



AGENDA - Tax Increment Finance Authority

DATE: July 13, 2023 7:00 PM City Council Chambers

- I. Call to Order
- II. Roll Call
- III. Approval of Meeting Minutes
 - I. Approval of May 04, 2023 Minutes
- IV. Public Comment
- V. Unfinished Business
 - I. Update on Pointe Hardware Lot Bids
- VI. New Business
 - I. Approve Proposal for Streetscape Conceptual Engineering
 - II. Authorize Agreement with Grosse Pointe Park Business Association for Trolley Services
- VII. Adjournment

Public Comment: Public Comments are limited to three minutes.

Live Stream: The meeting will be livestreamed to the Official City of Grosse Pointe Park YouTube Channel.

Tax Increment Finance Authority MEETING - May 4, 2023
7:00 PM

CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Member Cousineau.

ROLL CALL

The following were present: Members Anton, Cousineau, Distel, Robson, Secord, Tompkins.

Also present: Warren Rothe, TIFA Director and Assistant City Manager; and Kevin Kilby, TIFA Attorney.

Excused Absence: Chairman Hughes, Vice-Chair Ralstrom, and Members King-Piepenbrok, Chamberlain, and Mullen.

INFORMATIONAL MEETING OF THE T.I.F.A.:
PUBLIC COMMENT

No public comments were made.

INFORMATIONAL MEETING OF THE T.I.F.A.:
OVERVIEW OF ANNUAL ACTIVITIES

Director Rothe presented on TIFA projects since the previous December 2022 informational meeting.

I
ADJOURNMENT OF INFORMATIONAL MEETING

The informational meeting was adjourned at 7:13 PM, the regular meeting began immediately.

APPROVAL OF MEETING MINUTES:
APPROVAL OF MARCH 9, 2023 MINUTES

Motion by Member Tompkins, seconded by Member Cousineau, to approve the March 9, 2023 minutes.

AYES: Anton, Cousineau, Distel, Robson, Secord, Tompkins

NAYS: None

PUBLIC COMMENT

No public comments were given.

UNFINISHED BUSINESS
NONE

NEW BUSINESS

NEW BUSINESS:
PURCHASE OF PARKING METER EQUIPMENT

Motion by Member Cousineau, seconded by Member Tompkins, to approve the purchase of the parking meter equipment from Traffic and Safety.

AYES: Anton, Cousineau, Distel, Robson, Secord, Tompkins

NAYS: None

NEW BUSINESS:
REVIEW OF PROPOSED FISCAL YEAR 2024 RESIDENTIAL PROGRAMS

Director Rothe presented the proposed Fiscal Year 2024 Residential Programs. Discussion occurred among Board members on the requirements and parameters of the program.

Motion by Member Robson, seconded by Member Secord, to proceed with the proposed programs with an adjustment to the grant program to require a 25% match for homeowners and 50% for rental properties.

AYES: Anton, Cousineau, Distel, Robson, Secord, Tompkins.

NAYS: None

ADJOURNMENT

Motion by Member Cousineau, seconded by Member Tompkins, to adjourn the meeting.

AYES: Anton, Cousineau, Distel, Robson, Secord, Tompkins.

NAYS: None

With no further business, the meeting adjourned at 8:26.



TAX INCREMENT FINANCE AUTHORITY MEETING

DATE: July 13, 2023

SUBJECT: Approve Proposal for Streetscape Conceptual Engineering

SUMMARY: An RFP was issued for Conceptual Streetscape Engineering Services for both the Charlevoix and Kercheval business districts. Three firms responded, with the low bid being OHM Advisors. OHM serves as the City Engineer and the Project Manager, Alex Blehm, is a TIFA resident. A panel of Chairman Hughes, Member Cousineau, and Director Rothe interviewed the two lowest cost proposals and is recommending that the Board accept the OHM proposal.

The proposal costs are as follows:

<u>Respondent</u>	<u>Cost</u>
OHM	\$45,050
PEA Group	\$69,000
Fishbeck	\$247,000

FINANCIAL IMPACT: The cost of the proposal is \$45,050. This is within the \$150,000 approved by the Board for Streetscape programs, which included both conceptual engineering and physical improvements.

RECOMMENDATION: Motion to approve the proposal submitted by OHM Advisors for Streetscape Conceptual Engineering Services.

