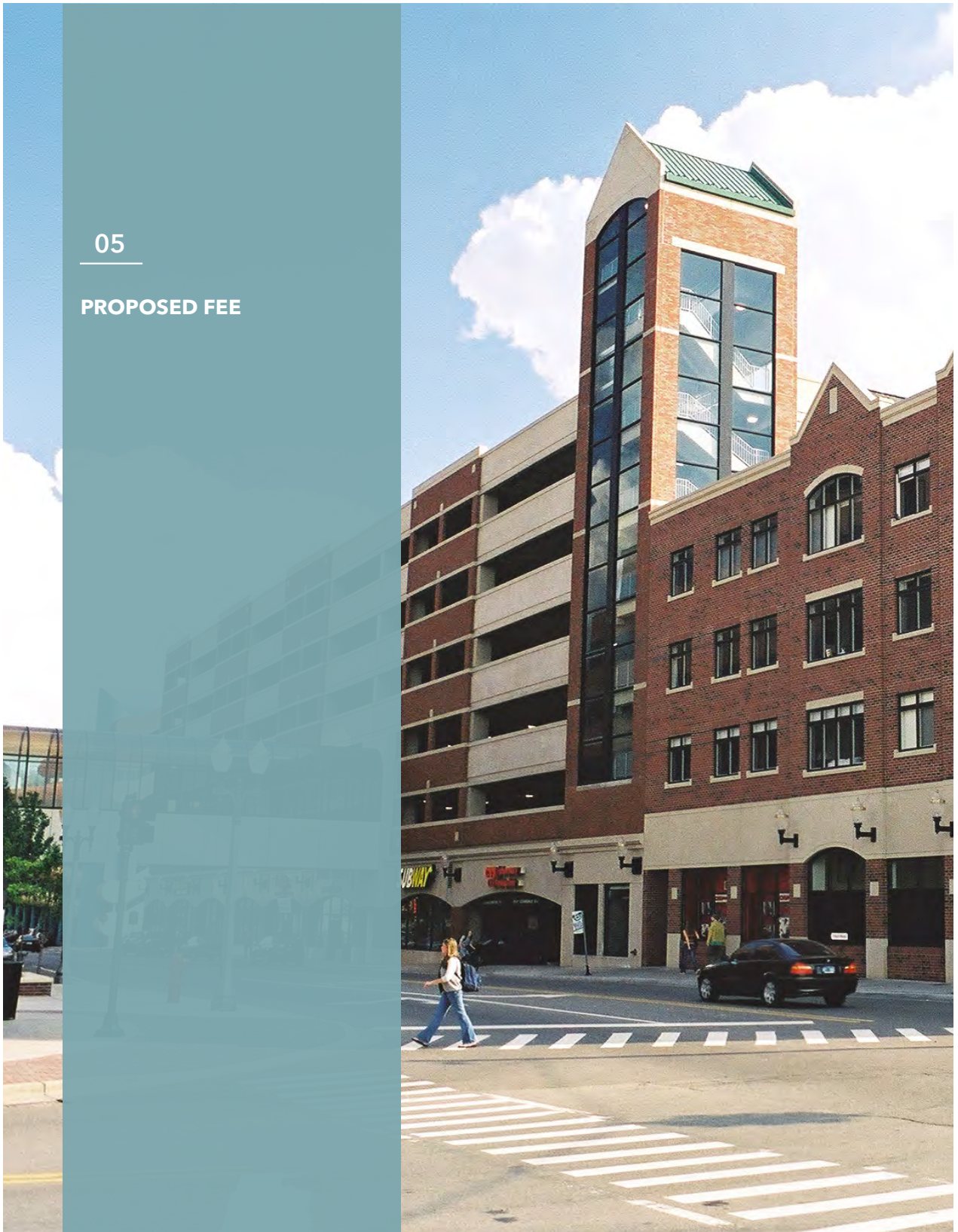
OPTIONAL GEOTECHNICAL STUDY

Refer to the Geotechnical Study section for additional geotechnical service options.



05

PROPOSED FEE



PROPOSAL FORM

Owner: City of Ypsilanti, a Michigan home rule city
One S. Huron Street
Ypsilanti, MI 48197

Firm Name: Fishbeck (herein called "Bidder")

* a corporation organized and existing laws of the State of Michigan

* a partnership consisting of _____

* an individual trading as _____

By: Adam K. Meeker, AIA

Title: Vice President/Senior Architect

Date: August 9, 2021

Pursuant to and in compliance with the Specifications dated 17 JULY 2021 and all Addenda as prepared by the Owner, we the undersigned, propose to furnish all labor, materials, equipment, and all things necessary to perform all the work associated with:

CITY OF YPSILANTI DEPOT TOWN PARKING STRUCTURE FEASIBILITY

The undersigned as bidder declares that he/she has familiarized himself with the location of the proposed work and the conditions under which it must be performed, as well as the drawing and specifications which the undersigned acknowledges that he understands and accepts as adequate.

I. PROPOSAL (BASED BID):

The undersigned agrees to enter into an agreement with the Owner to complete the General Contract for the total price of:

Forty-one Thousand, Two Hundred Thirty Dollars (use words)

\$41,230 (Use numbers)

II. COST BREAKDOWN

- a. Boundary and Topological Survey \$15,880
- b. Geotechnical Study: 3,000
- c. Phase 1 Environmental Study: 4,400
- d. Traffic Impact and Circulation Analysis: 12,000
- e. Conceptual Design: 5,000
- f. Public Meeting/Presentation of Findings: 950
- g. Other: please reference following page for optional services

III. PROPOSED STARTING DATE: November 2021

IV. ESTIMATED COMPLETION DATE: April 2022

V. ATTACHMENTS:

- a. Reference list – see References in Section 3 of proposal
- b. Any other information

Signature: 

Name: Adam K. Meeker, AIA

Title: Vice President/Senior Architect

CITY OF YPSILANTI

Depot Town Parking Structure Feasibility

FISHBECK | August 9, 2021

FEE SUMMARY - PROPOSAL ITEMS

SCOPE ITEM	LINE ITEM BREAKDOWN	PROPOSAL FEE
BOUNDARY AND TOPOGRAPHICAL SURVEY		\$ 15,880
Parcel #11-11-04-462-001	\$ 9,920	
Parcel #11-11-04-465-008	\$ 5,960	
GEOTECHNICAL STUDY		\$ 3,000
Desktop Feasibility Study & Memo	\$ 3,000	
PHASE I ENVIRONMENTAL STUDY		\$ 4,400
One Site Only	\$ 2,200	
Additional Fee for Second Site	\$ 2,200	
TRAFFIC IMPACT AND CIRCULATION ANALYSIS		\$ 12,000
One Site Only	\$ 8,500	
Additional Fee for Second Site	\$ 3,500	
CONCEPTUAL DESIGN		\$ 5,000
PUBLIC MEETING / PRESENTATION OF FINDINGS		\$ 950
PROPOSAL TOTAL		\$ 41,230

OPTIONAL ITEMS

Schematic Massing Rendering (fee per site)		\$ 1,250
Preliminary Geotechnical Investigation (including 4 borings)		\$ 10,000
GPR Locating of Private Utilities (if required)		\$ 2,500

06

**APPENDIX A:
SME PROPOSAL
FOR GEOTECHNICAL
EVALUATION SERVICES**





882 40th Street SE
Grand Rapids, MI 49508-2401

T (616) 406-1756

www.sme-usa.com

July 28, 2021

Mr. Greg Ehmke, PE, M. ASCE
Fishbeck
4775 Campus Drive
Kalamazoo, Michigan 49008

Via Email: gehmke@fishbeck.com (PDF file)

RE: Proposal for Geotechnical Evaluation Services
City of Ypsilanti Parking Structure – Depot Town
City of Ypsilanti, Michigan
SME Proposal No. P02461.21

Dear Mr. Ehmke:

SME would be pleased to assist you with geotechnical evaluation services for the subject project. This proposal is submitted in response to our correspondences.

SITE CONDITIONS AND PROJECT DESCRIPTION

We understand the City of Ypsilanti is in the preliminary planning phase of a new parking structure to be located on one of two parcels in the historic Depot Town owned by the City of Ypsilanti, Michigan. Specific project details such as site locations, site plan, topographic survey, grading plan, structural loads, number of stories, any below-grade levels, etc. have not been provided to SME. Therefore, with this proposal we are providing a scope of services that will include a preliminary geotechnical exploration during Phase 1. After the City of Ypsilanti selects the project site and moves forward into Phase 2 of the project, and after SME has been provided site and project specific details discussed above, we can provide a change order request for an additional field exploration to provide a final geotechnical evaluation for design.

SCOPE OF SERVICES

SME has performed numerous similar geotechnical evaluations near the Depot Town as illustrated in SME's Geotechnical Experience Diagram, shown on the following page (Image 1) and attached to this proposal.

Based on our previous geotechnical evaluations and knowledge of the general area, we anticipate:

- Fill from previous earthwork operations may be encountered.
- The subsurface conditions below the potential fill will consist of predominately natural sands with occasional clay strata.

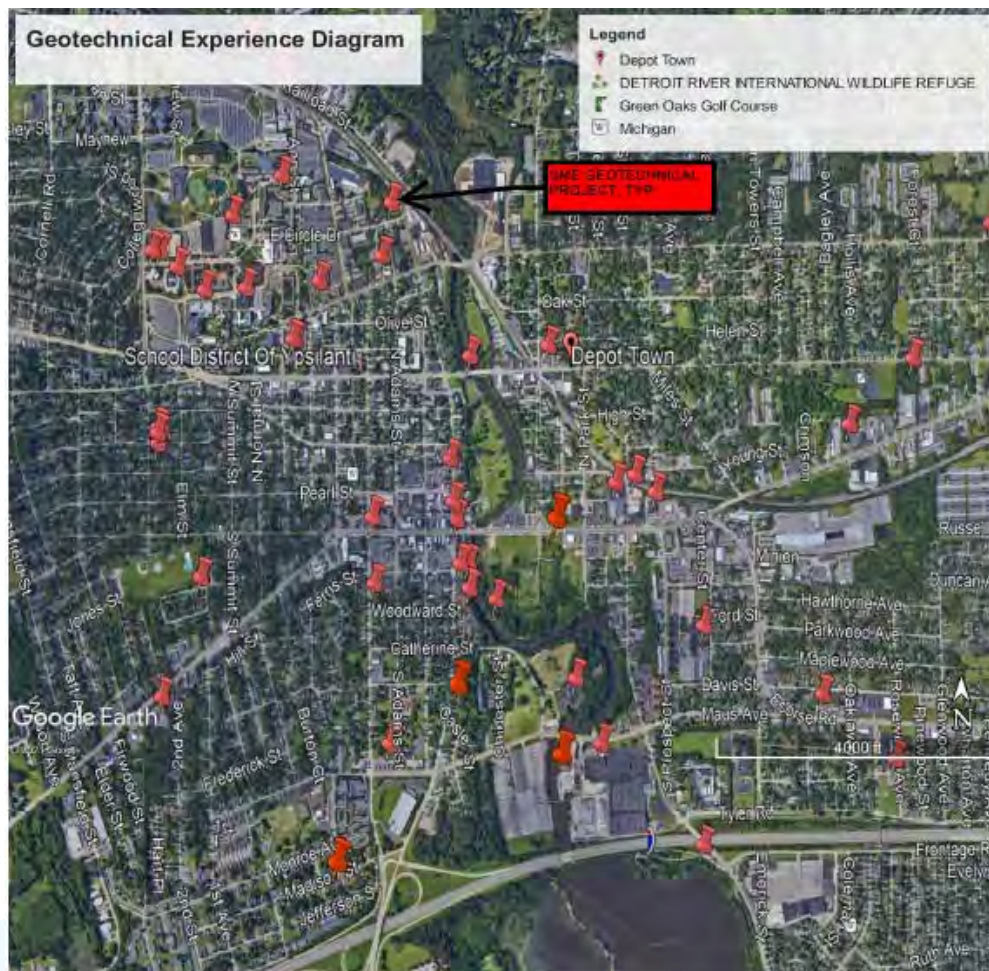


Image 1

PHASE I

This project is in the preliminary planning phase, and our Phase I services will be utilized as part of your evaluation of the feasibility for construction of the proposed development. Thus, for this Phase I, we will provide a preliminary geotechnical evaluation. If the project moves forward, an additional field evaluation and final design report must be performed. Based on our understanding of the project, our Phase 1 geotechnical engineering services will include the following.

FEASIBILITY STUDY

Based on our understanding of the project, our services will first include the following.

1. Review historical topographic maps, aerial images, and readily available geological maps of the two selected sites to develop an understanding of existing site conditions from the historic documents.

2. Review our internal database for previous subsurface evaluation(s), generalized soil survey data, and bedrock map(s) on or nearby the two selected sites to develop a general understanding of the possible subsurface profile(s) at the sites.
3. Prepare a project memo that will include:
 - a. A preliminary discussion regarding the general subsurface profile (in roughly the upper 20 to 30 feet of the ground surface) that could be encountered at the two selected sites.
 - b. A limited discussion regarding possible subsurface concern(s) at the site, based on our historical document review.

PRELIMINARY GEOTECHNICAL EVALUATION

Based on our review described above and understanding of the project, our services will then include the following.

1. Prepare a site-specific safety plan for the field services using SME's Health and Safety Checklist. This includes a Job Hazard Analysis for each activity performed on site.
2. Using our GPS unit with sub-foot accuracy, stake/mark the boring locations and obtain the existing ground surface elevation data at each boring location.
3. Clear public underground utilities at the two selected sites through the MISS DIG system.
4. Mobilize an ATV drill rig to the two selected sites under one overall mobilization.
5. Drill four borings totaling 200 feet of drilling. Two borings will be performed at each site and will each extend to a maximum depth of 50 feet below the existing ground surface.
 - a. Obtain split-barrel soil samples in each boring at about 2.5-foot intervals in the upper 10 feet, and at 5-foot intervals below a depth of 10 feet.
 - b. Record groundwater levels in the borings during and immediately after drilling. After completion of drilling, the boreholes will be backfilled with auger cuttings and capped with similar material in paved areas. Therefore, long-term groundwater levels will not be obtained for this evaluation.
6. Perform laboratory tests including:
 - a. Visual soil classification on recovered samples.
 - b. Moisture content and hand penetrometer or Torvane shear strength tests on portions of recovered cohesive samples.
7. Analyze the soil and groundwater conditions, perform engineering calculations, and develop engineering recommendations that will be internally peer-reviewed by senior SME engineering staff.
8. Summarize our findings in a single written feasibility report that will include:
 - a. Descriptions of the site conditions and project information.
 - b. Descriptions of the field and laboratory testing programs.
 - c. Descriptions of the soil and groundwater conditions encountered in the borings.
 - d. General geotechnical comments regarding site development, including considerations relative to soil and groundwater conditions and the use of conventional construction procedures, and any observed site-specific conditions that may affect development of the site and construction of parking structure floor slabs and foundations.
 - e. A boring location diagram.
 - f. Logs prepared for each boring that will include a description of the soils encountered and the results of the field and laboratory tests.

PHASE II

Pending the results of Phase I of the geotechnical evaluation, and after SME receives the site and project details requested above, we will prepare a scope of services for an additional geotechnical evaluation necessary to issue a report with final geotechnical engineering recommendations. Additional items that may be included in the Phase II field evaluation could include:

- Additional borings
- Installation of groundwater monitoring wells(s)
- In-situ pressuremeter testing
- Cone penetration testing (CPT)

ASSUMPTIONS AND LIMITATIONS

The following assumptions were made in preparing our scope of services and professional services fee:

1. The attached SME Special Conditions for Drilling and Excavation (03/15) is an integral part of this proposal, and contains additional information about the terms of our services.
2. SME will mobilize to the two sites under one overall mobilization.
3. Use of a dozer to assist with access is not included in our scope or fee. We assume trees, brush and snow (if present on the site) will not require clearing to access the boring locations.
4. The comments and discussions provided in the report are preliminary and subject to change based on the additional findings from future subsurface evaluation(s) (e.g. Phase 2 geotechnical services, additional subsurface assessments, etc.).
5. Although SME can offer other services for the project, our proposed scope of services for the Phase 1 geotechnical engineering services does not include the following:
 - a. Additional drilling
 - b. Coring or probing of bedrock
 - c. Environmental assessments
 - d. Construction material services
 - e. Time for meetings or significant consulting time after transmittal of our report

SME provides our clients with a wide range of geotechnical, environmental, and construction services, including those listed above. As the project progresses, we would be pleased to assist you with final geotechnical recommendations specific to the proposed structure, construction materials testing, or other design and construction related services. Please contact us if we can assist with additional services.

PROFESSIONAL SERVICES FEES

Based on the scope of services outlined above for Phase I, our lump sum fees for Phase I will be:

- Feasibility Study:\$3,000
- Preliminary Geotechnical Evaluation:\$10,000

After completion of Phase I, and after additional project details are provided to SME, we will develop a scope of services for the additional evaluation and associated fee for Phase II discussed above, and present that to you via a Change Order Request.

If further services are required for this project that extend beyond the scope of services outlined in this proposal, additional fees will be required and we will contact you.

ADDITIONAL SCOPE OF SERVICE

SME can perform the additional scope of service described below for an additional fee. Please inform SME if you desire the additional service.

1. **Private Utility Identification:** Per our SME Special Conditions for Drilling and Excavation (03/15), it is the Owners responsibility to locate and mark private utilities prior to SME mobilizing to the site. If requested in writing, SME can retain a subcontractor to perform Ground Penetrating Radar (GPR) scanning services to identify private utilities. Our fee will increase by \$2,500 if you desire this service.

SCHEDULE

FEASIBILITY STUDY

We anticipate we can complete the research memo within about two weeks after receiving authorization to proceed.

PRELIMINARY GEOTECHNICAL EVALUATION

We anticipate we can commence the field exploration within about three weeks after receiving authorization to proceed. The field exploration should take about two days to complete. Once the field exploration is finished, the laboratory testing and the written report can normally be completed within about 10 business days.

AUTHORIZATION

Regarding contract language, we plan to utilize the Standing Subconsultant Agreement our two firms have negotiated. Please provide written authorization to proceed. As part of our improvement efforts, SME requests feedback from our clients during and/or at the end of our projects to help us understand their project experience and to show us where we can improve. When you receive an SME feedback request, please take a minute or two to respond. Doing so will help us serve you better on the next project.

We look forward to teaming with you on this project. If you have questions concerning our scope of services or our fee, please contact us.

Sincerely,

SME

Andrew T. Bolton, PE
Senior Consultant

Robert C. Rabeler, PE
Senior Geotechnical Engineer

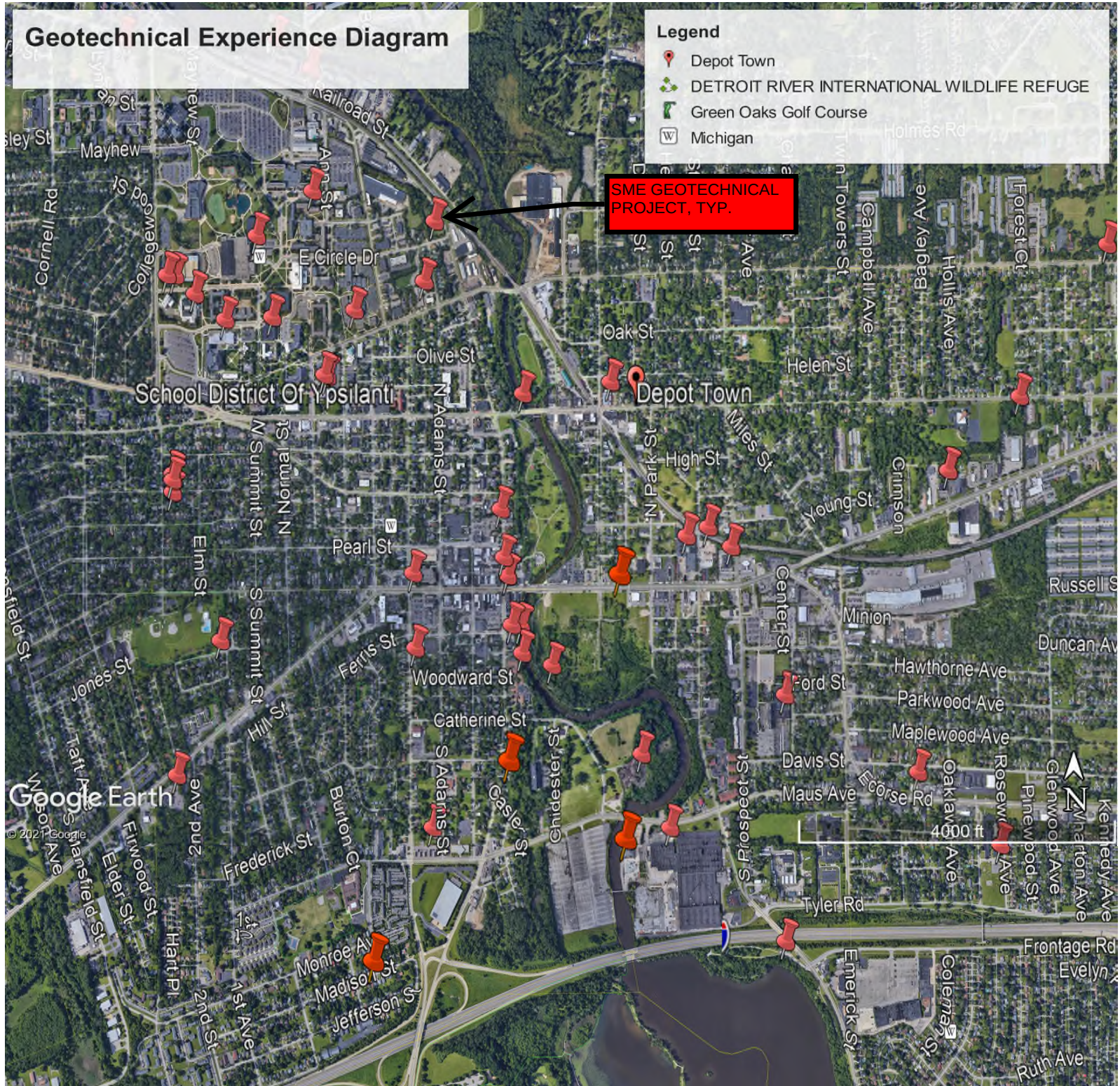
Attachments: SME Geotechnical Experience Diagram
SME Special Conditions for Drilling and Excavation (03/15)
Important Information about This Geotechnical Engineering Proposal

Geotechnical Experience Diagram

Legend

- Depot Town
- DETROIT RIVER INTERNATIONAL WILDLIFE REFUGE
- Green Oaks Golf Course
- Michigan

SME GEOTECHNICAL
PROJECT, TYP.



SPECIAL CONDITIONS FOR DRILLING AND EXCAVATION

- 1. RIGHT TO SUBCONTRACT:** SME reserves the right to subcontract for drilling, excavation of test pits, clearing and grubbing for site access, traffic control, and other instrumentation or services necessary to perform the services required by the Agreement.
- 2. RIGHTS OF ENTRY:** CLIENT shall provide any necessary rights of entry for SME, including its agents, staff, contractors or subcontractors, to access the site to perform all acts, studies, and research, including tests and evaluation, pursuant to the agreed services. CLIENT shall inform SME of any special requirements as a condition upon such rights of entry.
- 3. PERMITS AND LICENSES:** CLIENT shall secure all required permits, except specific permits identified in Agreement as being secured by SME. SME shall hold and maintain all necessary business and professional licenses, registrations, and accreditations necessary to perform its services.
- 4. UNDERGROUND UTILITIES AND STRUCTURES:** SME will take reasonable precautions to avoid damage to subterranean structures or utilities, including contacting the appropriate One-Call system for utility clearance. Unless otherwise identified in the Agreement, CLIENT is responsible for identifying all subterranean structures or utilities in the area of evaluation and sharing that information with SME prior to commencement of the field exploration. CLIENT agrees to furnish SME with all information identifying the type and location of utility lines and other man-made structures located beneath the surface of the site in the proposed work area. CLIENT will also locate all known private underground utilities at the site prior to SME performing the field exploration. CLIENT agrees to defend, indemnify and hold SME harmless from all claims, liability, and expense associated with alleged damage to subterranean utilities or structures, except if such damage was caused by SME's sole negligence.
- 5. SITE PLANS AND SURVEYS:** CLIENT will provide available project site plans and surveys, preferably in digital format (AutoCAD compatible format), and provide topographical information, if available. The accuracy and proximity of survey control provided by CLIENT will affect the accuracy of test locations and elevation determinations. Unless otherwise noted, the accuracy of test locations and elevations will be commensurate only with pacing and approximate measurements or estimates.
- 6. TEST LOCATIONS:** If unanticipated site conditions or site conditions not made known to SME prevent access to locations specified in the Agreement, then SME may deviate a reasonable distance from proposed test locations. If CLIENT objects, then SME shall have the right to reasonable adjustment of its fees and time for performance.
- 7. FIELD SERVICES SCHEDULE:** Field services will be performed Monday through Friday, except on holidays, and during normal business hours unless noted otherwise in the Agreement. Additional fees may be required for field services provided on weekends and holidays, or at times other than normal business hours.
- 8. RESTORATION:** CLIENT recognizes that some damage to the site may occur in the normal course of our services. SME will exercise reasonable care to mitigate damage from drilling or excavation equipment to lawn, landscape, pavement, or soft ground. Unless otherwise stated in the Agreement, our fee does not include time or expenses associated with the repair of wheel ruts, track marks, or other damage such as crop damage. Due to the potential applicability of environmental and transportation regulations, excess soil cuttings generated from drilling activities will not be removed from the site by SME. Unless otherwise noted in the Agreement, the boreholes will be backfilled with auger cuttings and/or bentonite, and excavations will be backfilled with excavated material. Asphalt coldpatch or quick-setting concrete will normally be used to repair existing pavement areas flush to the existing grade. Core holes in concrete floors and bridge decks will be filled with quick-setting concrete flush to the existing floor surface. Excess soil will be left on-site at the locations of the boreholes or excavations, placed in nearby greenway areas, or containerized as appropriate for site and environmental conditions.
- 9. VARIATIONS IN SUBSURFACE CONDITIONS AND INTERPRETATION OF SME DATA:** CLIENT recognizes that subsurface conditions on the site may vary from those encountered at the locations where borings, surveys, or explorations are made by SME and that the data, interpretations and recommendations of SME are based solely on the information available to SME. SME will not be responsible for the data generated by others or interpretations and recommendations by others based upon the data and information developed or provided by SME.
- 10. SURFACE MATERIALS:** Unless otherwise noted in the Agreement, SME will obtain approximate thickness measurements of surficial materials, such as pavements, aggregate base, and topsoil, at the time of the exploration. These measurements are considered approximate since some mixing of surficial materials and the underlying subgrade can occur. Additional evaluation methods and additional fees would be required to obtain more precise measurement of surface materials.
- 11. TRAFFIC CONTROL:** Unless otherwise noted in the Agreement, SME will be responsible for supplying such signs, barricades and traffic control personnel as may be needed for safe drilling or excavation operations.

12. SAMPLE DISPOSAL:

- a) Unless otherwise requested in writing by CLIENT, SME will dispose of soil samples submitted to SME's laboratories 60 days after the samples are obtained. Unless otherwise requested in writing by CLIENT, samples submitted to subcontract laboratories will be disposed by those laboratories in accordance with their sample retention policies. CLIENT agrees that it will not hold SME responsible or liable for any loss of test specimens or samples, and CLIENT agrees to pay costs associated with the storage of samples beyond the normal storage times described herein.
- b) In the event residual sampled materials in SME's possession are determined to be RCRA hazardous wastes, contain PCBs above Type II landfill disposal limits, or are otherwise subject to state or federal disposal restrictions, we will, after completion of testing and at CLIENT's expense, and using a manifest signed by CLIENT as generator, have such samples transported to a location selected by CLIENT for final disposal (see **Disposal of Hazardous and Other Regulated Wastes**). CLIENT agrees to pay all costs associated with the storage, transport, and disposal of such samples. CLIENT recognizes and agrees that we are acting as a bailee and at no time assume title to said waste.

13. ENVIRONMENTAL RISKS:

- a) CLIENT shall inform SME of any known environmental site conditions that could affect the health and safety of our field personnel or that could affect SME's performance of its services. For projects other than environmental assessments, SME will report only for informational purposes, unusual odors and/or colorations of the soil observed during field activities.
- b) Unanticipated hazardous substances, subsurface contaminants, and/or biological pollutants (HAZMAT) or levels of HAZMAT may exist at the project site. The discovery of unanticipated HAZMAT may constitute a changed condition mandating renegotiation of the scope and fees and make it necessary for SME to take immediate measures to protect human health and safety, and/or the environment. SME agrees to notify CLIENT as soon as practicable if unanticipated HAZMAT is encountered. CLIENT authorizes SME to take measures that, in SME's sole professional opinion, are justified to preserve and protect the health and safety of SME's personnel and the public, and/or environment, and CLIENT agrees to compensate SME for the additional cost of such work. SME does not assume control of or responsibility for reporting to any federal, state, or local public agencies, any conditions at the site that may present a potential danger to health, safety, or the environment.
- c) There is a risk that drilling and sampling may result in contamination of certain subsurface areas, such as when a boring device moves through a contaminated area and connects it to an aquifer not previously contaminated. SME will exercise reasonable care and caution to prevent such occurrences; however, because such drilling and sampling is a necessary aspect of the services that SME will provide for CLIENT's benefit, CLIENT agrees that SME shall not be held liable for exacerbation of HAZMAT caused in this manner.
- d) CLIENT recognizes that discovery of HAZMAT on the site may result in a significant reduction of the property's value, and SME cannot be held responsible for such devaluation.
- e) It is possible this assessment may fail to reveal the presence of contaminants, hazardous materials, or other types of environmental contamination collectively referred to as "contaminants" at sites where contaminants are assumed, expected, or subsequently determined to exist. CLIENT understands that SME's failure to discover contaminants does not guarantee that contaminants do not exist at the site. Similarly, a site which in fact is unaffected by contaminants at the time of SME's study, may later, due to natural phenomena or human intervention, become contaminated. CLIENT agrees that it would be unfair to hold SME liable for failing to discover contaminants whose exact location is impossible to foretell, or for failing to discover contaminants, which, in fact, did not exist at specific sampling locations at the time such samples were taken. Accordingly, CLIENT waives any claim against SME, and agrees to defend, indemnify and save SME harmless from any claims or liability for injury or loss arising from SME's failure to detect the presence of contaminants through techniques commonly employed for the purpose.
- f) CLIENT agrees to defend, hold harmless and indemnify SME from and against any and all claims and liabilities resulting from encountering unexpected HAZMAT, including compensation for any time spent and expenses incurred by SME.

14. DISPOSAL OF HAZARDOUS AND OTHER REGULATED WASTES: CLIENT agrees to select treatment/disposal facilities, pay for transportation and disposal, and sign, or have OWNER sign all waste profile forms, land disposal certifications, transportation manifests, and any other documentation required for transportation and disposal of hazardous wastes, PCB wastes, or other regulated wastes. Under no circumstance will SME select a disposal /treatment facility, arrange for transportation or disposal of regulated wastes, or otherwise act as agent for the generator of the wastes. CLIENT agrees to the maximum extent permitted by law to defend, hold harmless and indemnify SME from and against any and all claims and liabilities resulting from violation of any federal, state or local statute, regulation or ordinance relating to the disposal of hazardous wastes, substances or constituents or allegations that SME generated, transported, stored, treated or disposed of wastes or other contaminated materials, or arranged for the transportation, treatment, storage, or disposal of wastes or other contaminated materials, subject to federal, state, or local regulation or law.

Important Information about This Geotechnical Engineering Proposal

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Participate in Development of the Subsurface Exploration Plan

Geotechnical engineering begins with the creation of an effective subsurface exploration plan. This proposal starts the process by presenting an initial plan. While that plan may consider the unique physical attributes of the site and the improvements you have in mind, it probably does not consider your unique goals, objectives, and risk management preferences. Subsurface exploration plans that are finalized without considering such factors presuppose that clients' needs are unimportant, or that all clients have the same needs. *Avoid the problems that can stem from such assumptions* by finalizing the plan and other scope elements directly with the geotechnical engineer you feel is best qualified for the project, along with the other project professionals whose plans are affected by the geotechnical engineer's findings and recommendations. If you have been told that this step is unnecessary; that client preferences do not influence the scope of geotechnical engineering service or that someone else can articulate your needs as well as you, you have been told wrong. No one else can discuss your geotechnical options better than an experienced geotechnical engineer, and no one else can provide the input you can. Thus, while you certainly are at liberty to accept a proposed scope "as is," recognize that it could be a unilateral scope developed without direct client/engineer discussion; that authorizing a unilateral scope will force the geotechnical engineer to accept all assumptions it contains; that assumptions create risk. *Manage your risk. Get involved.*

Expect the Unexpected

The nature of geotechnical engineering is such that planning needs to *anticipate the unexpected*. During the design phase of a project, more or deeper borings may be required, additional tests may become necessary, or someone associated with your organization may request a service that was not included in the final scope. During the construction phase, additional services may be needed to respond quickly to unanticipated conditions. In the past, geotechnical engineers commonly did whatever was required to oblige their clients' representatives and safeguard their clients' interests, taking it on faith that their clients wanted them to do so. But some, evidently, did not, and refused to pay for legitimate extras on the ground that the engineer proceeded without proper authorization, or failed to submit notice in a timely manner, or failed to provide proper documentation. *What are your preferences? Who is permitted to authorize additional geotechnical services on your project? What type of documentation do you require? To whom should it be sent? When? How?* By addressing these and similar issues sooner rather than later, you and your geotechnical engineer will be prepared for the unexpected, to help prevent molehills from growing into mountains.

Have Realistic Expectations; Apply Appropriate Preventives

The recommendations included in a geotechnical engineering report are *not final*, because they are based on opinions that can be verified only during construction. For that reason, most geotechnical engineering proposals offer the construction observation services that permit the geotechnical engineer of record to confirm that subsurface conditions are what they were expected to be, or to modify recommendations when actual conditions were not anticipated. *An offer to provide construction observation*

is an offer to better manage your risk. Clients who do not take advantage of such an offer; clients who retain a second firm to observe construction, can create a high-risk “Catch-22” situation for themselves. The geotechnical engineer of record cannot assume responsibility or liability for a report’s recommendations when another firm performs the services needed to evaluate the recommendations’ adequacy. The second firm is also likely to disavow liability for the recommendations, because of the substantial and possibly uninsurable risk of assuming responsibility for services it did not perform. Recognize, too, that no firm other than the geotechnical engineer of record can possibly have as intimate an understanding of your project’s geotechnical issues. As such, reliance on a second firm to perform construction observation can elevate risk still more, because its personnel may not have the wherewithal to recognize subtle, but sometimes critically important unanticipated conditions, or to respond to them in a manner consistent with your goals, objectives, and risk management preferences.

Realize That Geoenvironmental Issues Have Not Been Covered

The equipment, techniques, and personnel used to perform a geoenvironmental study differ significantly from those used to perform a geotechnical study. *Geoenvironmental services are not being offered in this proposal. The report that results will not relate any geoenvironmental findings, conclusions, or recommendations.* Unanticipated environmental problems have led to numerous project failures. If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the express purpose of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may be addressed as part of the geotechnical engineering study described in this proposal, the geotechnical engineer who would lead this project **is not** a mold prevention consultant; ***none of the services being offered have been designed or proposed for the purpose of mold prevention.***

Have the Geotechnical Engineer Work with Other Design Professionals and Constructors

Other design team members’ misinterpretation of a geotechnical engineering report has resulted in costly problems. Manage that risk by having your geotechnical engineer confer with appropriate members of the design team before finalizing the scope of geotechnical service (as suggested above), and, again, after submitting the report. *Also retain your geotechnical engineer to review pertinent elements of the design team members’ plans and specifications.*

Reduce the risk of unanticipated conditions claims that can occur when constructors misinterpret or misunderstand the purposes of a geotechnical engineering report. Use appropriate language in your contract documents. Retain your geotechnical engineer to participate in prebid and preconstruction conferences, and to perform construction observation.