PREPARED BY: Warren Rothe, Assistant City Manager



Proposal for

STREETSCAPING & CONCEPTUAL ENGINEERING PLAN: KERCHEVAL & CHARLEVOIX BUSINESS DISTRICTS

City of Grosse Pointe Park Tax Increment Finance Authority



Auburn Road Study and Reconstruction - Rochester Hills

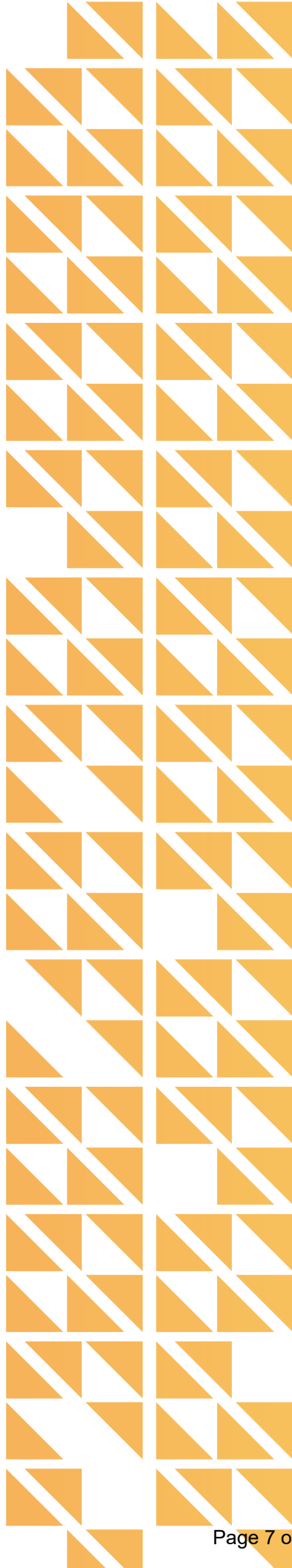
Proposal Due Date

Monday, June 12, 2023 2PM

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June 12, 2023

Warren Rothe, Assistant City Manager
City of Grosse Pointe Park
15115 E. Jefferson Avenue
Grosse Pointe Park, MI 48230

Re: Streetscaping & Conceptual Engineering Plan: Kercheval & Charlevoix Business Districts

Dear Mr. Rothe,

The west side of the City of Grosse Pointe Park is home to two of Metro Detroit's most desirable neighborhood-scale business districts. Charlevoix and Kercheval Streets form what are truly walkable communities with access to a mixture of shops, restaurants, bars, businesses, and residences that is largely unseen in most other areas of the region. While many other surrounding communities struggle with ways to establish downtown areas, Grosse Pointe Park is working to enhance what are already iconic districts with unique character and tremendous growth potential.

OHM is very excited for the opportunity to assist the Tax Increment Finance Authority (TIFA) with enhancing these streetscapes. While our infrastructure team has become well-acquainted with the community's underground needs, we have yet to explore opportunities to help boost your community through placemaking and urban design. OHM is a recognized leader in these areas with several recent, high profile, award-winning streetscape designs in Metro Detroit. We invite you to review our project sheets and staff resumes to get to know our capabilities in this realm.

In addition to our expertise, we are also part of the Community. This goes beyond our nearly 5 years of service to the City. OHM has several staff that are homeowners in the Park including our Project Manager, Alex Blehm. Alex is passionate about streetscape and ecstatic about the opportunity to help explore opportunities on streets that are located so close to home. Alex will lead our team of engineers, urban designers and planners through a process that leverages proven infrastructure while exploring emerging trends such that our solutions are cutting-edge but also compliant with appropriate design standards. By combining our technical expertise with a deep appreciation for community values, our design solutions will harmoniously integrate into the fabric of the area, reflecting the community's identity and enhancing its quality of life.

We would welcome the chance to discuss how our firm can collaborate with the TIFA Leadership to create an exceptional streetscape that enriches the lives of the community members and supports continued prosperity. We look forward to the opportunity to work with you and help further advance the Grosse Pointe Park community!

Sincerely,
OHM Advisors

A handwritten signature in black ink, reading "Patrick M. Droze", followed by a long horizontal flourish line.

Patrick M. Droze, PE
Principal in Charge

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Who We Are

OHM Advisors is a team of over 620 people from different backgrounds working in 18 cities across Michigan, Ohio, Indiana, Kentucky, and Tennessee. We strive 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.

As a growing firm with full-service capabilities under one roof, we are listed on ENR’s list of Top 500 Design Firms and recognized for our contributions to our industry. But it’s not awards or personal gain that drives us. It is a passion for making a difference through innovative, people focused problem solving, design and ideas that drive whole communities forward—today, and well into the future.

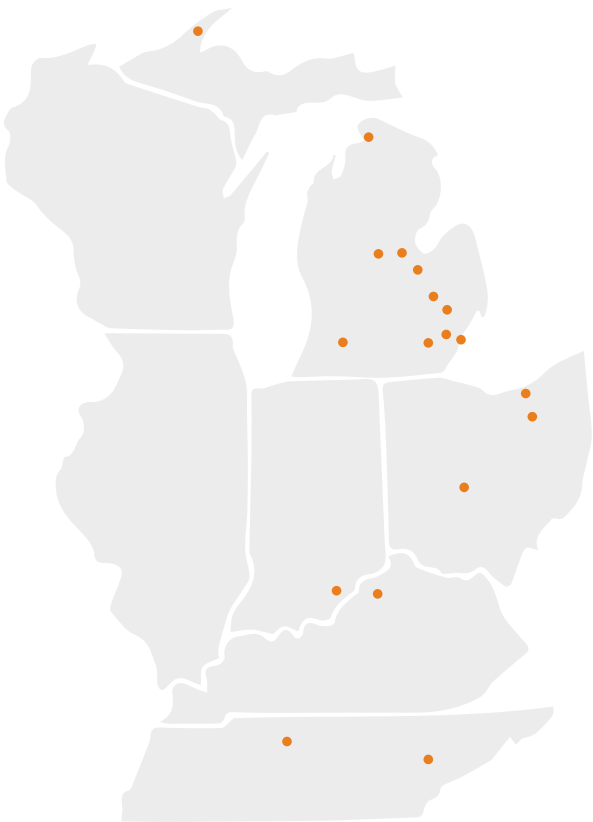
Firm Growth

OHM Advisors was established in 1962 and has been growing steadily ever since. As a multi-disciplinary organization, we provide a variety of services to our clients with a passion to be Advancing Communities for many years to come.

Firm Ownership

OHM Advisors is a privately held corporation, governed by a seven-member Board of Directors and has 43 employee shareholders.

Full Legal Name	Orchard, Hiltz & McCliment, Inc.
Contact Person	Alex Blehm, PE
Telephone	313.481.1261
Email	alex.blehm@ohm-advisors.com
Contract Address	1145 Griswold Street, Suite 200 Detroit, MI 48226
Federal Employer Id No.	38-1691323
Type of Entity	Corporation - Michigan
Age of Firm	61 years (Incorporated 05/22/1962)



OHM Advisors has 18 regional offices. This contract would be led out of our Detroit office at 1145 Griswold Street, just a quick 20-minute drive to the City of Grosse Pointe Park and the project location! Our PM is a Grosse Pointe Park resident and is a five-minute walk away from the site

Project Focus: Streetscapes

Our designers create streetscapes that foster connectivity and provide increased pedestrian safety, weaving visual enhancements into the designs to influence people’s experience of the spaces. Our new and renewed streetscapes are highly functional and instill a sense of place, through the use of thoughtful pavement selections, vibrant planting designs, timeless site furnishings, community art and sculptural elements that inspire people to gather.

Our team specializes in all aspects of whole-community development and finding you the resources you need to get the job done. From your project’s inception to the completion of the built environment, you’ll be supported by a team who is passionate about your community’s enhancement.

Our Services

AREAS OF EXPERTISE



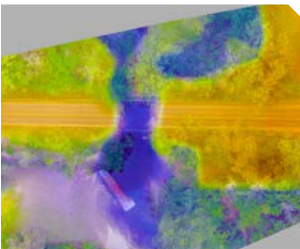
Architecture ▽

- Complete Architectural Design Services
- Site & Facility Evaluation
- Facility Master Planning
- Space Planning & Programming
- Interior Design
- Sustainable Design



Construction Engineering ▽

- Construction Design
- Construction Engineering & Inspection
- Project Administration & Closeout



GIS & Innovative Technologies ▽

- Mobile GIS
- Software Solutions
- System Analysis
- System Design & Implementation
- Innovative Technologies



Landscape Architecture & Urban Design ▽

- Public Park Space & Master Plans
- Streetscapes
- Trails & Greenways
- Green Infrastructure
- Branding, Wayfinding & Signage
- Visualization & Graphics
- Site Design



Mechanical, Electrical & Plumbing Engineering ▽

- Heating, Ventilation & Air Conditioning
- Plumbing
- Lighting & Controls
- Power Distribution
- Safety & Security



Municipal Engineering ▽

- Community Engineering
- Infrastructure Assessment & Planning
- Funding Assistance
- Design & Implementation



Planning ▽

- Public Engagement & Facilitation
- Economic Development Planning
- City & Regional Planning
- Land Development, Zoning & Entitlements
- Transportation Planning
- Codes & Standards



Surveying ▽

- Road Design Surveys
- ALTA/NSPS Land Title Surveys
- Boundary Surveys
- Topographical Surveys
- Hydrographical Surveys
- Right-of-way Surveys
- As-built Surveys
- Stock Pile Volumetric Surveys
- Construction Layout



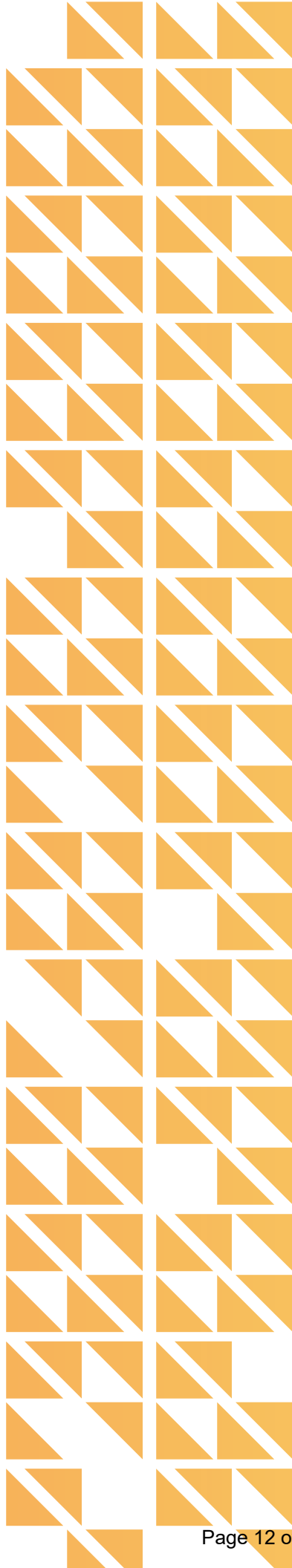
Transportation ▽

- Traffic Engineering
- Transportation Planning
- Roadway & Highway Design
- Bridge Engineering & Diverse Structures
- Multi-modal Transportation Engineering



Water ▽

- Stormwater Management
- Drinking Water
- Wastewater
- Asset Management
- Ecological Services



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Statement of Understanding

The Kercheval and Charlevoix corridors make up the main commercial and business districts for the City of Grosse Pointe Park. These districts are the lifeblood for commercial and retail activity within the City. While vigorous development along each corridor has continued since the COVID pandemic, the existing streetscape elements along these corridors are beginning to show their age. A comprehensive streetscaping vision for these corridors will allow the City to continue to attract exciting developments and keep these areas an asset for residents and non-residents alike.

The purpose of the Streetscaping & Conceptual Engineering Plan is to assist the City's TIFA in creating a vision for the Kercheval & Charlevoix Business corridors that considers past work, community sentiment as well as staff visioning to create an actionable and attractive streetscaping plan that will be an asset to the community.