Read Responsibility Provisions Closely

Clients, design professionals, and constructors who do not recognize that geotechnical engineering is far less exact than other engineering disciplines can develop unrealistic expectations. Unrealistic expectations can lead to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their proposals. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks, thus to encourage more effective scopes of service. *Read this proposal’s provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Rely on Your Geotechnical Engineer for Additional Assistance

Membership in the Geoprofessional Business Association (GBA) exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit to everyone involved with a construction project. Confer with a GBA-member geotechnical engineer for more information. Confirm a firm’s membership in GBA by contacting GBA directly or at its website.



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e-mail: info@geoprofessional.org www.geoprofessional.org

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PROPOSAL FORM

Owner: City of Ypsilanti, a Michigan home rule city
One S. Huron Street
Ypsilanti, MI 48197

Firm Name: OHM Advisors (herein called "Bidder")

* a corporation organized and existing laws of the State of Michigan

* a partnership consisting of _____

* an individual trading as _____

By: Kent Early

Title: Chief Operating Officer

Date: August 9, 2021

Pursuant to and in compliance with the Specifications dated 17 JULY 2021 and all Addenda as prepared by the Owner, we the undersigned, propose to furnish all labor, materials, equipment, and all things necessary to perform all the work associated with:

CITY OF YPSILANTI DEPOT TOWN PARKING STRUCTURE FEASIBILITY

The undersigned as bidder declares that he/she has familiarized himself with the location of the proposed work and the conditions under which it must be performed, as well as the drawing and specifications which the undersigned acknowledges that he understands and accepts as adequate.

I. PROPOSAL (BASED BID):

The undersigned agrees to enter into an agreement with the Owner to complete the General Contract for the total price of:

Ninety-eight thousand three hundred twenty Dollars (use words)

\$98,320.00 (Use numbers)

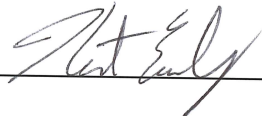
II. COST BREAKDOWN

a. Boundary & Topological Survey	<u>\$16,190</u>
b. Geotechnical study:	<u>\$16,110</u>
c. Phase 1 environmental study:	<u>\$3,280</u>
d. Traffic Impact & Circulation Analysis:	<u>\$18,730</u>
e. Conceptual design:	<u>\$41,100</u>
f. Public Meeting/Presentation of findings:	<u>\$2,910</u>
g. Other:	n/a

III. PROPOSED STARTING DATE: Mid-October (immediately upon authorization)

IV. ESTIMATED COMPLETION DATE: May 2022

- V. ATTACHMENTS:
- a. Reference list
 - b. Any other information

Signature: 

Name: Kent Early

Title: Chief Operating Officer



August 9, 2021

Andrew Hellenga, City Clerk
City of Ypsilanti
1 South Huron Street
Ypsilanti, MI 48197

RE: Request for Proposals
Depot Town Parking Structure Feasibility Proposal

Dear Mr. Hellenga:

OHM Advisors is teaming up with Walker Consultants and G2 Consulting Group to submit a proposal for engineering and survey services for the feasibility of a parking structure at the Frog Island Park parking lot (Parcel ID 11-11-04-462-001) and the municipal lot at Maple Street (Parcel ID 11-11-04-465-008).

PROJECT UNDERSTANDING:

Depot Town in the City of Ypsilanti is one of the districts served by the Downtown Development Authority (DDA) that welcomes visitors to enjoy the businesses and restaurants in the area. In 2018, the City completed a parking study that showed a small parking deficit that will continue to grow as the area offers more attractions. The City of Ypsilanti would like to explore the viability of a parking structure at the Frog Island Park parking lot and municipal lot at Maple Street in Depot Town that provides between 200-300 parking spaces. We understand this Request for Proposals lists three (3) phases of the project, with Phase 1 being feasibility, Phase 2 design and bidding, and Phase 3 construction phase services, and this proposal only provides a scope for Phase 1. Phase 2 and Phase 3 are not guaranteed. Our team has read through the RFP and understand, and agree to the bidding documents, including our proposal, this request, and the provided addendum.

LOCATION:

The team consisting of OHM Advisors, Walker Consultants, and G2 Consulting Group are all located less than 15 miles from the City of Ypsilanti. Due to the geographic location of the firms, all three firms employ local professionals within Washtenaw County and surrounding Counties in southeast Michigan. Physical office locations are provided below, including the headquarter office address and local office address.

- ▼ OHM Advisors Headquarters
34000 Plymouth Road, Livonia, Michigan 48150
- ▼ OHM Advisors Local Office
355 South Zeeb Rd., Suite A, Ann Arbor, MI 48103
- ▼ Walker Consultants Local Office (no official headquarters office)
525 Avis Drive, Suite 1, Ann Arbor, MI 48108

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- ▼ G2 Consulting Group Headquarters
1866 Woodslee St, Troy, MI 48083
- ▼ G2 Consulting Group Local Office
1350 Eisenhower Pl, Ann Arbor, MI 48108

PROJECT TEAM:

OHM Advisors, Walker Consultants, and G2 Consulting Group provide all the essential expertise to perform and deliver quality deliverables as detailed in the RFP. OHM Advisors is the Prime consultant on this project with Walker Consultants and G2 Consulting Group as subconsultants. A further look into the project team is provided below.

OHM Advisors

OHM Advisors (OHM) is a team of 550+ people from different backgrounds in seventeen (17) different cities across Michigan, Indiana, Ohio, and Tennessee, striving to use our combined expertise and talents to continually advance the communities we serve. Our work spans client communities across the public and private sectors—including municipalities, state and federal agencies, Fortune 100 companies, developers, schools, universities, and more. OHM's diverse, mission-driven team works collaboratively across multiple service areas, including architecture, engineering, planning, urban design and landscape architecture, surveying, and construction engineering, to create better places for people.

OHM Advisors has been serving the City of Ypsilanti for over 50 years and brings institutional knowledge and general understanding about the City to the team. OHM Advisors is very familiar with Depot Town because of our long-standing relationship with the City, but also because we assisted with professional engineering and survey services in the Frog Island parking lot in previous years. Additionally, our team of professional surveyors, traffic experts, and environmental professionals will satisfy the respective services needed for this project. The project team will operate out of the Livonia Office.

- ▼ **Kent Early, P.E.:** Principal in Charge. Kent has been working with the City of Ypsilanti for over 20 years and has been closely involved with City projects throughout those years. Kent will be involved to oversee the project team and provide the institutional knowledge.
- ▼ **John Tanner, P.E.:** Project Manager. John will be the project manager for the parking structure feasibility study for OHM Advisors. John has over 30 years' experience and has worked on multiple City projects, including the City's SAW Grant and the Peninsular Dam inspection services.
- ▼ **Taryn Juidici, P.E.:** Lead Traffic Engineer. Taryn has extensive experience working on traffic studies for municipalities and has over 15 years of Traffic Engineering experience. Taryn will lead the traffic study component of the project.
- ▼ **Rachel Jackson, P.E.:** Project Engineer. Rachel has been working closely with City staff in the Department of Public Services and the Planning Department for almost 3 years. Rachel will be a day-to-day contact with the City and the project team.

Walker Consultants

Walker Consultants (formerly known as Walker Parking Consultants) was founded in 1965 in Kalamazoo, Michigan. In those 56 years, Walker Consultants have grown into national and international prominence as a consulting firm that specializes in parking/mobility solutions. With over 320 professionals and support personnel, they provide consulting services for a wide range of parking design/planning, operations, technology, mobility, and management needs. They have 24 offices in the United States and, in addition to our stateside clients, they provide services in over 30 countries around the world.

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Walker Consultants work history includes over 4,000 parking structure design projects for municipal, education, hospital, governmental, developer, university, airport, entertainment and sports, and corporate entities. In Michigan, Walker has designed over 100 parking structures and many of those were municipal parking structures. Examples of our municipal clients include Ann Arbor, Detroit, Birmingham, Kalamazoo, Grand Rapids, Lansing, Midland, Marshall, Flint, and Marquette.

Walker has performed several Parking Structure Feasibility/Cost Analyses and consulting services for municipal parking structures which were not, or have yet to be, designed. Walker has full, in-house parking garage planning and design capabilities including functional, structural, MEP, lighting, Car Parking Management System (CPMS) and architectural design. The breadth and depth of expertise in Walker Consultants design group enables them to match the needs of projects with the appropriate expertise and experience needed to deliver successful parking garage planning and design projects. The personnel working on this project will operate out of the respective Michigan offices provided below.

- ▶ **Daniel R. Johns, P.E.:** Project manager and technical advisor. Dan has 34 years of experience with functional design and engineering administration of new parking facilities, parking planning services, and restoration design for buildings and parking facilities. Dan has worked on many parking design projects while stationed in the Michigan Operation. Examples include Michigan State University's Wharton Center Deck Expansion, Michigan State University's Parking Structure #5, Grand Valley State, University Pew Campus Parking Structure (Michigan), and Corning Campus Parking Structures #1 and #2 (New York). Dan is operating out of Walker Consultants Ann Arbor, Michigan office.
- ▶ **Kevin J. Wylie:** Design Engineer will provide functional layout analysis and design. Kevin has been with Walker Consultants for 36 years. Examples of his experience includes St. Mary's Hospital Hauenstein parking deck, Baystate Medical Center parking structure in Springfield, MA, University of Michigan Wall Street West Parking Structure and East Parking Structure, and the current McLaren Hospital Parking Structure. Kevin is in Walker Consultants Kalamazoo, Michigan office.

G2 Consulting Group

G2 Consulting Group, LLC (G2) is a consulting engineering firm providing geotechnical engineering, environmental, and construction engineering, design, and testing services. With registered engineers in 35+ states and over 80 employees in three locations – Troy, MI, Ann Arbor, MI, and Chicagoland, IL – G2 serves clients nationwide. The work for this project will be performed out of the Ann Arbor office, which includes 32 professionals, including 7 professional licensed engineers.

Since G2 Consulting Group start in 1994, G2 has completed tens of thousands of projects across the institutional, governmental, and commercial industries. Projects include geotechnical engineering, environmental consulting, and quality control monitoring and testing services. G2's engineers are extensively experienced and fully capable of thoroughly investigating, testing, analyzing, and preparing geotechnical recommendations and providing construction materials testing in accordance with current industry and AASHTO requirements. G2 Consulting Group has also been serving the City of Ypsilanti for many years as a geotechnical subconsultant on City projects. The proposed G2 team includes the following key personnel in the indicated role.

- ▶ **Jason B. Stoops, P.E.:** Associate/Project Manager. Jason will serve as a Project Manager and the G2 Point of Contact. Jason is G2's Ann Arbor office manager. Over his 20-year career, he has provided geotechnical engineering for many new construction projects in the Greater Detroit / Ann Arbor area including office buildings, distribution centers, retail developments, schools, residential developments and building additions. Jason previously served in the project engineer or project manager role for the Garden Theatre

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Parking Structure in Detroit, City of Grosse Pointe Municipal Parking Deck, and ITC World Headquarters parking decks, to name a few.

- ▶ **Michael L. Evans, P.E.:** Project Engineer. Michael will serve as a Project Engineer for this project. Michael has more than 14 years of professional engineering experience in geotechnical engineering, construction materials engineering, and pavement engineering. Projects include bridges, concrete and bituminous roadways, commercial and residential buildings, hospitals, schools, and earth retention structures.

PHASE 1 SCOPE:

Our team has prepared a specific breakdown of the proposed scope for the Phase 1 for your review and understanding. The tasks correlate to the listed items in “II. Cost Breakdown” on the Proposal Form to better explain what each line-item entails. The proposed scope listed below is not in chronological order and will likely be completed simultaneously throughout the project schedule; although, some tasks rely on other tasks to finish before they can begin.

A. Boundary and Topographic Survey

The City has already collected some topographic survey at Frog Island parking lot from the Amtrak Rail project(s) back in 2015 and there is only a need for supplemental survey to confirm data points at this municipal lot. This team will perform a full topographic survey at the municipal lot at Maple Street and develop boundary surveys for both locations. Additionally, we will review utility locations by submitting a MISS DIG ticket and measure invert elevations as part of this task. Tasks to be accomplished are:

- ▶ **Control:** Verify previously established control in datum NAVD 88.
- ▶ **Right-of-Way:** Verify and obtain property information and tie into project control.
- ▶ **Topographic Survey:** Obtain all necessary existing physical features, utility locations, and elevations.
- ▶ **Boundary Survey:** Research existing Plat and railroad right of way information and recover existing property controlling corners to determine overall parcel lines.

B. Geotechnical Study

G2 Consulting Group will perform a geotechnical investigation of the on-site soils for each of the potential parking structure locations. The geotechnical investigation is intended to identify if the soils on site will be conducive to a parking structure, or what challenges the soils will present at each location. Additional geotechnical investigations may be necessary for the chosen site to prepare a full design. G2 Consulting Group will include up to four (4) borings, two (2) at each location, at 60-feet in depth for a total vertical drilling depth of 240-feet. G2 Consulting Group will provide an engineering report summarizing their findings and present evaluations, conclusions, and recommendations about the following items:

- ▶ Subsurface soil conditions and groundwater level data obtained during and upon completion of drilling operations.
- ▶ Site seismicity, including site class, seismic coefficients, and liquefaction potential.
- ▶ Suitability of on-site soils for use as engineered fill.
- ▶ Earthwork operations to prepare the site for development, including requirements for excavation support and for fill materials and placement.
- ▶ Stability of temporary excavations, including recommended slope inclinations, support of vertical excavations and temporary control of groundwater.



- ▶ Recommended foundation type(s) for the proposed parking structure(s), including evaluations of shallow spread footing foundations, deep driven pile foundations, and Geopier supported foundations.
- ▶ Allowable soil bearing pressures for different soil strata.
- ▶ Estimated settlement associated with structure foundations.
- ▶ If required, lateral earth pressure design criteria for below-grade walls.
- ▶ Support and moisture protection of at-grade concrete floor/pavement slabs.
- ▶ Other subsurface conditions which may impact design and construction of the proposed parking structure(s).

C. Phase 1 Environmental Study

We will perform a Phase I Environmental Site Assessment (Phase 1 ESA) by investigating each of the two sites current and historical use. The process will start with investigating each properties former use to determine if there is a potential for hazardous conditions that might be present on the property. An environmental professional will conduct an on-site inspection and will pay close attention to site details and document the existing conditions with photographs. The visual inspection will be comprehensive to detect if there is presence of any hazardous materials. The findings will be included in the final deliverable and the recommended next steps, if necessary.

D. Traffic Impact and Circulation Analysis

For Traffic Impact and Circulation Analysis task for this project, we have broken this task into 6 subtasks as listed below:

Core Tasks:

1. Data Collection
2. Create Existing Conditions Models
3. Trip Generation
4. Trip Distribution
5. Project Reporting & Meetings

OPTIONAL TASK (not included in base-bid):

6. Future Conditions Models

The core tasks are elaborated on below.

Data Collection: Work will begin by reviewing the information provided by various sources, as well as conducting additional data collection as outlined below.

- ▶ **Compile and review existing counts, signal timing data and other related data:** For this task, we will collect data from all available sources. We will collect the most recent signal timing permits for the intersections of Forest at Huron, Forest at River, Cross at Huron, and Cross at River.
- ▶ **Field review of the corridor:** The project area will be reviewed. General geometric information will be measured. Data to collect includes number of lanes, lane uses and widths, turn storage, turn restrictions, and posted speed limits.
- ▶ **Conduct vehicle volume and turning-movement counts:** Based on the study completed in 2019 “Ypsilanti Central Business District Parking Study and Strategy” it was identified that the peak parking demand occurred between 7-9 PM on weekdays and 6-10 PM on weekends, and we will confirm with the stakeholders that these timeframes are still the peak. OHM will collect traffic data during these peak parking periods: 7-9 PM on a Thursday and 6-10 PM on a Saturday. The turning movement counts will be collected



for the study intersections: Forest at Huron, Rice and River and Cross at Huron, Rice and River. Counts will collect passenger vehicle and truck data. This task includes counts at four signalized intersection and two unsignalized locations. OHM will use Traffic Data Collection, Inc. as a sub-consultant to perform the turning movement counts.

Create Existing Conditions Models: We will create traffic models to reflect existing conditions.

- ▶ **Create the existing condition models:** This will include adding the geometry, signal timing and traffic volumes. The traffic models will include the study intersections and extend a minimum 500' in each direction beyond the intersection. Once the models are complete, we will validate the models to make sure they match actual field conditions.
- ▶ **Analyze the existing intersection for Level of Service (LOS):** The modeling software allows for the determination of traffic operation deficiencies, based on LOS. The existing condition will be evaluated for the 7-9 PM period to determine the baseline LOS.

Trip Generation: OHM will develop estimates for the number of trips that might be generated by the Depot Town Businesses that are routed to the proposed parking structure. We will use information provided in the study "Ypsilanti Central Business District Parking Study and Strategy" to arrive at parking demand levels.

Trip Distribution: Trip distribution percentages will be based on existing travel patterns along Forest and Cross Streets. Trips will be distributed on the existing roadway network.

Project Reporting & Meetings: The project team takes pride in providing our clients with timely documentation of work progress and results. We will be responsive and prompt in meeting the project reporting requirements. During the project reporting, OHM will attend a meeting with the City to present the report and discuss the conclusions.

Deliverables: A considerable amount of information is expected to be collected and analyzed as part of this project. A complete list of the project deliverables for this task is shown below:

- ▶ Traffic data:
 - Vehicle turning-movement counts in hard copy.
- ▶ Traffic models:
 - Models of existing network in electronic form
 - Models of proposed network in electronic form
 - Summary of LOS outputs for existing and proposed conditions
- ▶ Our findings and recommendations will be provided in the final report deliverable. The report will feature the documentation and procedures used for the study.

PROPOSED OPTIONAL TASK (not included in base-bid)

Future Conditions Model (Opening Day, 5-year and 10-year): As identified in the study "Ypsilanti Central Business District Parking Study and Strategy", 5-year and 10-year parking demands were determined. For an optional task, we propose to perform an analysis on these 5-year and 10-year scenarios. Once the buildout year for the parking structure is determined, consideration must be given to the impacts of growth over this time period. By adding an annual growth rate to the existing traffic volumes, the background condition for opening day, 5-year and 10-year horizons. Southeast Michigan Council of Governments will be contacted to obtain the growth rate in this area. Once the background traffic volumes are calculated, the parking structure trips will be added onto the background traffic volumes to arrive at the opening day, 5-year and 10-year conditions with parking structure.

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- ▶ **Optimize network under existing roadway configuration:** The existing roadway network will be analyzed under Opening Day, 5-year and 10-year conditions. The future condition models will be used to analyze Level-of-Service for the study intersections, vehicle queuing, and to determine if auxiliary lanes are needed. Traffic signals timing and operation will be reviewed to determine if timings will need to be adjusted or if additional signal phasing may be necessary (i.e. left turn phasing). Recommended improvements to the roadway network will be identified and included in the study report.

Optional task can be added into the total project cost for an additional six thousand dollars (\$6,000).

E. Conceptual Design

Our team will provide the conceptual study for the parking structure at both locations. The conceptual study is intended to be a preliminary concept review to aid the City in selecting a functional layout that will establish appropriate footprint, number of levels, and number of parking spaces with a traffic flow and ramping system that supports the needs of Depot Town. Tasks to be performed are listed below.

Kick-off Meeting: Meet with the City and stakeholders to get a “big picture” understanding of project objectives. These objectives may include (but are not limited to):

- ▶ Number of parking spaces needed now and in future.
- ▶ User types
- ▶ Pedestrian/mobility concerns
- ▶ Site restrictions including traffic entry/exit location, easements, future development, etc.
- ▶ Security needs and concerns
- ▶ Budget parameters
- ▶ Expandability (City to provide input on future parking space needs)
- ▶ Mixed-Use (City to provide input on potential mixed-used needs and preferences)

Available Site Area for Parking Structure: Review available site information and determine preferred footprint and location of the parking structure. The footprint of the facility will be based on:

- ▶ Property lines/easements as shown on the site survey drawings.
- ▶ Setbacks as required by the City’s ordinances, offsets for typical foundations, and other input from the City.
- ▶ Flood plain classification (if applicable) and potential impact on parking structure and mixed-use feasibility.

Parking Facility Options: Evaluate multiple parking structure concepts to see which one best meets the City’s objectives. We will test various parking structure functional layouts (up to 3 options for each site) that best fit the parameters of the available footprint and related site and operational parameters. This includes:

- ▶ **Pedestrian/Vehicle Circulation:** Review any available topographic information to determine how ground floors, vehicular/pedestrian entry/exits, stair/elevator lobbies will interact with the street and sidewalk elevations. Coordinate entry/exit locations and equipment islands based on street traffic volumes and typical patron routes, as well as parking access/revenue control equipment options along with pros/cons.
- ▶ **Expandability:** Review opportunities to expand the facility horizontally and vertically. This will be a function of the site footprint, ramping system, current/future parking demand, and practicality and cost.
- ▶ **Mixed-Use Potential:** Based on City and stakeholder input during the kick-off meeting, show opportunities for mixed-use space within the parking structure.
- ▶ **Parking Access and Revenue Controls:** Determine what type of system the City wants to include in the conceptual layout taking into consideration the impact it may have on the facility’s functionality. Accordingly, we will review the various systems appropriate for the sites, and the pros and cons of each system in terms of initial costs, operational costs, queuing impact, and area requirements (lost spaces).



“Workshop” Meetings: These will be workshop style meeting in which we present our ideas and then further refine the parking structure parameters through interactive input from the City/Stakeholders.

- ▶ **First Meeting:** Based on the initial input from the kick-off meeting, we will prepare some preliminary footprints and isometrics showing basic ramping/circulation systems, entry/exits, expandability, mixed-use potential, approximate space count and then present to the City/stakeholders at the first meeting to review pros/cons, gather feedback, and select an option from each site to be further pursued.
- ▶ **Second Meeting:** Based on input from the first meeting, we will further develop the preferred option for each site, and present updated drawings at the second meeting to gather further feedback.
- ▶ **Third Meeting:** Based on input from the second meeting, we will further develop the preferred option for each site and present updated drawings at the third meeting to gather final feedback.

Note: Given our team’s close-proximity to the site, these meetings can be in-person or virtual, whichever is the City’s preference.

Cost Opinion: We will provide an engineer’s opinion of probable construction costs for the project, including estimated design engineering and construction engineering costs. The construction cost estimate will be comprehensive and include all items of work necessary to construct the parking structure, which may include but is not limited to public utility relocations, retaining walls, fencing, recommended traffic control features, etc. The construction costs for the parking structure itself will be based on a “per space” or “per square foot” costs from recent parking structure projects.

Financing Option: To finance the construction cost, we will provide a high-level financing scenario using a bond financing instrument paid through a millage on a hypothetical special assessment district. We will coordinate with the City and their bond council for input on interest rate, time period and the annual tax value of the hypothetical special assessment district. Note: If requested by the City, we can also include the annual cost to operate the parking facility based on an industry average.

Conceptual Drawings: We will prepare conceptual drawings for the selected option for each site. These will include an Isometric drawing to show ramping system and vehicle circulation, a ground floor plan overlaid on an aerial site image, and a typical parking floor plan and top level plan. The Drawings will show:

- ▶ General parking space layout including electric vehicle spaces, bicycle parking, and ADA accessible spaces (if required).
- ▶ Ramping systems and slopes.
- ▶ Pedestrian circulation (Stair/elevator locations, entry/exits).
- ▶ Vehicular Entry Exits and parking equipment island relative to typical queuing length
- ▶ Potential expandability
- ▶ Potential mixed-use location (if applicable).

Final Report: The final report will describe the basic facility features of the selected option for each site and related site impacts. Discuss the pros and cons of the other options that were evaluated. We will summarize the assumptions and design/site issues that will need to be reviewed further if the City proceeds further with programming and design during the next phase. The final report will include the following deliverables for both sites:

- ▶ Executive Summary
- ▶ Boundary & topological survey, including determining adjoining rail right-of-way and any required easements (completed under Task A)
- ▶ Geotechnical study results (completed under Task B)
- ▶ Phase 1 environmental study results (completed under Task C)
- ▶ Anticipated footprint and number of levels



- ▶ Number of potential spaces, including EV spaces, bicycle spaces, and barrier-free spaces
- ▶ Vehicular access and circulation
- ▶ Pedestrian access and circulation
- ▶ Expandability potential
- ▶ Mixed-use potential
- ▶ Traffic Impact and Circulation Analysis (completed under Task D)
- ▶ Special Considerations or Variances
- ▶ Conceptual construction cost estimate, with estimated design engineering and construction engineering costs
- ▶ Potential Financing Options

F. Public Meeting/Presentation of Findings

At the conclusion of the project, our team will prepare a PowerPoint presentation to present at a public meeting with the stake holders at the direction of the City. We will provide the PowerPoint to the City Staff to provide comment on the presentation prior to the public meeting. Our team of experts will be present to provide an in-depth overview of the findings and answer questions.

ENVIRONMENTAL PRACTICES:

Our project team is committed to conserving natural resources, protecting the environment, using energy efficiently, and prioritizing renewables, and our integrated team of landscape architects, urban designers, and engineers begin each project from this perspective. The feasibility study conceptual design will use current industry environmental standards to provide an environmentally sensitive structure. We have experience implementing stormwater management tactics that ensure 100-year post construction runoff matches the 10-year pre-construction flows including bioretention cells, bioswales, Silva cells, raingardens, detention and retention ponds, pervious pavement, and more. The team is comprised of many individuals who are LEED or ENV SP Accredited Professionals who understand the nuances of the design guidelines and recommendations of the United States Green Building Council and the Institute for Sustainable Infrastructure. We've been involved in the design of a variety of LEED-Certified projects including the first LEED-Platinum Certified Building in Ohio at IGS Energy's Corporate Headquarters. In addition to the design of a high-performance building, our team applied special consideration to stormwater retention on the site, as well as the preservation of natural vegetation and open space throughout the campus. All offices associated with the project team have recycling facilities and proper waste management services to protect the environment and renew the life of a recyclable.

SCHEDULE:

We will begin work outlined in this proposal immediately upon authorization and propose to have services outlined in this proposal completed within 6-months of authorization.

COVID-19 DISCLAIMER:

As we submit this proposal, the world is in the midst of the Covid-19 health crises, and we believe there is an increased risk for potential schedule impacts. The Time Schedule is based on operating in a normal environment. Our team, like the City of Ypsilanti, is adjusting our workflow logistics and our teams are working remotely in an effective manner. However, be aware that schedule impacts from elements such as field services delays, required resource agencies, and key staff illness that neither our team nor the City of Ypsilanti have control over are more likely in the current environment. We will communicate proactively, clearly identify project issues as they arise, and work with the City's staff to develop a plan to deal with unforeseen issues.



REFERENCES:

We have provided references applicable to the work for each firm below.

OHM Advisors

Ron Akers, AICP, DPS Director
City of Ypsilanti
14 W Forest Ave
Ypsilanti, MI 48197
734.483.1421
rakers@cityofypsilanti.com

Nick Hutchinson, PE, City Engineer
City of Ann Arbor
301 E Huron Street
Ann Arbor, MI 48107
734.794.6410
NHutchinson@a2gov.org

Jeff Castro, YCUA Director
Ypsilanti Community Utilities
Authority
2777 State Road,
Ypsilanti, MI 48198-9112
734.484.4600
JCastro@ycua.org

Walker Consultants

Stephen Dolen, Executive Director
Logistics, Transportation & Parking
University of Michigan
523 Division St.
Ann Arbor, MI 48109
734.764.7529
scdolen@umich.edu

Andrew Haan, President
Kalamazoo Downtown Partnership
162 E Michigan Ave.
Kalamazoo, MI 49007
269.344.0795
ahaan@downtownkalamazoo.org

Becky Goodman, Downtown
Director
Downtown Petoskey
216 Park Avenue
Petoskey, Michigan 49770
231.662.8501
becky@petoskeydowntown.com

G2 Consulting Group

Rich Kinnell, AIA, Vice President
Rich and Associates
26877 Northwestern Hwy Ste 208
Southfield, MI 48033
248.353.5080
rkinnell@richassoc.com

Joe Pica, Senior Vice President of
Construction & Development
Burton-Katzman Development
Company
30100 Telegraph Rd
Bingham Farms, MI 48124
248.433.0573
jpica@burton-katzman.com

Pete Dame, City Manager
City of Grosse Pointe
17147 Maumee Avenue
Grosse Pointe, MI 48230
313.885.5800
pjdame@grossepointecity.org

We appreciate the opportunity to provide you with this proposal. Please feel free to contact us if you have any questions or need any additional information at (734) 522-6711.

Encl: Project Fact Sheets



PROJECT QUALIFICATIONS

G2 Consulting Group has provided similar geotechnical engineering and construction quality assurance testing services and special inspections for many local parking structures. A selection of our parking structure projects includes the following:

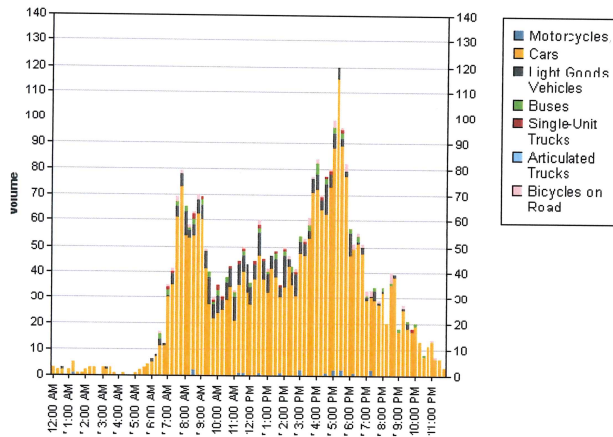
- **Grosse Pointe Municipal Parking Structure** – The Grosse Pointe Municipal Parking Structure consisted of a 38,000 square foot, at-grade level and 2 above grade levels. The project was completed in Spring 2008 at a cost of \$2 million. The geotechnical investigation was performed for Mr. Pete Dame, City Manager of Grosse Pointe (313-885-5800). Mr. Dame can provide a reference as to the quality, thoroughness, and responsiveness of our services. Barton Malow Company was the construction manager, and Rich and Associates (Rich Kinnell 248.353.5080) was the architect/engineer. Rich could also provide a reference for our services. G2 provided construction quality assurance testing and special inspections for the project, including earthwork, concrete, masonry, structural steel, and pre-cast concrete inspections.
- **Metropolitan Airport** – The 10-story parking deck was the largest proposed parking deck constructed at the time, in the world, with 10,000 car parking spots, and an approximate footprint of 384,000 square feet. The structure was part of the \$1.2 billion McNamara terminal opened in 2002. The parking deck was supported on an innovative auger-cast pile foundation system. The geotechnical design work was performed for Walsh Construction, who was also the construction manager. The architect/engineer was Rich Associates (Rich Kinnell 248.353.5080). G2 provided constructing engineering services during the installation of the auger-cast pile foundations and evaluated pile load tests. G2 provided quality control observation and testing services during erection and construction of the entire deck superstructure including service roads and access ramps.
- **City of Dearborn Municipal Parking Decks** – The project consisted of two 5-story parking structures, with a footprint of approximately 23,000 square feet in the City of Dearborn. The parking decks were completed in 2004 at a total cost of the parking decks was \$12 million. The construction engineering was performed for Mr. Joe Pica, Burton-Katzman Development Company (248.433.0573), who was also the construction manager. The architect/engineer was Rich Associates (Mr. Terry Elliott). G2 provided construction quality assurance testing and special inspections for the project, including earthwork, concrete, masonry, structural steel, deep foundations, and pre-cast concrete inspections.
- **Garden Theatre Parking Structure** – The project consisted of constructing 6-story parking structure in Detroit, Michigan. G2 was able to recommend shallow foundations to support the parking structure.
- **ITC Headquarters Parking Deck** – The project consisting of constructing a \$60 million dollar ITC headquarters facility in Novi, Michigan, which was completed in Fall 2008. The project consists of constructing a 6-story, 188,000 square foot headquarters with a control center, and an attached three-story parking deck. The construction engineering was performed for Cunningham-Limp (Mr. Larry Wisniewski 248-489-2300). G2 provided earthwork, concrete, masonry, structural steel, and bituminous pavement construction quality assurance testing and special inspection services.

g2consultinggroup.com

Headquarters	1866 Woodslee St	Troy, MI 48083	P 248.680.0400	F 248.680.9745
Ann Arbor	1350 Eisenhower Pl	Ann Arbor, MI 48108	P 734.390.9330	F 734.390.9331
Chicagoland	1186 Heather Dr	Lake Zurich, IL 60047	P 847.353.8740	F 847.353.8742

City of Ann Arbor – Seventh Street Speed Management Study

Ann Arbor, Michigan



At the request of the City of Ann Arbor, OHM Advisors prepared a traffic study that evaluated speed management along the Seventh Street corridor, from Miller Avenue to West Stadium Boulevard.

Residents of Seventh Street have expressed concerns of speeding and neighborhood safety for many years. As a result, many studies had been completed and various techniques were tried in the past, including public engagement campaigns, radar speed signs, speedbumps, and installing pedestrian crosswalks. Resident complaints persisted, and OHM Advisors was ready to assist with fact-driven and flexible options to alleviate the problems.

FACT-DRIVEN FLEXIBLE OPTIONS PROVIDED TO THE CITY AND CONCERNED RESIDENTS

OHM collected raw data using traffic counters and video monitoring. This objective data was compiled into a report later presented to the City, and was used by OHM to make recommendations to the City. In our final report, various alternatives were listed, including changing curb location, horizontal alignment changes, signal considerations, and modern roundabout considerations at the intersection of Seventh Street at Madison Avenue.



COMPLETION
Study
03.2017 - 05.2017

COST
Study
\$23,000

CLIENT INFORMATION
City of Ann Arbor
Nick Hutchinson, PE,
City Engineer
301 E Huron Street
Ann Arbor, MI 48107
734.794.6410

SERVICES PROVIDED
Traffic Study
Traffic Count
Recommendations
Stakeholder Meetings



ANR Pipeline Company – Topographic and Boundary Surveys

Columbus Township & Sumpter Township, MI

OHM Advisors performed full topographic and boundary survey of a three-acre parcel of land located in Columbus Township, St. Clair County, Michigan. OHM Advisors also performed a certificated survey of a four-acre parcel of land located in Sumpter Township, Wayne County, Michigan.

CLIENT INFORMATION

ANR Pipeline Company
717 Texas Avenue
Houston, Texas 77002

City of Bay City – Uptown at River’s Edge Development; Traffic Impact Study

Bay City, Michigan

The City of Bay City desired a traffic impact study to determine future impacts of the Uptown at River’s Edge Development, located along the east bank of the Saginaw River. OHM Advisors was contracted to perform the study and provide modeled conditions of the development’s future usage of the city’s street system. The study limits covered 11 streets.

IMPACT STUDY OF 11 STREETS IN NEW DEVELOPMENT AREA

Existing condition models were created first, using count data collected at intersections, existing signal timings and existing geometry. Future condition models were created by adding an annual growth rate and developing a trip generation rate. Optimization of the network via signal equipment, geometrics and other improvements were also considered for the future models.

OHM Advisors then prepared a report for the City that summarized our current and future modeling, impacts on pavement, other details of our findings and recommendations for improvements.