Kercheval



Figure 1 - Typical Streetscape Elements on Kercheval

Kercheval is a City-Major street that serves as a collector within the City of Grosse Pointe Park. The street provides an east-west connection to Detroit and Grosse Pointe City and is home to a dense and vibrant business district. Kercheval's right of way is 80 feet wide and includes a 40-foot-wide roadway with on street parking and two 20-foot-wide sidewalks. Kercheval includes SMART Bus Route 610. The streetscape includes movable planters, benches, decorative lighting and trees within concrete planters. Walking surfaces consist of concrete and pavers. Certain elements of this streetscape are aging and in need of repair to help ensure safe walking conditions and fully accessible spaces.

Despite the aging streetscape, Kercheval remains a gem and destination to the community it serves. The corridor has seen a significant infusion of investment that has brought new stores, restaurants, and businesses. These businesses have helped to increase vibrancy and have filled most spaces along the corridor.



Figure 2 - Typical Section of Kercheval Street

Charlevoix



Figure 3 - Typical Streetscape Elements on Charlevoix

Charlevoix is also a City-Major Street which provides east-west connectivity for the neighborhoods south of Mack. The street right of way is 60 feet wide with 10-foot-wide sidewalks and a 40-foot-wide roadway with on-street parking. The roadway is unmarked and has stop controlled for north-south streets. The street also carries SMART Bus Route 620 which provides a direct connection to Downtown Detroit and Mack Avenue. The corridor currently has a mixture of land uses that includes small businesses, restaurants, bars, stores, multifamily and single-family homes. There are also a number of vacant lots that are used for parking or open space. Similar to Kercheval, some of the streetscape elements, particularly the pavers, are in poor condition and may require resetting and/or replacement.



Figure 4 - Typical Section of Charlevoix Street

Approach

Guiding Principles: Our approach to developing streetscape designs with the City of Grosse Pointe Park TIFA will follow several guiding principles. These are as follows:

- ▼ **Build on the success.** The corridors for Kercheval and Charlevoix have been successful in supporting existing businesses and attracting new investment for years. OHM's visioning and design process will be cognizant of this stability and will work with TIFA to develop solutions that can be implemented to enhance the corridor. We will also find ways through materials selection and staging to minimize impacts to existing businesses and traffic during future construction. The selected enhancements must balance the need for progress with respecting existing businesses that have helped the district thrive for years.
- ▼ **Responsible planning.** The TIFA is tasked with helping to maintain vitality within the Kercheval and Charlevoix corridors and surrounding neighborhoods. The needs for this are long and the funding is limited. Through our capital improvement planning work with the City, we have come to understand this and will help ensure that the planning process yields reasonable and actionable outcomes starting in 2025.
- ▼ **Vision for the future.** OHM's Urban and Transportation design expertise will help support the TIFA in establishing a set of both financially prudent and aspirational projects. While annual budgets may limit some projects, the prevalence of grants within the streetscape and placemaking realm allow for communities to dream. OHM will facilitate this process and our experts will bring cutting edge design and innovative ideas to the community for consideration.

Process: OHM will lead the City of Grosse Pointe Park and its TIFA through a process where we develop a conceptual streetscape design that meets the needs of residents, business owners, and travelers alike. OHM Advisors sees the following items as key to the development of a successful plan for both Kercheval and Charlevoix:

- ▼ **Community Driven Design** – Listening to community leaders and residents near these corridors is essential to crafting a plan that represents the people who use it most. OHM will identify creative ways to allow as many residents as possible have their voices heard throughout the design process. We will also place high value on feedback from leadership as they have been instrumental in the success of the corridors.

- ▼ **Balanced Design Approach** – Each corridor must meet a wide variety of needs from the different neighborhoods, and businesses along the corridor. OHM will look to develop designs that meet the transportation, economic development, identity, and needs of the corridor.
- ▼ **Design Forward, Implementation Focused** – OHM Advisors brings an approach which is focused on real outcomes and implementable projects. We design such that concepts are not just evocative, but are actionable and lasting. We will accompany our design work with strategies for implementation. We have extensive experience permitting and constructing projects for municipalities and the City can rely on OHM Advisor's ability to deliver a planning document that will offer a timeless and signature project for the Corridors.

Advancing Communities: Projects like this represent great opportunities for communities to help dream and craft a vision for the future. At OHM, we strive to help you realize this. *Advancing Communities* is not just our mission statement – it is truly what our staff strives to do day in and day out. We do this through expertise, innovative spirit and an unstoppable desire to help deliver projects impactful projects to the communities that we serve, live and work in..

- ▼ **Experts in Streetscape Design** – As a full-service planning, design and engineering firm, OHM Advisors has years of experience working with communities on complex projects similar to these corridor streetscape plans. Our diverse team of planners, designers, engineers, and community engagement professionals will work closely with the community to develop beautiful and functional designs unique to each corridor.
- ▼ **A Proven Partner** – OHM Advisors has worked with the City of Grosse Pointe Park for nearly five years and became the City's Consulting Engineer in 2021. Since that time, OHM has forged relationships with DPW, staff and Community leadership. We are also a part of the community with several staff calling the Park home, including our project Manager, Alex Blehm. Alex lives within a five-minute walk (or an even quicker bike ride) of the project and brings expertise in designing urban streetscape and transportation projects including improvements planned this summer on Kercheval east of Balfour.

Scope of Services

To advance the vision noted above, OHM proposes a process through which existing planning documents, community stakeholders and TIFA staff will help identify key objectives, resources and opportunities. The process will result in the development of viable alternatives that the community will then consider. Ultimately, a preferred alternative will be selected and documented through the development of report. This planning document will include organized findings, recommendations, graphics and cost estimates to support future grant opportunities. The document will also include a phasing strategy to help the community advance real improvements through its continued advocacy following the completion of our work.