Included Streets:

- Water Street
- Saginaw Street
- Washington Street
- Madison Avenue
- Lafayette Avenue
- Columbus Avenue
- Ninth Street
- McKinley Avenue
- Seventh Street
- Center Avenue
- Woodside Avenue



COMPLETION
03.2017 - 06.2017

COST
\$46,000

CLIENT INFORMATION
City of Bay City
Rachael Phillips, PE,
Engineering Manager
301 Washington Ave.
Bay City, MI 48708
989.894.8181

SERVICES PROVIDED
Traffic Study
Traffic Counts
Traffic Modeling
Future Condition Modeling
Recommendations



PARKING DESIGN

DETROIT METRO AIRPORT MCNAMARA TERMINAL

Detroit, Michigan

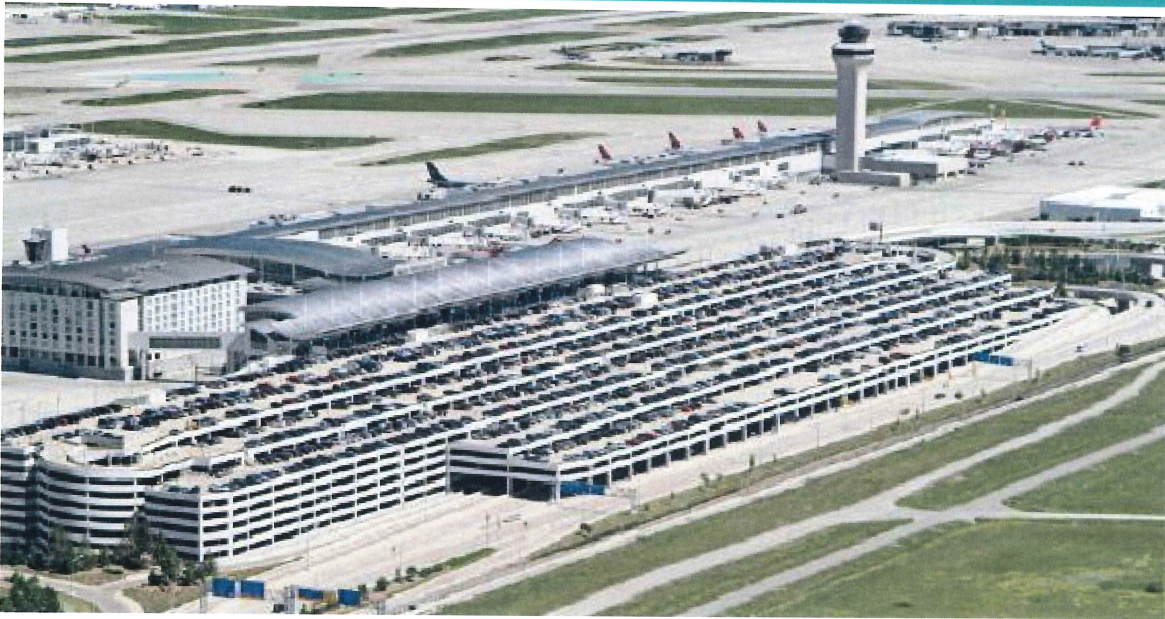
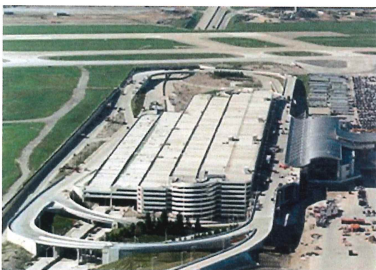


PHOTO CAPTION



FEATURES

- World's largest public parking structure built at one time-11,500 spaces, 10-levels, a third of a mile long with a total area of 3,900,000 SF (89 acres)
Extension of Northwest Airlines' McNamara Terminal
- Travelers can check luggage and access passenger check-in and airline ticketing within the parking facility
- Direct access is provided in the Ground Transportation Lounge via 1,000 foot, four-lane Commercial Vehicle Roadway
- Convenient Pay-on-Foot machines minimize delay
Site limitations required 3 parking levels above the South Access Roadway and 2 levels underground
- Walker's services included Prime Design and Engineer of Record



CONSULTING

MICHIGAN AVENUE MIXED-USE PARKING STRUCTURE

Battle Creek, Michigan



PROJECT DESCRIPTION

- The City of Battle Creek Downtown Development Authority wanted to better understand how a key site in downtown could be developed to include a mixed-use parking structure.
- Key design objectives included:
 - * Providing approximately 700 spaces
 - * Accommodating two stories of residential shell space atop the structure
 - * Providing pedestrian connections to adjacent buildings, and public shell space for the possible use as a public restroom
 - * Providing approximately 20,000 SF of Commercial/Retail space

SOLUTION

- Walker developed and reviewed several conceptual layouts and worked with the DDA to select and further develop the preferred concept.
- The preferred mixed-use conceptual design included commercial/retail, public, residential, and parking spaces.
- Walker developed an opinion of probable cost for constructing the building.

BENEFIT

- The City has a clear understanding of how the site can accommodate a mixed-use structure
- The City has clear understanding of conceptual cost for the mixed-use structure
- City can now engage in discussions with potential developers regarding potential development of the site.



PARKING DESIGN

UNIVERSITY OF MICHIGAN ANN STREET

Ann Arbor, Michigan



FEATURES

- 535 spaces, 6.5 level precast structure on medical campus
- Provides public metered parking and gated staff parking on small site
- Interconnects with existing structure (not shown) for independent or combined operation
- Includes built in snowmelter system
- Walker's services included Prime Design and Engineer of Record



PARKING DESIGN

UNIVERSITY OF MICHIGAN WALL STREET

Ann Arbor, Michigan – Medical Campus



FEATURES

- 732 space, 6-level parking facility servicing the U of M Hospital.
- Strategically placed on the medical campus to alleviate parking shortages.
- Sensitive and responsive design to blend with campus fabric.
- State-of-the-art, high efficiency LED networked lighting control system including timers, photocells and occupancy sensors to limit power use.
- Rain garden planted to collect surface stormwater runoff.
- Plaza with unique cantilevered steel arch roof feature.
- Public walkway within the garage creates a convenient pedestrian link across the site.
- Walker's services included Prime Design and Engineer of Record.



Proposal

CITY OF YPSILANTI DEPOT TOWN PARKING STRUCTURE FEASIBILITY



Submitted: August 9, 2021



RICH & ASSOCIATES

PARKING CONSULTANTS - ARCHITECTS - ENGINEERS
www.richassoc.com



August 9, 2021

Office of the City Clerk
City of Ypsilanti
1 South Huron Street
Ypsilanti, MI. 48197

RE: Depot Town Parking Structure Feasibility Study Proposal (RA#1022p)

Dear City Clerk:

Rich & Associates' experienced team is the right choice as the City's partner for the successful planning, design and engineering of the proposed Depot Town Parking Structure. The completed Proposal Form can be found in Section 1 of this document. Sections 2 thru 5 include references from recent similar clients, descriptions of our experience successfully completing similar studies, resumes of our key personnel, and a detailed scope of work.

Our scope of work and cost proposal addresses the requirements identified in the RFP. We would like to discuss with the City an alternate approach that can greatly reduce the initial costs of this Phase 1 feasibility study. This approach involves completing the parking deck design concepts on each site first to determine which one will be the most efficient and cost effective to build on. Then conduct the surveys, the phase 1 environmental, geotechnical and traffic studies on the most efficient site instead of both sites.

The key personnel that we have assigned to your project represent the best within our firm. Individual members have experience in all aspects of parking planning, architecture, engineering, operations and financing. Rich & Associates is one of the nation's oldest and most experienced parking consulting firms. We will bring to your project 58 years of experience in the study, planning and design of parking and 40 years of experience in the private development, financing and management of parking. The City and Ypsilanti community will benefit from our experience in the completion of over 3,000 parking structures nationwide.

Since 1963, we have focused exclusively on the study, planning and design of parking. Over the past 20 years our firm and our key personnel have successfully designed 55 parking structures across the state of Michigan. Our team has an excellent working relationship with all of the major sub-contractors and suppliers actively engaged in parking garage projects in the state. We also bring to your project experience in the completion of recent similar feasibility studies for several municipalities, including studies for;

<i>City of Plymouth</i>	<i>City of Brighton</i>	<i>City of Traverse City</i>
<i>City of Jackson</i>	<i>City of Northville</i>	<i>City of Dearborn</i>
<i>City of Ann Arbor</i>	<i>City of Rochester</i>	<i>City of Howell</i>
<i>City of Detroit</i>	<i>City of Flint</i>	<i>City of Rockford</i>

The nation's foremost parking consultants, planning & designing great places to park since 1963!

ARCHITECTS • ENGINEERS • PLANNERS ☎ b. 248.353.5080 f. 248.353.3830 💻 richassoc.com

26877 Northwestern Hwy. | Suite 208 | Southfield, MI 48033



RICH & ASSOCIATES
PARKING CONSULTANTS

August 9, 2021
Page 2

Rich & Associates' team of parking professionals will lead this feasibility study effort focusing on the concept development and design of options on each site. We will be retaining Giffels Webster and NTH to perform the additional services highlighted in the RFP. These include boundary and topographic surveys, Phase 1 environmental study, and traffic circulation analysis and geotechnical studies. In regards to the geotechnical studies, our proposal cost is for a total of four (4) soil borings (2 on each site) to a depth of 60 feet.

We are proud of our reputation of providing customized solutions and responsive service to our clients nationwide. Our customized solutions result in attractive, cost-effective parking structures designed with the end user in mind - enhancing user experience, friendliness and efficiency of the operations.

What you will get from our proposal, is a team of experts in all areas of design and engineering that will be immediately effective in achieving and exceeding your project goals. You can be assured that your issues will be carefully and thoroughly investigated so that you can make informed decisions that are in the best interest of your community.

Thank you very much for the opportunity. If you have any questions regarding our proposal or if you need additional information, please contact me at 248.353.5080.

We are prepared to begin immediately.

Sincerely,

RICH & ASSOCIATES, INC.
PARKING CONSULTANTS

David N. Rich
Vice President | Project Development

The nation's foremost parking consultants, planning & designing great places to park since 1963!

Depot Town Parking Structure Feasibility Proposal

City of Ypsilanti, Michigan

August 9, 2021



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5	Key Personnel.....	33

Section 1 – Proposal Form



PROPOSAL FORM

Owner: City of Ypsilanti, a Michigan home rule city
One S. Huron Street
Ypsilanti, MI 48197

Firm Name: **Rich & Associates, Inc.** (herein called "Bidder")

* a corporation organized and existing laws of the State of **Michigan**

* a partnership consisting of _____

* an individual trading as _____

By: David N. Rich

Title: Vice President

Date: August 6, 2021

Pursuant to and in compliance with the Specifications dated 17 JULY 2021 and all Addenda as prepared by the Owner, we the undersigned, propose to furnish all labor, materials, equipment, and all things necessary to perform all the work associated with:

CITY OF YPSILANTI DEPOT TOWN PARKING STRUCTURE FEASIBILITY

The undersigned as bidder declares that he/she has familiarized himself with the location of the proposed work and the conditions under which it must be performed, as well as the drawing and specifications which the undersigned acknowledges that he understands and accepts as adequate.

I. PROPOSAL (BASED BID):

The undersigned agrees to enter into an agreement with the Owner to complete the General Contract for the total price of:

Sixty Four Thousand Dollars (use words)
\$64,000 (use numbers)

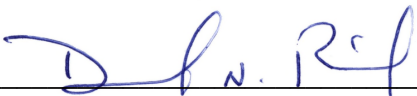
II. COST BREAKDOWN

- a. Boundary & Topological Survey: Fifteen Thousand Dollars (\$15,000)
- b. Geotechnical study: Seventeen Thousand Four Hundred Dollars (\$17,400)
- c. Phase 1 environmental study: Five Thousand Six Hundred Dollars (\$5,600)
- d. Traffic Impact & Circulation Analysis: Eighteen Thousand Dollars (\$18,000)
- e. Conceptual design: Seven Thousand Five Hundred Dollars (\$7,500)
- f. Public Meeting/Presentation of findings: Zero Dollars (\$0)
- g. Other: Five Hundred Dollars (\$500) Reimbursable expenses

III. PROPOSED STARTING DATE: October 25, 2021

IV. ESTIMATED COMPLETION DATE: February 28, 2022

- V. ATTACHMENTS:
- a. Reference list
 - b. Any other information

Signature: 

Name: David N. Rich

Title: Vice President

Section 2 – References

Below our references from recent past clients for whom our team has provided similar services. More detailed descriptions of these and other projects can be found in Section 4 starting on page 10.

City of Plymouth, Michigan

Rich & Associates has served as parking planning consultants to the City of Plymouth and Plymouth DDA since 2003. During this period, we have completed downtown parking demand studies and a study of alternatives to transitioning to a paid public parking system. In 2018/2019 our team completed a parking deck design feasibility analysis for the replacement of the existing Central Parking Deck.

Anthony Bruscato

Director
Plymouth Downtown Development Authority
831 Penniman
Plymouth, MI. 48170
(734) 891-6485
abruscato@ci.plymouth.mi.us

City of Traverse City, Michigan

Since 2008, Rich & Associates has been providing parking consulting design services to the City of Traverse City and the Traverse City DDA. Our work includes the site planning, design and engineering of the award-winning Old Town Parking Garage, the 2011 parking garage feasibility study at the RiverWest development area and the current parking garage feasibility analysis for the Front and Pine Street site.

Jean Derenzy

CEO
Traverse City Downtown Development Authority
303 E. State Street
Traverse City, MI. 49685
(231) 922-2050
jean@downtowntc.com

Nicole VanNess

Transportation Mobility Director
Traverse City Parking Services
303 E. State Street
Traverse City, MI. 49685
(231) 922-0241
nicole@downtowntc.com

City of Rochester, Michigan

In 2014, Rich & Associates was retained by the City of Rochester to lead a team for the site planning, concept studies, design and engineering of two parking decks in downtown Rochester.

Nik Banda

Deputy City Manager and
Economic & Community Development Director
City of Rochester
400 Sixth Street
Rochester, MI. 48307
(248) 733-3700
nbanda@rochestermi.org

City of Royal Oak, Michigan

Rich & Associates has been providing expert parking planning and consulting services to the City of Royal Oak since 1994. Our parking professionals have completed numerous parking demand and economic feasibility studies, site planning and concept design studies, and the design and engineering of 3 downtown parking structures. The most recent parking structure, the 11 Mile Road garage, was completed in 2019.

Timothy Thwing

Director of Community Development

City of Royal Oak

211 South Williams Street

Royal Oak, MI. 48067

(248) 246-3280

timt@romi.gov

City of Brighton, Michigan

Rich & Associates has been providing parking consulting and planning services to the City of Brighton Downtown Development Authority since 2008. During this time, we have completed 3 parking demand studies and a study of implementing a paid public parking system. In 2017, Rich & Associates worked on a parking structure feasibility study of a number of downtown sites.

Nate Geinzer

City Manager

City of Brighton

200 N. First Street

Brighton, MI. 48116

(810) 225-8022

geinzern@brightoncity.org

Section 3 – Scope of Work

The following is our work plan based on our review of the RFP, our understanding of the City's goals and our team's experience conducting similar studies. The design feasibility effort may be the most critical phase in the design process. It is during this phase that key programming issues are discussed and decisions made that will affect the ultimate success of the project. Working with the City and key stakeholders, identifying their concerns and ideas is critical to the process. The efforts and results of this phase will create a critical path for the successful implementation of the project.

Task 1 – Project Meetings

Our team will meet with the key City staff throughout the Phase 1 Feasibility Study. The initial meeting will be a project Kick-Off meeting. During the kick-off meeting we will review with the City the following;

- our approach,
- schedule of activities,
- key milestones,
- confirmation of deliverables,
- reporting procedures.

We will also discuss specific issues relative to each site including site limitations and restrictions, master plan issues, design guidelines, mixed-use opportunities, connectivity to adjacent uses and the downtown, and sustainable design goals.



Task 2 – Data Collection

We will collect any existing data on each site that the City may possess, including, but not limited to, past surveys, past geotechnical and/or environmental studies, site conditions, existing utilities, any existing structures, zoning classification, etc. During this task our team will also complete the boundary and topographical surveys, conduct a traffic impact and circulation analysis and Phase 1 environmental study of each site.

Task 3 – Preliminary Program

We develop review with the City and select stakeholders a preliminary program for the proposed parking facility. This preliminary program will serve as a basis for analyzing the feasibility of each site. The preliminary program may include an analysis of the following:

- downtown development strategies, plans and/or design guidelines,
- projected parking needs and relate to size of each proposed facility,
- user requirements (long-term vs short term needs, reserved spaces, shared-use, special event, etc),
- requirements/opportunities for potential mixed-use space,
- multi-modal opportunities,
- potential for future air-rights development,

- community amenities such as access to micro-mobility options, bike parking, public restrooms, EV charging, wifi, community space, etc.,
- sustainable design approaches and goals,
- timing and phasing options (future expandability),
- pedestrian flows, vehicle traffic issues and connectivity,
- delivery access, trash removal access, snow removal,
- code requirements for height limitations, setbacks, layout, etc.,
- lighting, noise, safety and security, and parking operations,
- effects of construction on the surrounding area, and
- temporary parking during construction if site is an existing parking lot.

Task 4 – Evaluation Criteria

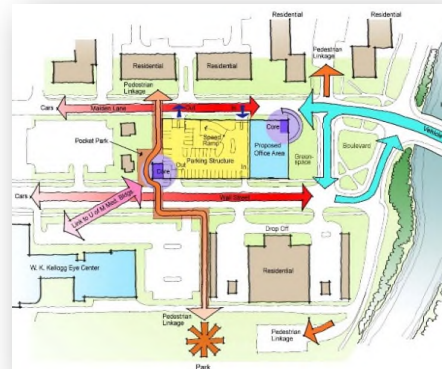
The next step is the creation of evaluation criteria in which to evaluate each site. With input from the City and stakeholders, we will establish criteria for evaluating each site. Example of the evaluation criteria include:

- efficiency (square foot per car space ratio),
- net added spaces,
- proximity and access to demand generators,
- site conditions (existence of utilities to be relocated, demolition of existing structures, etc.),
- constructability (site constraints),
- capacity yield (can site accommodate the projected parking spaces needed within site constraints), and
- relative costs.

Task 5 – Site Analysis

The next step involves a detailed analysis of each site.