Task 1: Past Work Review & Analysis Task

Duration: 3 Weeks
Completion Date: 08/07/2023

Under Task 1, the OHM Team will review existing documents and establish our working relationship with Staff, the TIFA Board and community leadership. Through this, OHM will enhance our understanding of the community desires, corridor needs and design preferences. Specific tasks are as follows:

Task 1.1 – Project Kick Off

OHM will meet with City to formally begin the project. At this meeting we will discuss the Plan's goals and objectives, as well as any pertinent findings from the previous tasks. We will also look to better understand the existing conditions, land opportunities, and relationships that exist in the neighborhood.

Task 1.2 – Existing Document Review

OHM will review pertinent documents, including, but not limited to the 2022 Master Plan, TIFA Tax Increment Financing and Development Plan and the Current City Zoning Ordinance. We will also look to better understand the existing conditions, land opportunities, and relationships that exist in the neighborhood. OHM will also pull SEMCOG crash data for each corridor.

Task 1.3 – Existing Conditions Base mapping

OHM will collect spatial data from the project area including land use, property ownership, utility locations, traffic constraints, and planned developments for the area. From this, existing conditions maps will be produced to highlight



Figure 5 - OHM Project Manager and Grosse Pointe Park Resident, Alex Blehm.

areas of interest. OHM will also develop an AutoCAD basemap using SEMCOG building footprints, Wayne County Parcel data and City GIS for later use in developing concept plans.

Task 1.4 – Field and Desktop Data Assessment

OHM Advisors will complete multi-faceted analysis of the existing conditions in the Kercheval and Charlevoix Streets area to inform the project team, Steering Committee, and community of the current opportunities and limitations with the streetscape. The analysis will review the physical and operational conditions in the corridor, as well as the previous planning and design efforts that have occurred. OHM Advisors will plan to review the following elements:

- **Mobility Conditions** – Review and documentation of general sidewalk conditions, bicycle and non-motorized connectivity, public transit routes, stops, and ridership, and planned mobility improvements.
- **Safety and Accessibility** – Review of crashes (both vehicular and non-motorized) within the each corridor to determine where safety issues may exist. OHM will also review and document of ADA accessible facilities within the corridors.
- **Vehicular Circulation** – Review of automobile and truck traffic conditions, including level of service, on-street parking locations, average daily traffic volumes, and, if available, intersection turning volumes.

- **Land Use and Development** – Review of existing land uses along the corridors, right-of-way lines, and general building typology documentation. Also review any residential and commercial development plans slated for the corridor provided by the City.
- **Corridor Character and Identity** – Documentation of existing amenities, public art, signage, and materials used along each corridor.
- **Physical Conditions** – Review and documentation of pavement, landscaping, trees, and other plantings in the corridor.

The data gathered in this section will be utilized to inform the streetscape design options to ensure that the future vision is balanced with the transportation and land use needs of each corridor. The findings of this task will be fed into the Framework and Opportunities within Task 2.

Task 1 Deliverables:

- ✓ Kickoff Meeting Agenda and Summary
- ✓ GIS-based AutoCAD base drawing

Task 1 Meetings:

- ✓ Kickoff Meeting

Task 2: Community Engagement

Duration: 5 Weeks

Completion Date: 09/04/2023

OHM understands that improvements within the TIFA districts will be driven from input received from the Community. Community engagement will include input from TIFA leadership, the business community and surrounding residents. Specific tasks are as follows:

Task 2.1 – Corridor Walk Through and Staff Meet and Greet

The OHM Team will participate in two corridor walk-throughs (one for Kercheval and one for Charlevoix) with TIFA Staff and TIFA members to further understand the existing conditions and goals of the project in person. We will develop a summary of observations.

Task 2.2 – Corridor Framework and Design Findings and Opportunities

To begin the design process, the OHM Advisors team will build from the outcomes from previous reports and the findings from the planning phase to establish a framework for the full project area. This task will seek to realize relationships and opportunities in the corridor and establish guiding

design parameters to advance design refinement, specifically modifications to roadway and sidewalk configuration.

OHM Advisors will develop two basic cross sections for each corridor which convey the roadway and sidewalk configuration, along with key site elements. Typical intersection treatments will be conveyed through plan view graphics and precedent imagery. The graphics are intended to help invoke a discussion that highlights excitement, identifies concerns and yields real ideas from the community. All developed content will be reviewed with TIFA Staff and their partners.

Task 2.3 – Initial Community Meeting

The success of the project will rely upon buy-in and ownership from residents and property owners surrounding the corridors. The OHM Advisors team will facilitate an engaging and creative public meeting in which residents and business owners will be invited to reflect and provide feedback on the design to date and provide direction for next steps. The final format of this meeting will be coordinated with TIFA staff; however, we have assumed that a single meeting can occur for both corridors at the City offices, a venue within the corridor or weather permitting, at street level. Following this meeting, OHM will summarize comments and will convene a download meeting with TIFA staff.

Task 2 Deliverables:

- ✓ Existing Condition and Proposed Sections and Plan Views
- ✓ Summary of Finding and Opportunities Memorandum
- ✓ Community Meeting Presentation

Task 2 Meetings:

- ✓ Kercheval Walkthrough
- ✓ Charlevoix Walkthrough
- ✓ Corridor Framework and Design Findings Review Meeting
- ✓ Initial Community Meeting
- ✓ Post Community Meeting Download

Optional Task – Digital Community Survey

We understand that not everyone has the time or ability to attend formal public engagement sessions. OHM has had success in providing additional options for community members to make their voice heard in quick, easy, and equitable ways. As part of this project, OHM can develop options for community members to provide feedback using tools such as paper and digital surveys, pop-up events at locations along the corridor, targeted canvassing efforts,

online interactive mapping, and social media. Outreach efforts using these methods will be tailored to be easy to read and understand, as well as simple to use. We want to ensure everyone has the chance to be heard and these tools are key to that strategy. If desired, OHM can provide scope and fee estimates for a variety of options if additional engagement is sought during our process.

Task 3: TIFA Stakeholders Workshop

Duration: 4 Weeks
Completion Date: 10/02/2023

Task 3.1 – Workshop with Neighborhood Stakeholders

OHM will hold a workshop with stakeholders as designated by TIFA staff. During this workshop, OHM will focus on identifying specific ideas and desires for Kercheval and Charlevoix. As part of this, OHM will highlight key findings from the study and initial community engagement. The workshop will cover key topics such as:

- Pedestrian Safety and ADA Compliance
- Corridor Aesthetics
- Modal Prioritization and Open Streets
- Greenspace and Landscape
- Parking and Access

Task 3.2 – Concept Design Options

Using feedback collected during the neighborhood stakeholders' workshop and community engagement, OHM will develop up to two concept designs (intersection plan views and typical sections) for each corridor. The designs will include highlights of how observed and/or reported concerns were addressed. The concepts will also highlight a list of improvements included with the work and reference imagery to boost community understanding.

Task 3.3 – Present Design Options to Stakeholders

The concept designs developed in the prior task will be presented to the TIFA Staff and Leadership with a summary PowerPoint presentation. It is assumed that this would also be a public meeting open to the public. Further feedback will be sought during this task from stakeholders, TIFA and community attendees. Feedback from TIFA members will be collected and summarized for use during the development of the final version of the streetscape. The meeting invitations will be issued via the City's social media channels and required physical posting.

Task 3 Deliverables:

- ✓ Key findings powerpoint presentation
- ✓ Concept Design (intersection plan views and typical sections)
- ✓ Stakeholder Powerpoint Presentation

Task 3 Meetings:

- ✓ TIFA Stakeholder Workshop
- ✓ Design Options Stakeholder Meeting

Task 4: Final Versions of the Streetscape & Engineering Design Plans

Duration: 8 Weeks
Completion Date: 11/20/2023

Under this task, OHM will finalize the Streetscaping & Conceptual Engineering plans including defined elements (Conceptual Engineering Plans, Design Guidelines, and Implementation Plan for both the Kercheval and Charlevoix business districts).

Task 4.1 – Selection of Preferred Alternative

Utilizing the feedback from the Stakeholder presentation, OHM and TIFA staff will identify a preferred alternative to advance through a streetscape design. OHM will document the process through which this is selected.

Task 4.2 – Streetscape Concept Design

Using the preferred alternatives for each corridor, the OHM Advisors team will generate plan-view graphics to illustrate proposed improvements for the full project length. Concepts will be developed through a creative and iterative process and will be illustrated in plan view and section view, as well as through precedent imagery. OHM Advisors may use working perspective model views to convey concepts, however final renderings will be developed at the project conclusion. The streetscape design will reflect the following elements:

- **Roadway and Sidewalk Reconfiguration** – Adjustments to the existing curbline to advance vehicular and pedestrian safety and access, including road diets, curb bumpouts or striping.
- **Intersection Configuration** – Modifications to existing intersections to improve branding legibility, safety, access, and function.
- **Streetscape Accessibility** – The OHM Advisors team will provide a specific focus on access and function for all users regardless of ability. We will honor the ADA guidelines and think holistically about user experience to design with all users in mind.

- **Transit and Non-Motorized Integration** – Typical layouts for improved transit stops and accommodations for non-motorized transit. It is understood that there is little desire to implement bike lanes, so non-motorized integration will focus on providing connected amenities which serve all non-motorized users.
- **Site Amenities** – Selection and location of site furnishings, including benches, trash receptacles, bike racks, water fountains, etc.
- **Visual Identity and Wayfinding** – Design package which includes components to advance a consistent graphic look and feel throughout the project area, including a concept level signage family. Note this package will include typical designs and layouts of proposed signage but will not include a full signage information schedule.
- **Lighting** – Conceptual approach for roadway and/or pedestrian lighting improvements.
- **Parking Strategy** – It is anticipated improvements will impact existing on-street parking. OHM will work with TIFA to quantify and communicate impacts to parking.
- **Green Stormwater Infrastructure (GSI)** – Identification of potential GSI locations with strategies to continue to coordinate GSI implementation. GSI is a proven technique to help reduce the impacts of runoff on the City's sewer system. We will also evaluate the drainage systems (illicit sanitary connections) and provide recommendations where additional drainage would be beneficial.
- **Cost** – OHM Advisors will generate order-of-magnitude opinions of probable cost for discussion with TIFA leadership.

Task 4.3 – Development of Final Package
Completed work will be compiled into a final package. This will include the concept plans, illustrated renderings and construction cost opinions. As part of this, OHM will also prepare an implementation plan and design guidelines. This will include a strategy to stage improvements such that they align with available funding and other planned CIP work within the area. OHM will front-load easily attainable projects at the front end of the schedule to help TIFA ensure that construction activity quickly follows the completion of this project. OHM will also highlight aspirational projects and potential external funding sources that can be leveraged to enhance local investment.