- evaluate dimensions of each site,
- evaluate existing traffic flow and patterns to and from each site,
- study pedestrian flows, bicycle access and open spaces around each site,
- study vehicular access from the surrounding streets to each site and potential entry and exit locations in a parking garage taking into consideration pedestrian flows to adjacent destinations and area businesses,
- overview of site conditions,
- visual analysis/site inspection, and
- considered code and other regulatory issues including local, regional, state and federal, FEMA floodplain, wetland, railroad permitting, etc.



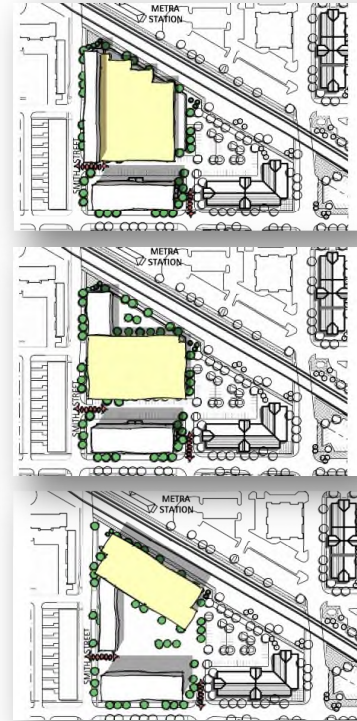
Task 6 - Concept Development

Following the initial programming session and site analysis our team will develop planning level concept plans on each site. This concept planning effort will determine the viability of each site to accommodate a structured parking facility, the efficiency of the concept plan and a baseline estimate of construction costs.

During this task we will study;

- alternative footprints and structural grid,
- different ramp types and placement,
- layout including stall dimensions and angle,
- site traffic flow and circulation,
- internal traffic flow and circulation,
- phasing and construction staging alternatives,
- integration of mixed-use space, and multi-modal opportunities
- alternatives for connections to adjacent developments and existing buildings,
- scale and massing,
- location of vertical transportation cores, and
- pedestrian flow at grade to adjacent businesses.

The concept plans on each site will consist of a pre-schematic level floor plans, including a ground level, typical level and roof level plan, along with a simple isometric to illustrate height and circulation.



Task 7 –Concept Review

During this process the preliminary concepts will be presented to the City and stakeholders for review. As a team we will evaluate each site and concept using the evaluation criteria established in Task 4.

Task 8 – Concept Refinement

The highest ranked schemes will be further refined based on input from the City and stakeholders. We will further analyze each of the highest ranked scheme. We will develop more detailed parking layouts, including floor plans and isometrics

Task 9 – Geotechnical Study

At this point a geotechnical study will be completed on each site based on the highest rank schemes on each site. The study will consist of two (2) soil borings on each site to identify baseline condition to estimate building foundation type for each site.

Task 10 –Cost Analysis

Based on the concept plans we will develop a planning level cost estimate of each site and scheme. The initial planning level estimate of costs will be on a per square foot basis. The estimates will include costs associated with design and construction.

Task 11 – Financing Options

Based on the concept plans and cost estimates, financing options will be reviewed and discussed. The financing options will consider not only the capital costs but also the on-going operational and maintenance costs.

The funding strategies will consider the existing revenue stream from existing parking operations (including the possibility of fine revenues) and existing expenses from the operations. We will consider possibilities for funding such as increasing or adjusting parking rates, funding from stakeholders such as assessments and then possible grants or low interest loans. We will review traditional funding mechanisms such as bond financing and public / private partnerships.

Another strategy to be considered will be the timing of recommendations and the possibility of setting up a reserve fund from new or increased revenues that would be set aside for planned future projects/improvements.

Task 7 – Final Report

Based on the above we will prepare a final report to the City. The final report will include the following

- a recap of meetings with City staff,
- a preliminary program that was mutually prepared by the consultant team and City,
- review of alternative parking concepts prepared,
- assessment of cost impacts of designing to support future expansion or addition of mixed use in the facility,
- team's evaluation of each concept,
- the preferred scheme to include parking level floor plans,
- review of construction costs and financing options, and
- final recommendations.

The final report will include a narrative and graphic description of each site, the preliminary program, concept plans, evaluation criteria, and cost estimates. The concept plans on each site will consist of pre-schematic level floor plans, including a ground level, typical level and roof level plan, along with a simple isometric to illustrate height and circulation. In addition to the above, the report will include exterior images of similar size parking garages representing a range of architectural façade options.

Section 4 – Firm Qualifications

Rich & Associates, Inc.

The Nation's Foremost Parking Consultants

Founded in 1963, Rich & Associates' industry-leading role as planners, designers, developers and operators comes from our focused expertise in the ever-changing field of parking and mobility. In keeping with our founding principles, we provide an innovative approach to all aspects of parking. Working as a cohesive team, while partnering with our clients, we deliver quality services and successful customized solutions that meet the unique needs of each parking project.

Over the past 20 years
Rich & Associates has
designed 55 parking
structures throughout
the state of Michigan.

Having been involved in the design of more than 3,000 parking garages worldwide, we are successfully able to balance function and form. We know how essential the fundamental principles of good parking design are to the experience people will have to your downtown, mixed-use development or campus. Thus, we focus on proper traffic flow and circulation, providing sufficient means of ingress & egress, and specifying sufficient signage and lighting to create a pleasant, safe environment.

The fast pace evolution of mobility is changing the way we plan and program parking. Parking systems designed to meet today's demands may not serve the same needs in the future. Next Use programming is how we begin the planning process of every parking project. Understanding our client's long-term goals and needs, asking questions about the future and how it may impact parking, and contemplating what next. Opportunities studied during the process include future convertibility to other uses, layouts and striping plans that be easily modified to accommodate smaller stalls sizes, as well as connectivity and electrical vehicle charging infrastructure.

Rich & Associates counsels our clients on making the right decisions to meet the current needs and potential future conditions. Our planning and design consultants understand proper approaches and the cost / benefits of designing a system for future convertibility.

Rich & Associates' staff are exceptionally qualified to provide the following parking related services:

- *Parking supply and demand studies*
- *Economic feasibility studies (pro forma analysis)*
- *Site analysis and conceptual design studies*
- *Traffic flow/functional design*
- *Architectural and structural engineering design*
- *Parking access and revenue control systems*
- *Parking management and operations consulting*
- *Private development and management of parking garages*

Parking Garage Design Feasibility Analysis PROPOSAL

City of Ypsilanti, Michigan

Section 4 - Firm Qualifications

Rich & Associates has been involved in the design and engineering of more than 3,000 parking projects throughout the country since 1963. The following list represents current projects and projects completed over the past 20 years.

Project Name	Location	Capacity
City of Royal Oak 2nd & Center Street Garage	Royal Oak, MI	550
Corktown Godfrey Hotel Parking Garage	Detroit, MI	400
Ford Motor Company Bagley Mobility Parking Hub	Detroit, MI	1,300
Hyatt Place Hotel Parking Garage	Troy, MI	354
City of Huntsville City Hall Garage	Huntsville, AL	494
Lansing Community College Gannon Parking Garage	Lansing, MI	1,300
City of Rochester East Parking Deck	Rochester, MI	260
Bedrock Assembly Parking Garage	Detroit, MI	450
500 Pearl Street Mixed-Use Development	Buffalo, NY	400
Virginia Tech University Innovation Campus Garage	Alexandria, VA	475
KLA R&D Center Parking Garage	Ann Arbor, MI	465
Baptist Health Parking Garage	Plantation, FL	420
University of Virginia Student Health Center Garage	Charlottesville, VA	140
Olympia Development D Garage	Detroit, MI	950
City of Huntsville Monroe Street Garage	Huntsville, AL	400
City of Rochester West Parking Deck	Rochester, MI	300
Olympia Development Little Caesars Arena Parking Garage	Detroit, MI	1,200
Bedrock Realty Z Garage	Detroit, MI	1,282
Michigan State University GRIP Center Parking Garage	Grand Rapids, MI	600
City of Ames Intermodal Transit Garage	Ames, IA	386
City of Des Moines East Village Garage	Des Moines, IA	450
Vista Uptown Garage	Brighton, MI	220
Delaware North Office Tower and Parking Garage	Buffalo, NY	593
Michigan State University Spartan Village Garage	East Lansing, MI	880
General Motors Design Center Garage	Warren, MI	1,125
General Motors VEC Tower Center Garage	Warren, MI	2,428
City of Royal Oak 11 Mile Road Parking Garage	Royal Oak, MI	580
Beaumont Health Farmington Hills Hospital Garage	Farmington Hills, MI	600
Olympia Development Henry Street West Garage	Detroit, MI	520
Drury Hotel Parking Garage	Coralville, IA	200
City of Detroit Book Cadillac Hotel Parking Garage	Detroit, MI	520
Henry Ford Health Brigitte Harris Cancer Center Garage	Detroit, MI	700
City of Huntsville Green Street Garage	Huntsville, AL	490
JFK International Jet Blue Terminal Garage	New York, NY	1,600
Macomb County Government Center Garage	Mt. Clemens, MI	600
University of Virginia – Arena Garage	Charlottesville, VA	800
Olympia Development Temple West Garage	Detroit, MI	730
Dolphin Mall Garage	Miami, FL	1,282
Beaumont Hospital Grosse Pointe Campus Garage	Grosse Pointe, MI	405
City of Traverse City West Front Parking Garage	Traverse City, MI	450
Sparrow Hospital Garage	Lansing, MI	1,200
South of Mack Parking Garage	Detroit, MI	590
City of Orlando Courthouse Garage	Orlando, FL	750
Beaumont Hospital West Garage Phase 1& 2	Royal Oak, MI	2,032
Ford Motor Company Parking Deck 300	Dearborn, MI	2,180
12800 Corporate Hill Garage	St. Louis, MO	602
Ford Motor Company Parking Deck 400	Dearborn, MI	1,759
City of Warren City Hall Garage	Warren, MI	500

Parking Garage Design Feasibility Analysis PROPOSAL

City of Ypsilanti, Michigan

Section 4 - Firm Qualifications

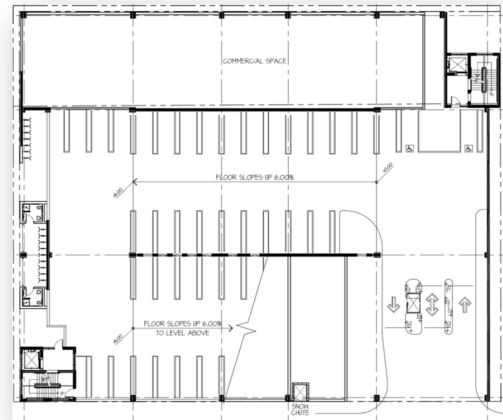
Project Name	Location	Capacity
Massport Logan Express Parking Garage	Framingham, MA	1,100
DMC/Vanguard Health Cardio Vascular Center Garage	Detroit, MI	1,700
City of Dubuque Intermodal Transit Center Garage	Dubuque, IA	300
Beaumont Health Services Admin Center Parking Garage	Southfield, MI	600
City of Huntsville Lincoln Holmes Garage	Huntsville, AL	490
Portland International Jetport Garage Phase I	Portland, ME.	1,500
Firelands Regional Medical Center Garage	Sandusky, OH	583
City of Dearborn Wagner Place Parking Garage	Dearborn, MI	373
General Motors Northeast Quad Garage	Warren, MI	759
Ford Field Parking Garage	Detroit, MI	1,200
City of Billings Empire Street Garage	Billings, MT	550
Huntsville Hospital Garage 3	Huntsville, AL.	602
Midtown Parking Garage, Ellis Parking	Grand Rapids, MI	620
Beaumont Hospital South Deck Expansion	Royal Oak, MI.	1,393
Raffles City Chongqing-Chaotianmen Underground Garage	China	4,200
MGM City Center Block C Garage	Las Vegas, NV	2,000
MGM Grand Detroit Permanent Casino Garage	Detroit, MI	5,233
Bradley University Main Street Garage	Peoria, IL	622
City of Coralville Intermodal Transit Center Garage	Coralville, IA	425
City of Orlando Jefferson Street Parking Garage	Orlando, FL	1,046
City of Dearborn Jacobson Block Garage East	Dearborn, MI.	330
Rollins College SunTrust Plaza Garage	Winter Park, FL.	825
Port Everglades Terminal 4 Parking Garage	Fort Lauderdale, FL	2,000
Lafayette West Parking Garage	Detroit, MI	200
Sugar Hill District Parking Garage	Detroit, MI	170
Moscow International Business Center & Parking Garage	Moscow, Russia	3,500
Greektown Casino Valet Garage	Detroit, MI	900
General Motors Vehicle Engineering Ctr Garage	Warren, MI.	3,200
General Motors Global Portfolio Garage	Warren, MI.	1,200
Washtenaw Community College Parking Garage	Ann Arbor, MI	529
Greektown Casino Hotel Garage	Detroit, MI	2,800
City of Dearborn Jacobson Block Garage West	Dearborn, MI.	330
Compuware Corporation Headquarters Garage	Detroit, MI.	2,200
Benedictine University Garage	Lisle, IL	500
West Virginia University Multi-Modal Transit Garage	Morgantown, WV	500
City of Coralville Iowa River Landing MOB Garage	Coralville, IA	770
Erato Street Terminal Parking Garage	New Orleans, LA	1,020
City of Jackson Cooper Street Garage	Jackson, Michigan	480
City of Jackson Francis Street Garage	Jackson, Michigan	420
City of Traverse City Old Town Deck	Traverse City, MI	525
Motor City Casino Hotel Garage	Detroit, MI	925
College for Creative Studies Argonaut Garage	Detroit, MI	483
Jesse Brown Veterans Administration Hospital Garage	Chicago, IL	1,587
University of Alabama Multi-Modal Transit Garage	Huntsville, AL	630
Lester B. Pearson International Airport	Toronto, Ont	12,350
City of Grosse Pointe Kercheval Place Garage	Grosse Pointe, MI	241
Garden Theatre Garage	Detroit, MI	330
Northwest Airlines Midfield Terminal Garage	Romulus, MI	11,500
City of Coralville North Ramp	Coralville, IA	655
City of Coralville Town Center Garage	Coralville, IA	354
City of Iowa City Iowa Avenue Garage	Iowa City, IA.	566
Michigan Opera Theatre Garage	Detroit, MI.	770
General Motors Corporation River East Garage	Detroit, MI.	2,100
The Ellington Garage	Detroit, MI.	950
Allegiance Health Hospital Garage	Jackson, MI.	304

City of Traverse City, Michigan

West Front Parking Garage Study

In 2018, Rich & Associates was retained by the City to prepare a parking garage feasibility study on a downtown site located at West Front and Pine Streets. Continued growth of this area downtown, along with proposed new developments, prompted the City to take proactive steps to plan for the near-term growth in parking demand in this area of downtown.

The goal of the parking garage study was to develop options that provided between 400 and 450 spaces, community amenities including public restrooms and a bicycle center, and could accommodate a 40-foot wide privately developed mixed-use liner residential building along Front Street.



Rich & Associates studied the site and prepared eight concept plans for the proposed mixed-use garage. In addition, rendered elevations were developed along with detailed cost estimates. Rich & Associates completed the schematic design study in 2019 and continues to consult with the City as development plans around the site have evolved, requiring modifications to the garage plans.



City of Traverse City, Michigan

RiverWest Parking Garage Study

In 2011 the City of Traverse City hired Rich & Associates to complete a site analysis, conceptual design study and cost modeling for a proposed 300 to 500 space parking garage. The City is investigating the potential development of the proposed parking garage to serve the parking needs of this section of the downtown as well as to support the needs of a proposed mixed-use development adjacent to the site.

As part of the study we prepared several design alternatives and reviewed them with the City. Once a solution was scored and ranked, we prepared architectural renderings for presentation purposes to the DDA Board and City Commission. The cost models developed took into consideration some cost sharing between the City and the adjacent developer due to the close proximity of the proposed garage to the mixed-use development.



City of Plymouth, Michigan

Central Parking Garage Replacement Study

Rich & Associates has served as parking planning consultants to the City of Plymouth and the Plymouth DDA since 2003.

2003 & 2004 - Rich & Associates was hired by the Plymouth Downtown Development Authority to complete a downtown parking management and strategy study. Phase 1 of the study involved the assessment of current parking conditions. Phase 2 provided projections of future parking needs. Phase 3 included the feasibility of both capital and operational parking improvements in the downtown central business district.

2007 – Rich & Associates was retained by the City to analyze the design and economic feasibility of a new downtown parking deck. The alternatives studied included;

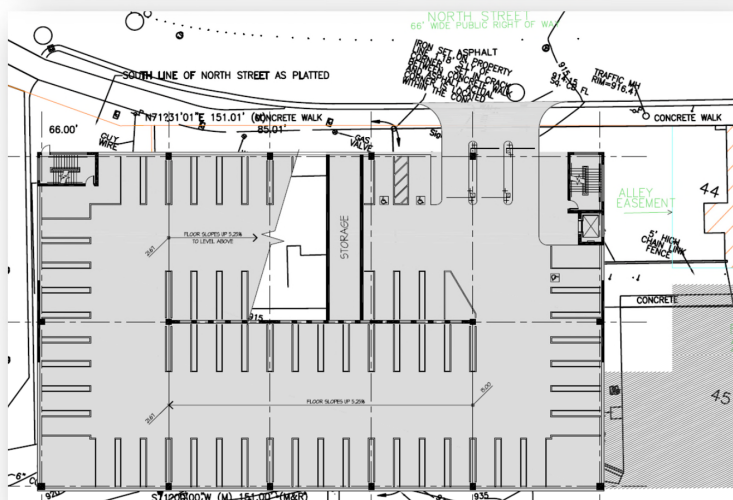
- Repair and expand existing downtown Central Parking Deck
- Demolish and replace existing downtown Central Parking Deck
- Build a new parking deck adjacent to the downtown library

2017 – As the economic growth continued in the downtown, the City retained Rich & Associates to study alternatives to transitioning from a free public parking system to a paid parking system. Our work included benchmarking other similar communities, meeting with several public officials and private stakeholders, defining the goals and objectives of paid parking, as well as best practices.