Task 4 Deliverables:

- ✓ Illustrated Site Plans if Final Streetscape concepts
- ✓ Design Guidelines Document
- ✓ Implementation Plan
- ✓ Construction Cost Opinions for proposed improvements

Task 4 Meetings:

- ✓ Stakeholder Meeting Download with TIFA Staff
- ✓ Final Package Delivery Meeting

Schedule

We are prepared to commence work on this project upon receipt of your written authorization to proceed. Task duration and completion dates are noted in the previous Scope of Services and summarized in the following section.

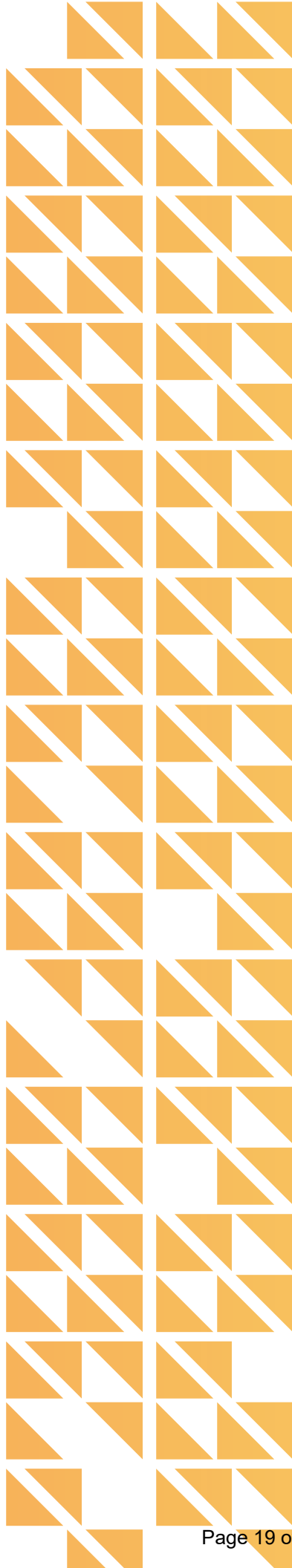
Clarifications and Assumptions

Our Proposal was prepared based on the following assumptions:

- The field site assessments will not include a detailed ADA survey. Findings and observations related to accessibility will be based on visual inspections performed via corridor walkthroughs.
- If additional labor effort or change in schedule is required beyond described herein, OHM Advisors will negotiate an amendment with the City of Grosse Pointe Park's Tax Increment Finance Authority. OHM Advisors will not proceed with additional services without written authorization to proceed from the TIFA.
- Meetings shall be conducted in accordance with the Scope of Services as described herein. Additional meetings, not described within our Scope of Services, shall be considered additional services, and will be billed on an hourly basis.

Client Responsibilities

- The City of Grosse Pointe Park's Tax Increment Finance Authority (TIFA) will arrange meetings with TIFA Members and potential stakeholders along the corridor.
- A single point of contact will be assigned by TIFA/ the City. This contact will serve as the City's project manager and will provide as-needed direction to OHM.
- Any mailings for meeting notifications will be performed by the City of Grosse Pointe Park. The distribution list will be developed in consultation with OHM. The City will cover all postage fees.

- 
- 1 LETTER OF INTEREST
 - 2 INTRODUCTION
 - 3 WORK PROGRAM
 - 4 **TIMEFRAME FLOW CHART**
 - 5 EXPERIENCE & QUALIFICATIONS
 - 6 CONSULTANT PERSONNEL
 - 7 ESTIMATED COSTS
 - 8 EXHIBITS

Project Timeline

FROM START TO FINISH

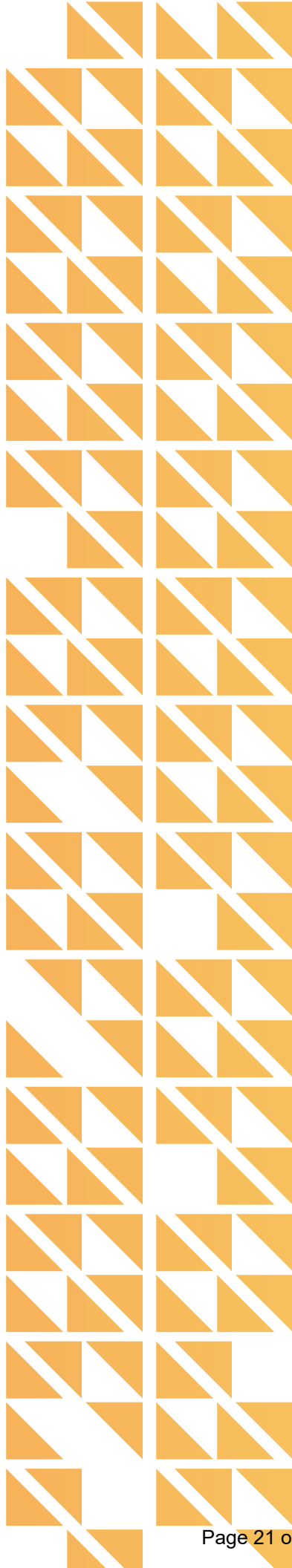
Task	Description	July	August	September	October	November
1	PAST WORK REVIEW & ANALYSIS					
1.1	Project Kick Off					
1.2	Existing Document Review					
1.3	Existing Conditions Base mapping					
1.4	Field and Desktop Data Assessment					
2	COMMUNITY ENGAGEMENT					
2.1	Corridor Walk Through and Staff Meet and Greet					
2.2	Corridor Framework and Design Findings and Opportunities					
2.3	Initial Community Meeting					
Optional	Digital Community Survey (\$2500)					
3	CONCEPTUAL DESIGNS & CONSENSUS BUILDING					
3.1	Workshop with Neighborhood Stakeholders					
3.2	Develop Feasible Corridor Options					
3.3	Present Alternatives Options to Stakeholders					
4	FINAL VERSION OF THE STREETScape & ENGINEERING DESIGN PLANS					
4.1	Selection of Preferred Alternative					
4.2	Streetscape Design					
4.3	Development of Final Report Package					