2018 – Rich & Associates consulted with the City and DDA on a parking deck feasibility analysis and approaches to funding the much needed replacement to the existing downtown Central Parking Deck. The scope of work included concept design and cost estimates for the replacement garage project.



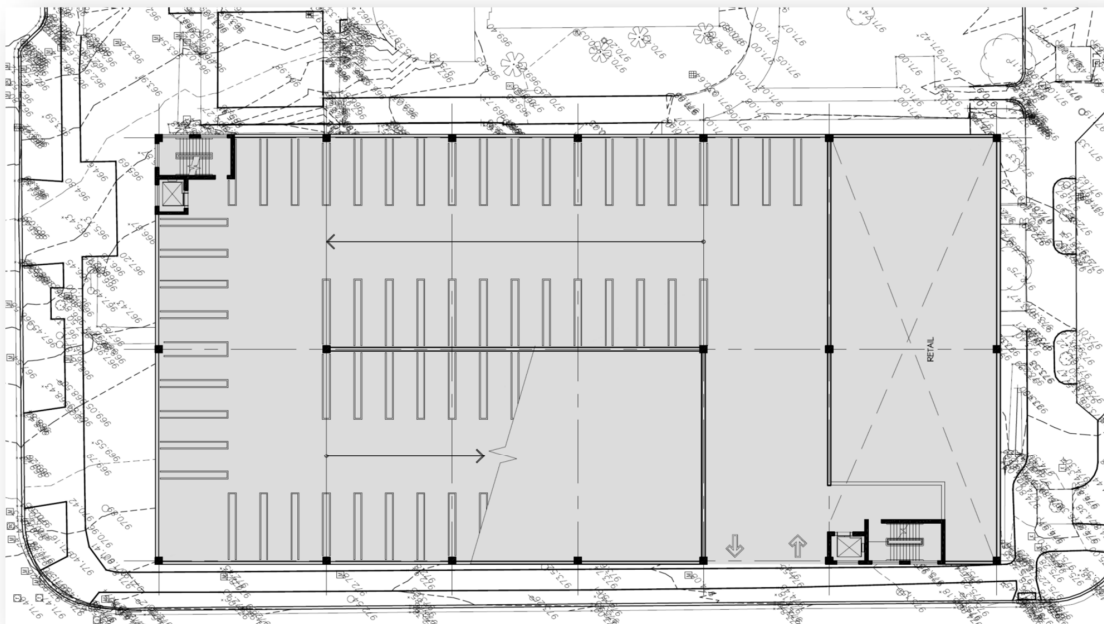
The downtown sloping site proved a challenge with limited site dimensions and close proximity to adjacent buildings. Our team was able to develop an economical solution that provides up to 275 parking spaces and a connection to the existing building. Rich & Associates reviewed the site constraints, developed a preliminary program, studied alternative concepts and prepared construction cost estimates.



City of Jackson, Michigan

Parking Garage Feasibility Study

In order to support increased development downtown, the City of Jackson retained Rich & Associates to prepare a parking garage design feasibility study. Rich & Associates prepared concept plans for the proposed multi-level above grade 500 space parking garage at corner of Michigan Avenue and Blackstone Street. The concept plan included provisions to accommodate ground level retail space. In addition to the concept plans, Rich & Associates prepared an estimate of construction costs.



City of Flint, Michigan

Parking Garage Feasibility Study

The City of Flint has seen an economic development recovery over the past several years. To support the continued growth, the City retained Rich & Associates to prepare a feasibility study for a proposed mixed-use parking garage. The site of the proposed garage is a large downtown surface parking lot. The goal of the study was to develop an economical parking garage plan that could accommodate ground level retail space, a pedestrian connection to the University of Michigan Flint campus, a downtown public space and mixed-use development.

The proposed plan developed by Rich & Associates provided 500 parking spaces in 4 levels and up to 17,000 square feet of ground level retail spaces. Rich & Associates prepared the garage concept plans, architectural rendering of the site and estimate of construction cost.

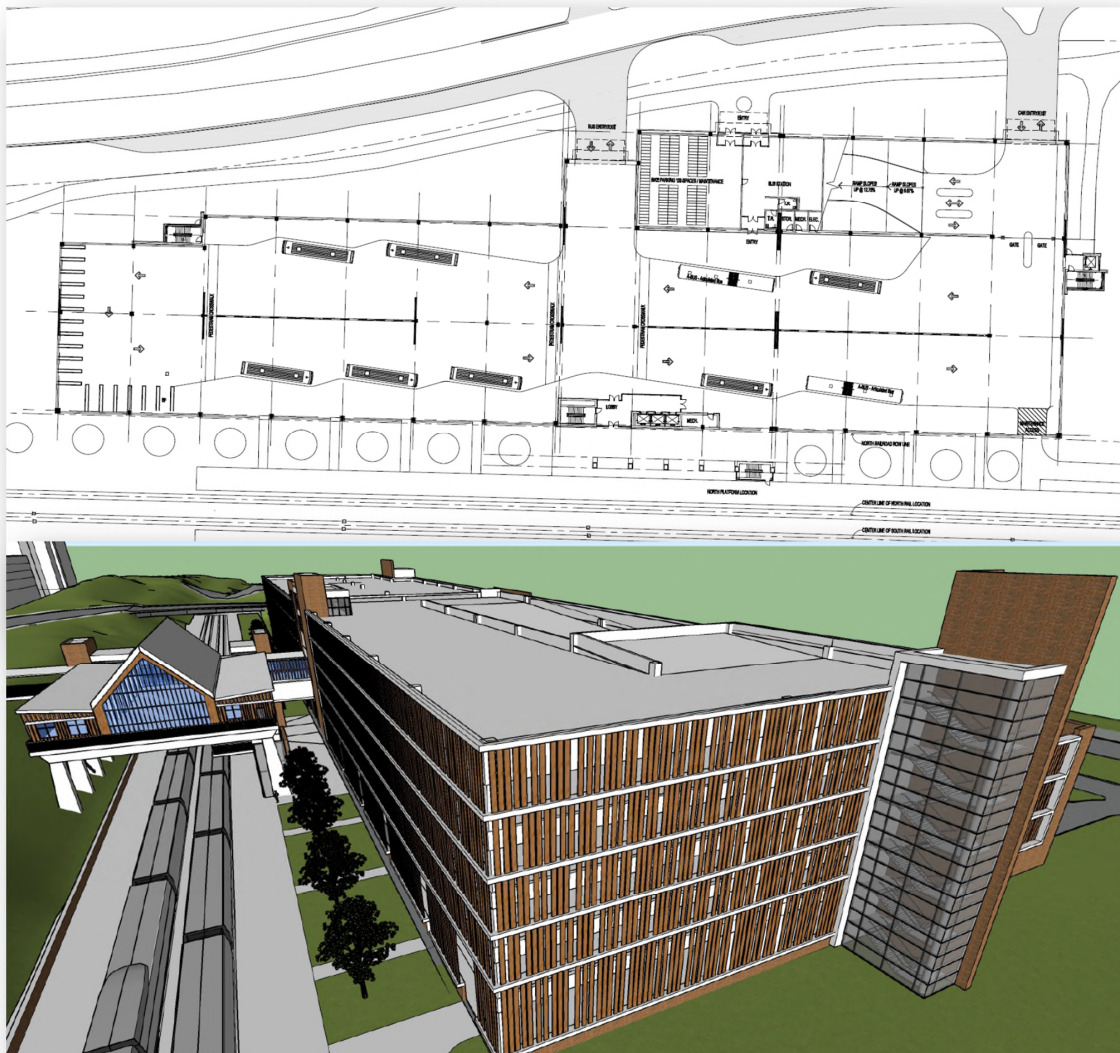


City of Ann Arbor, Michigan

Ann Arbor Station and Multi-Modal Parking Garage Study

The City of Ann Arbor has been studying the feasibility of developing a new train station. In 2017 they retained a multi-disciplined design and engineering team to study 4 potential sites for the new station and a parking garage. Rich & Associates, as part of the team, prepared several concept plans and cost estimates for a proposed mixed-use multi-modal transit parking garage.

The proposed multi-modal garage plan prepared by the team includes parking for 1,300 spaces, a bus station and staging for 9 buses, a bicycle center with provision for 130 bike parking spaces and bike maintenance area, an elevated train station and rail passenger platforms.



MAGS Lot Parking Garage

Rich & Associates has been providing parking consulting services to the City of Northville since 1987 when the firm was initially hired by the City to design a 400+ public parking garage. The facility was to be constructed to address parking problems in the central business district and accommodate the construction of a multi-million dollar commercial/ residential complex in the downtown area. The proposed parking garage was relocated and redesigned three distinct times.



Wing Street Parking Garage Study

In 2004 the City retained Rich & Associates to provide parking consulting, architectural and engineering design for a new downtown Northville parking garage. The project was proposed by the City in support of area developments that would add more parking demand to this historic downtown. Rich & Associates worked closely with the community and the historic commission on the architectural façade design to insure that the garage was in keeping with the historic structures surrounding the site. We also worked closely with the City administration and the Downtown Development Authority presenting the plans to the community for final approval. In 2005 the project was put on hold.



City of Rochester, Michigan

East & West Parking Platforms

In 2014, Rich & Associates was commissioned by the City to lead a team in the design and engineering of two downtown parking garages (Platforms). The projects are being built on an accelerated timetable in an effort to have the additional parking spaces in place by the 2015 holiday shopping season. Each garage provides parking to businesses on both sides of Main Street and are designed to complement surrounding buildings.

The East Parking Platform completed in June 2015, provides parking for 233 vehicles and is grade plus one level. This garage was designed to support community events on the roof level. Because the garage is partially below grade, the design incorporated a light well to provide natural light and ventilation.

The West Parking Platform (*pictured below*) provides parking for 297 vehicles and is grade plus two levels. There are pedestrian paths on the north and south side of the deck and the adjacent alley is getting a facelift to provide a more inviting path to the businesses along Main Street.



City of Warren, Michigan

Civic Center Parking Garage

The new landmark Civic Center lines the east edge of a new city square park consisting of formal green space, a fountain/skating rink and a pavilion building. The modern glass and brick design recalls the City's roots as an important industrial and research and development town whose great icon was the GM Tech Center. The new building, which features a 7-story clock tower, creates a powerful visual "bookend" to the Vehicle Engineering Center, the tallest building on the GM Tech Center campus.

A new 710 car parking garage abuts the City Hall/Library and is located to also serve the neighboring police and court buildings and future mixed-use developments. The scale and mass were designed to maximize the level of user service, to minimize the use of valuable land, and to be recessive to the City Hall/Library building and future development.



City of Dearborn, Michigan

Wagner Place Parking Garage

As part of a public / private partnership with Ford Land Development and the City of Dearborn, the City hired Rich & Associates to design and engineer this 450-space parking garage. The Wagner Place garage was built to support Wagner Place, a mixed-use development by Ford Land for Ford Motor Company. The parking garage features a façade complimentary of the Wagner Place buildings and is designed for future horizontal expansion. The Wagner Place Garage is the third garage designed and engineered by Rich & Associates for the City of Dearborn over the past 20 years.



City of Royal Oak, Michigan

Second & Center Street Parking Garage

Rich & Associates recently lead a design team in the study, planning and design of the Second & Center Street Parking Garage in downtown Royal Oak. Recently completed, this new multi-story public parking garage provides 550 new parking spaces and features 5,000 square feet of ground level retail space.

The garage was constructed immediately adjacent to the City's existing Center Street Parking Garage. This new garage was designed and engineered with horizontal expansion capabilities to replace the eventual demolition of the existing Center Street Garage. This future horizontal expansion is programmed to incorporate 20,000 square feet of additional retail space on the ground level.

Rich & Associates provided parking consulting, architectural and structural engineering design service on this project. The firm has been providing expert parking planning and design services to the City of Royal Oak since 1994 including the design of the award winning 5th & Lafayette Parking Garage.



City of Royal Oak, Michigan

11 Mile Road Parking Garage

Rich & Associates lead a design team for the planning and design of the 11 Mile Road Parking Garage for the City of Royal Oak. Completed in 2019, the 11 Mile Road Parking Garage is part of a new municipal center redevelopment that includes a new City Hall, Police Station, public park and a 110,000 square foot privately developed office building. The parking garage provides 581 parking spaces and is the third garage designed and engineered by Rich & Associates for the City of Royal Oak over the past 20 years.



Macomb County, Mt. Clemens, Michigan

County Administration Center Parking Garage

In association with a local design architect, Rich & Associates is providing parking consulting functional design, architectural and structural engineering design of a new 519 car parking garage. This grade plus two supported level parking garage serves county employees and visitors to the Macomb County Administration Building.

A pedestrian bridge from each of the two supported levels of the garage will allow direct access to the County Building. Parking access and revenue control will consist of monthly card access and daily tickets.



City of Royal Oak (DDA), Michigan

Fifth and Lafayette Parking Garage

Rich & Associates has been providing expert parking planning and consulting services to the City of Royal Oak since 1994 including the design of a new downtown parking garage.

This 488 space parking garage provides monthly and transient spaces in the downtown. The site of the parking garage, across the street from a residential neighborhood, posed several design challenges. During the preliminary designs, several community meetings and public design workshops were held to identify the needs and concerns of the residents, and reach a consensus on an approved design plan.

Several concerns were expressed by the community including security, pollution and noise. Several design features were incorporated into the building to relieve their concerns including a landscaped park, extensive streetscape improvements, and metal grillwork over the openings reduce light pollution into the neighborhood.



City of Jackson, Michigan

Cooper Street Parking Garage

Francis Street Parking Garage

In 1998 Rich & Associates completed a downtown parking demand and economic feasibility study for the City of Jackson. One issue of particular importance to the City was providing more convenient parking downtown to retain the areas larger employers. At the time of the study Consumers Energy Corporation was studying several sites to relocate their regional offices, and one site was in the heart of downtown Jackson.

Rich & Associates assisted the City in developing a long-term parking plan that addressed Consumer Energy's parking needs if they located their new office building in the downtown. Shortly following the study, Consumers announced downtown Jackson as their location for a new headquarters.

Subsequent to this, the City selected Rich & Associates to head a multi-disciplined team to design two new downtown parking garages. Completed in 2003 these two new garages provide a total of 1,000 new spaces in downtown Jackson to support the parking needs of Consumers Energy Headquarters and the general public.



City of Grosse Pointe, Michigan

Kercheval Place Parking Garage

In January 2007 Rich & Associates was retained by the City of Grosse Pointe to provide parking consulting, design and engineering services for a 243 space two supported level parking garage in the downtown.

The purpose of the parking garage is to support the redevelopment of a vacated Jacobsons Department Store building. The existing garage behind the building was in a severe state of disrepair. Rich & Associates was hired to study alternative means of replacing the existing garage while accommodating the needs of the Whole Foods Market that was moving in the old Jacobsons building. The other challenge was to design the parking garage to minimize any impact on the adjacent residential neighborhood.

Coordinating with City officials and attending many community / public input meetings, the resulting design maximized the City's investment, met the needs of the commercial business that make up the redevelopment, and met the satisfaction of the adjacent home owners.



City of Traverse City, Michigan

Old Town Parking Garage

Rich & Associates lead the design team of local consultants in the design and engineering of a new 522 space parking garage in downtown Traverse City, Michigan. The Old Town Parking Garage provides much needed general parking to this area of the City as well as monthly spaces to support the expansion of a local insurance company.

The Old Town Parking Garage features several sustainable design elements and is LEED Silver Certified. These features include.

- Green roof over a portion of the roof level parking and atop the stair/elevator towers,
- 6 spaces equipped with charging stations for electrical hybrid vehicles,
- Solar panels to generate electrical power,
- Snow melt systems,
- Bicycle storage in two areas, and
- Public washrooms.

The parking garage is set back from the two main streets at both ends to accommodate future development of low rise commercial or residential development. The parking garage towers are designed to connect into these two buildings.



City of Ann Arbor, Michigan

Fourth & Washington Parking Garage

Rich & Associates, Inc. lead a multi-disciplined team in the design and engineering of the Fourth and Washington Street Parking Garage completed for the City of Ann Arbor, Michigan.

The site previously housed a 30 year old parking garage that was condemned due to structural failures. This new garage features an articulated facade of brick and precast elements and provides parking for monthly and transient parkers. Ann Arbor is considered somewhat of a “melting pot” so in order to accommodate many nationalities signage featured in the elevator lobbies reads in a number of languages.

Due to its prominent location in the downtown, intensive public meetings and design workshops were held in Ann Arbor to build consensus on the design of the overall building and streetscape improvements. Rich & Associates provided architecture (in association with a local architect), parking consulting and structural engineering design services.



The garage was designed to incorporate Public Art at the street level.

- *Precast Concrete Institute – Special Recognition for Outstanding Use of Precast*
- *International Parking Institute - Award for Parking Design and Program Innovation*

Washtenaw Community College, Ann Arbor, Michigan

Campus Green Parking Garage

Recognizing the problems and potential adverse impact that the lack of parking will have on admissions, the College hired Rich & Associates to provide planning and design services for the College's first parking garage. Working closely with the College staff our team studied several sites. The most highly rated site is immediately adjacent to the Campus Green, an outdoor area for the campus population to gather and relax. This site was chosen over others because it is a green site and no existing parking spaces will be displaced during construction if sited on an existing surface parking lot. In order to maximize the site the remainder of the lot was reconfigured to incorporate 56 surface parking spaces and an underground storm water retention system. A new road was built providing access to the parking garage and completing a ring road for intercampus traffic.

Completed in 2013, this 4 level 650 space parking garage features:

- Green roof over the stair/elevator tower and the campus security office space.
- L.E.D. Lighting
- Six Charging stations that serve 18 spaces for hybrid/electric cars
- An 2,300 sf office space for campus safety and security services
- A pedestrian bridge connection from the second level of the garage to the Liberal Arts and Sciences Building.



Olympia Development (The District Detroit)

'D' Garage

Detroit, Michigan

Rich & Associates led a multi-disciplined design team on the design of the "D" Garage. As part of The District Detroit development, the "D" is a 1,000-space mixed-use parking garage designed to support event parking at Comerica Park, Ford Field and the new Little Caesars Arena, as well as daily parking to support the mixed-use district. The ground level is designed to support "pop-up" retail opportunities along the south side plaza area facing Comerica Park.

The District Detroit is a large sports and entertainment development in downtown Detroit. The 50+ block mixed-use development is anchored by the new Little Caesars Arena (LCA), the new home of the Detroit Red Wings and Detroit Pistons. The LCA will be surrounded by an exciting mix of retail, restaurant, office and residential uses creating a walkable destination for people to live, work and play.

Working closely with Olympia Development of Michigan, Rich & Associates served as prime design firm providing parking consulting, architectural and structural engineering design services. Rich & Associates designed and engineered 3 parking garages as part of Olympia Development's "District Detroit" Development Plan.



Bedrock Realty 'Z' Parking Deck

Detroit, Michigan

Rich & Associates provided parking consulting functional design and structural engineering design services to the lead architect for a new 1,282 space ten story parking garage in downtown Detroit's Central Business District. The new parking garage includes 33,000 square feet of ground floor retail space. The parking garage was developed to alleviate the area's parking shortage in and around downtown Detroit's Central Business District and to bring more retail and dining options to the area.

The site for the parking garage was two existing surface parking lots adjacent to existing historic buildings. The surface lots were separated by a public alley. A creative solution was needed to achieve the developer's goals of maximizing capacity and ground floor retail space while maintaining an efficient traffic flow and respecting the adjacent historic buildings. The solution developed by the team created two separate two module parking garages connected by a 60-foot-wide section over the existing public alley. Essentially the building can operate as one single operation or two independent parking garages.

The Z Deck has won numerous local and national design awards.

- *AIA Michigan Honor Award for Design 2014*
- *Engineering News Record 2014 Midwest's Best Project of the Year*
- *Construction Association of Michigan – Special Recognition 2014*
- *Precast Concrete Institute – Best Parking Structure 2014*



Bagley Parking & Mobility Hub

Detroit, Michigan

Rich & Associates, Inc., led the multi-discipline team that designed Ford Motor Company's new Bagley Parking & Mobility Hub. Rich & Associates designed the garage and is providing ongoing parking engineering consultation for the groundbreaking project.

The 1,300 space Bagley Parking & Mobility Hub will be a state-of-the-art mobility center located in Detroit's Historic Corktown Neighborhood. In addition to parking, it will offer bus services and micro-mobility solutions, including e-bikes and scooters. The technology-enabled environment will also offer electric vehicle charging stations, smart parking and automated payment technologies, parking guidance systems, and smart lockers. The hub will also enhance street life through exterior artwork, two new public plazas, green spaces, and a tree canopy.

The garage sustainability elements seek to address the decades of this site housing manufacturing uses and the impact of its proximity to the railroad. They also reflect Ford's high standards for sustainability for the Michigan Central project. Focus is on a variety of green and grey stormwater management practices, rain harvesting, native and drought tolerant landscaping, access to alternate transportation options, energy efficient lighting and lighting controls, as well as smart parking management technology. The garage is also being engineered to accommodate the future conversion of 100% electric vehicles.



Section 5 – Key Personnel

Introduction

The key personnel that we are dedicating to your project represent not only the best within our firm, but some of the best parking designers, architects and engineers in the industry. Individual members have decades of parking garage design experience.

Through their leadership and design, the firm's parking projects have received many industry awards for architecture, engineering and program innovation. Our professionals possess exceptional problem resolution skills and abilities during all phases of a project. These individuals are committed to working closely with your team to achieve a successful, cost effective and durable parking garage project.



Richard W. Kinnell, AIA, NCARB

Rich & Associates, Inc.

Principal Architect / Parking Designer

Education: *Bachelor of Architecture, B.S. – Architecture, Lawrence Technological University*

Rick Kinnell is Vice President of Rich & Associates and specializes in the functional and architectural design of parking projects. Since joining the firm in 1981, Rick has become one of the firm's most experienced parking designers. His experience includes the design of more than 600 free-standing, mixed-use and multi-modal parking garage projects throughout the country ranging in size from as small as 100 spaces to as large and complex as 11,500 spaces. Rick strives to develop functional parking plans that are efficient, cost effective and result in a safe, positive user experience.

Designing for Future Use; - In recent years Rick has been working with our clients addressing approaches to planning and designing parking garages with the future in mind. The rapidly changing environment of mobility will have future impacts on parking garages built today. Rick works closely with our clients studying options for future convertibility to other uses, flexibility to change parking space geometry, IT infrastructure and connectivity, and EV charging.

- City of Traverse City Old Town Deck, MI -
- City of Royal Oak 2nd & Center Street Garage, MI. – 520 spaces
- City of Dearborn West Garage, MI- 330 spaces
- City of Dearborn Wagner Place Garage, MI – 373 spaces
- City of Rochester East Garage, MI – 257 spaces
- City of Rochester West Garage, MI – 298 spaces
- City of Detroit Book Cadillac Garage, MI – 520 spaces
- City of Terre Haute Cherry St. Garage, IN – 626 spaces
- City of Huntsville Council Courts Garage, AL – 700 spaces
- City of Charlottesville Water St. Garage, VA – 624 spaces
- City of Iowa City Chauncey Plaza Garage, IA – 492 spaces
- City of Iowa City Iowa Avenue Garage, IA – 566 spaces
- City of Des Moines East Village Garage, IA – 540 spaces
- Macomb County Administration Center Garage, Mt. Clemens, MI – 520 spaces
- City of Grosse Pointe Kercheval Garage, MI – 241 spaces
- City of Jackson Cooper Street Garage, MI – 420 spaces
- City of Jackson Francis Street Garage, MI – 480 spaces
- City of Royal Oak 5th & Lafayette Garage, MI. – 480 spaces
- City of Warren City Hall Garage, MI – 500 spaces
- City of Dearborn East Garage, MI – 330 spaces
- City of Ann Arbor Fourth & Washington Garage, MI. – 277 spaces
- City of Sault Ste. Marie Osborn St. Garage, MI. – 500 spaces
- City of New Orleans Erato Terminal Garage, LA 1,100 spaces
- City of Orlando Admin. Services Garage, FL. – 850 spaces
- City of Orlando, Church Street Garage, FL. – 1,100 spaces
- City of Orlando Courthouse Garage, FL. – 750 spaces
- City of Orlando Jefferson Street Garage, FL. – 900 spaces
- City of Huntsville Lincoln Holmes Garage, AL – 450 spaces

Robert T. Wicke, RA

Rich & Associates, Inc.

Principal | Project Manager

Education: *Bachelor of Architecture, B.S. – Architecture, Lawrence Technological University*

Rob has been a designing parking structure with Rich & Associates since 1997. He works with our design team on the preparation of plans and specifications for new parking garages. His experience includes the completion of working drawings and contract documents for parking garage projects ranging in size from 200 spaces to as large and complex as 4,200 spaces. Rob's attention to detail results in comprehensive and complete construction documents. His recent parking garage design experience includes;

- Ford Bagley Parking & Mobility Hub, Detroit, MI – 1,300 spaces
- City of Royal Oak 11 Mile Road, MI. – 540 spaces
- City of Dearborn Wagner Place Garage, MI – 373 spaces
- City of Royal Oak 2nd & Center Street Garage, MI. – 520 spaces
- Macomb County Admin Center Parking Garage, Mt. Clemens, MI – 519 spaces
- Botsford Hospital Parking Garage, Farmington, MI – 470 spaces
- Beaumont Hospital Parking Garage, Grosse Pointe, MI – 405 spaces
- General Motors VEC Garage, Warren, MI – 3,200 spaces
- Foote Hospital Garage, Jackson, MI. – 306 spaces
- City of Coralville Intermodal Transit Garage, Coralville, IA – 425 spaces
- City of Orlando Courthouse Garage, FL. – 770 spaces
- City of Terre Haute Cherry Street Intermodal Center Garage, IN. – 626 spaces
- City of Orleans Erato Terminal Garage, LA – 1,020 spaces
- City of Detroit Book Cadillac Garage, Detroit, MI – 519 spaces
- Greektown Casino Valet Garage, Detroit, MI – 900 spaces
- City of Dearborn East Garage, MI - 332 spaces
- City of Dearborn West Garage, MI - 321 spaces
- Ellis Parking Company – Midtown Parking Ramp, Grand Rapids, MI – 628 spaces
- Uniland Development 250 Delaware Garage, Buffalo, NY – 538 spaces
- Main Lofts North Parking Garage, Royal Oak, MI – 375 spaces
- Ford Motor Land R& E Campus Deck 300, Dearborn, MI – 2,100 spaces
- Ford Motor Land R& E Campus Deck 400, Dearborn, MI – 2,100 spaces
- Ford Motor Land R& E Campus Deck 100, Dearborn, MI – 3,200 spaces
- Detroit Metropolitan Airport Blue Garage Expansion, Detroit, MI – 604 spaces
- Washtenaw Community College Garage, Ann Arbor, MI - 473 spaces
- General Motors Parcel F Garage Detroit, MI – 2,100 spaces
- General Motors GPC Garage, Warren, MI – 1,200 spaces
- CCS Argonaut Garage, Detroit, MI – 483 spaces
- Beaumont Hospital Garage Addition, Troy, MI – 560 spaces
- Ford Field Parking Garage, Detroit, MI - 1,177 spaces
- Bethesda Memorial Hospital Garage, Boynton Beach, FL - 884 spaces
- Sparrow Hospital Garage, Lansing, MI – 1,200 spaces
- Greektown Casino Self Park Garage, Detroit, MI. – 2,800 spaces
- MGM Permanent Casino Garage, Detroit, MI – 5,233 spaces
- Detroit Opera Theatre Garage, Detroit, MI. - 782 spaces

Terry Elliott, P.E., S.E.

Rich & Associates, Inc.

Principal / Structural Engineer

Education: *BSCE / MCE Civil Engineering, University of South Florida*

Over the past seventeen years, Terry has specialized in the structural engineering design of multi-level mixed-use parking garages of precast concrete and cast-in-place post-tensioned construction. His experience includes the engineering design of over 150 parking garage projects throughout the country. Recently Terry has been working with our designers, studying engineering approaches to allow conversion of parking garages to other uses in the future.

- General Motors Design Center Garage, Warren, MI – 1,100 spaces
- City of Royal Oak 11 Mile Road, MI. – 540 spaces
- City of Dearborn Wagner Place Garage, MI – 373 spaces
- City of Royal Oak 2nd & Center Street Garage, MI. – 520 spaces
- General Motors Event Island Garage, Warren, MI – 2,500 spaces
- Ford Bagley Parking Garage, Detroit, MI – 1,300 spaces
- Lansing Community College Gannon Garage, Lansing, MI – 1,700 spaces
- MSU Grand Rapids Innovation Park Garage, Grand Rapids, MI – 600 spaces
- City of Traverse City Old Town Garage, Traverse City, MI – 522 spaces
- City of Coralville Drury Hotel Garage, Coralville, IA – 200 spaces
- Washtenaw Community College Parking Garage, Ann Arbor, MI – 473 spaces
- City of Terre Haute Cherry Street Multi Modal Transportation Facility, Terre Haute, IN. – 626 spaces
- Firelands Regional Medical Center, Sandusky, OH. – 583 spaces
- City of Ames Intermodal Parking Garage, Ames, IA – 294 spaces
- Pierce Street Garage, Tampa, FL - 578 spaces
- City of Orlando Courthouse Garage, FL. – 770 spaces
- City of Orlando Jefferson Street Garage, FL. – 1,046 spaces
- Bethesda Memorial Hospital Garage, Boynton Beach, FL. – 884 spaces
- Merchants Row Garage, Detroit, MI – 242 spaces
- College for Creative Studies Garage #2, Detroit, MI - 483 spaces
- Bloomfield Park Development Garage J, Bloomfield, MI. - 1,581 spaces
- Bloomfield Park Development Garage E, Bloomfield, MI. - 618 spaces
- Bloomfield Park Development Garage D, Bloomfield, MI. - 1,060 spaces
- Village Municipal Garage, Grosse Pointe, MI - 243 spaces
- “Z” Deck – Bedrock Real Estate Services, Detroit, MI – 1,282 spaces
- Allegiance Health /Foote Hospital, Jackson, MI - 306 spaces
- Greektown Casino Hotel Parking Garage, Detroit, MI – 2,681 spaces
- Motor City Casino Garage Phase II, Detroit, MI. – 933 spaces
- Detroit Opera House Garage, Detroit, MI. – 783 spaces
- Financial District Parking Garage, Detroit, MI. – 500 spaces
- 3600 Woodward/Wayne State University Parking Structure 7, Detroit, MI. – 950 spaces
- Cooper Street Garage, Jackson, MI - 462 spaces;
- Francis Street Garage, Jackson, MI - 578 spaces
- Beaumont Hospital South Addition, Royal Oak, MI. – 800 spaces
- City of Grosse Pointe Garage, MI. – 241 spaces

Dave W. Burr

Rich & Associates, Inc.

Senior Parking Planner

Education: B.A. – Michigan State University

Dave brings 42 years of parking planning experience completing parking demand studies and successfully implementing long term parking management improvements in downtowns nationwide. Dave will be involved with the team reviewing the 2018 parking study in coordination with our parking designers, the City and Stakeholders.

PARKING PLANNING EXPERIENCE

- **Parking Demand Assessment;** Multiple Communities – conducted detailed parking need assessments for many large and small communities. Many analyses were to assess the need for development of parking facilities or to seek alternatives to constructing additional parking through solutions to improve parking availability.
- **Rate & System Integration;** Works on detailed financial analysis of parking systems, evaluating revenues and expenses and comparing rates and revenues to competing communities. Provides detailed recommendations for schedule of rate changes under alternative development scenarios and evaluating impact from alternative management and operational strategies.
- **Operations Practices & Strategies;** Review current parking operations and management practices along with all ordinances related to the parking system. Dave has provided recommendations for the system including a comprehensive view of allocation along with permit operations, fees, enforcement, signage and the overall walkability of the downtown.
- **Community Engagement;** As part of the assessment of parking needs, Dave works with the client and has collaborated with a wide range of stakeholders, including clients, staff, community and general public, including conducting multiple meetings regarding preliminary data, recommendations and final report. Community engagement is extremely important at Rich & Associates and is necessary to providing an understanding of the community.

Dave's parking study planning experience includes:

- | | |
|--|--------------------------------------|
| • City of La Crosse, Wisconsin* | • City of Jefferson City, Missouri* |
| • City of Adrian, Michigan | • City of Midland, Michigan |
| • City of Saline, Michigan | • City of Flagstaff, Arizona* |
| • City of Temple, Texas | • Village of Downers Grove, Illinois |
| • Village of Arlington Heights, Illinois * | • City of Brighton, Michigan |
| • City of Detroit, Michigan* | • East Village, Des Moines, Iowa * |
| • City of Ypsilanti, Michigan | • City of Hudson, Wisconsin |
| • City of Urbana, Illinois | • City of Fort Lauderdale, Florida* |
| • City of Gainesville, Florida | • City of South Bend, Indiana |
| • City of Dublin, Ohio | • City of Hagerstown, Maryland |
| • City of Rochester, Michigan | • City of Rockford, Michigan |

* indicates repeat clients



Depot Town Community Development Corporation

November 1, 2021

To whom it may concern,

As the City Council is involved in the both the successes and struggles of the Ypsilanti business community, it is no doubt that you are well aware of how parking can affect the local merchants. Given that a recent study conducted by the City of Ypsilanti identified a parking deficit of 256 spaces in Depot Town, it is obvious that the time has come to address the issue of parking in the Depot Town district.

The Depot Town Community Development Corporation (DTCDC) is committed to supporting the needs of Depot Town and the greater community and therefore solving the parking problem is a top priority for our organization. We strongly believe a parking structure could be a solution to the deficit of parking spaces identified in the City's study and we are thusly committed to contributing the \$30,000 we received from the State of Michigan to go towards a feasibility study.

We thank you for your time and look forward to working with the City of Ypsilanti to solve the issue of parking in Depot Town.

With Appreciation,

Jessica Jane French

DTCDC



REQUEST FOR LEGISLATION
10/21/2021

For: Arts Commission
From: Elize Jekabson
Subject: Artist and Community Survey

Background:

The Ypsilanti Arts Commission, plans to organize and solicit a survey of the Ypsilanti community in 2022. The Community and Artists Survey will be open to city residents and local artists. The intent is to collect information from the community about the arts to inform the Commission in its role with the City, share this information with local, state and national arts organizations and provide some insight on the arts in Ypsilanti at this particular time. An award of \$4000 from the Tremaine Foundation has been offered for the implementation of the survey which will go toward distribution, outreach, and analysis of the results.

Members of the commission have drafted the survey questions, and an action plan to implement both surveys.

RECOMMENDED ACTION: Approval of attached resolution

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____
CITY MANAGER COMMENTS: _____
FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2021-06
October 21, 2021

RESOLVED BY ARTS COMMISSION OF THE CITY OF YPSILANTI:

WHEREAS, the Arts Commission desires to cultivate a community culture and environment that embraces and nurtures artistic and creative assets; and

WHEREAS, the Arts Commission desires to promote and further diversity, equity and inclusion of all of Ypsilanti in the arts; and

WHEREAS, the Arts Commission desires to collect information from the community about the arts to inform the Commission in its role with the City, share this information with local, state and national arts organizations and provide insight on the current state of the arts in Ypsilanti.

WHEREAS, the Arts Commission wishes to recommend implementation of the Community and Artists Survey Ypsilanti Art Commission Action Plan, and the Request for Qualifications for the Community and Artists Survey Outreach Consultant; and

NOW THEREFORE BE IT RESOLVED, by the Arts Commission of the City of Ypsilanti, that this resolution be provided to the City Manager and City Council for recommendation.

OFFERED BY:

SUPPORTED BY:

YES:

NO:

ABSENT:

VOTE:



Resolution No. 2021-245
November 2, 2021

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the City Council Meeting be adjourned, on call, by the Mayor or three (3) members of Council.

OFFERED BY: _____

SECONDED BY: _____

YES: NO: ABSENT: VOTE:

This resolution is adopted by the Council of the City of Ypsilanti and approved by the Mayor this
2 day of November 2021

#Resolution No. 2021-245