NOTES:

1 Dates provided are approximate. Refer to the milestones within Section 3.

KEY

	Work in progress
	TIFA Meeting or Community Engagement Session
	Workshop
	Deliverable



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Auburn Road Study & Reconstruction

ROCHESTER HILLS, MICHIGAN

Having completed an early preliminary study on the effects of road widening and reconstruction along a stretch of Auburn Road between Culbertson and Dequindre, OHM Advisors was again contracted by the City of Rochester Hills to begin the design process for the project. In addition to the desired pedestrian friendly and traffic calming measures that were outlined in the study, both OHM and the City recognized that this project presented a unique opportunity to create a destination for the community, as well as an identity for the surrounding neighborhood.

With a technologically forward thinking approach and a heavy emphasis on maintaining the overarching “Innovative by Nature” theme throughout Rochester Hills, the revamped corridor design sets an admirable new precedent for the future of neighborhood development within the region by taking a multifaceted approach to transportation, access and design. Highlighted by integrated green infrastructure elements, custom gateway features, a street side plaza, and repetitive, patterned landscape plantings, this half-mile corridor maintains an inviting identity with sustainable and aesthetic interests.

As part of the design phase, OHM led the design of the roadway improvements and assisted the City in bidding the project. Numerous private property impacts were anticipated due to the close proximity of the work to the property lines. Some utility impacts were anticipated, and coordination with an adjacent road construction project was critical (RCOC's reconstruction of Dequindre Road). Business owner coordination meetings were required to understand the needs of the businesses who were losing direct property access off of Auburn Road.

Through constant communication and coordination with the City and the neighborhood, OHM created an attractive destination for the community, encouraged stronger neighborhood connectivity across a main thoroughfare, and increased pedestrian safety – all the while maintaining the functionality of the corridor.



COMPLETION

Design

5.2016 - 1.2019

Construction

4.2019 - 11.2019

CLIENT INFORMATION

City of Rochester Hills

Paul Davis,
City Engineer

1000 Rochester Hills Drive
Rochester Hills, MI 48309

248.841.2486

COST

Design

\$1,106,000

Construction

\$13,100,000

SERVICES PROVIDED

Landscape Architecture
Municipal Engineering
Survey
Transportation Engineering

Baldwin Road Streetscape

ORION TOWNSHIP, MICHIGAN

OHM Advisors' multidisciplinary team assisted Orion Township to transform over two miles of Baldwin Road into a corridor that is aesthetically unique, grounded in the latest place-making strategies and will be celebrated by the community for many years to come.

The process began when the Township decided to capitalize on an opportunity to beautify the corridor while the Road Commission of Oakland County (RCOC) was planning the widening of Baldwin Road. Our team, with a multidisciplinary mindset, helped to maximize this partnership through contracted services to both the RCOC and Orion Township. We worked directly with our engineers and the RCOC from the inception of the project to ensure the latest engineering principles were valued and incorporated into a safe and accessible streetscape design.

Our services also included a public engagement process where we guided public meetings and online surveys to determine the aesthetic values of the community and create an activated, connected corridor. 3D models, videos and renderings were produced to ensure the community supported all aspects of the proposed design. The corridor includes pocket parks for residents, a fountain in the center roundabout which emphasizes the Township's close connection with water, and naturalistic plantings and materials to reflect the community's aesthetic preferences.

This \$30+ million project, with roadway & streetscape improvements, will support long-term economic development and community enrichment.



COMPLETION

Study

08.2016 - 12.2016

Design:

02.2017 - 07.2020

CA + Construction

08.2017 - 07.2020

COST

Study

\$13,700

Design

\$250,000

CA + Construction

\$2,850,000

CLIENT INFORMATION

Orion Township

Chris Barnett,
Township Supervisor

2525 Joslyn Road
Lake Orion, MI 48360

248.391.0304

SERVICES PROVIDED

Community Engagement
Construction Administration
Electrical Engineering
Landscape Architecture

Farmington Road Streetscape

FARMINGTON, MICHIGAN

The City of Farmington hired OHM Advisors as the prime professional for this \$2.5 million streetscape along Farmington Road. This project continues the theme of a very successful streetscape along the Grand River corridor, and also involved collaboration with multiple road agencies (MDOT and RCOC) as well as city owned and maintained roadways.

This unique project brought a number of challenges, from the historic building encroaching in the ROW, a road diet, coordination with utilities (taking out old cobrahead lighting) to working through TAP Grant requirements. Years of planning and modifications to the design to stay within budget were critical challenges.

Public outreach and communication with business owners, as well as addressing the aging infrastructure under the road, were all parts of this design. OHM partnered with Grissim Metz Andriese (GMA) for elements of the streetscape design. OHM was also able to assist the City and negotiate with RCOC to help contribute towards the overall project as part of the required match.



Farmington Road, looking South from Grand River, before



Farmington Road, looking South from Grand River, concept

COMPLETION

Design

12.2021

Construction

12.2022

COST

Design

\$200,000

Construction

\$2,500,000

CLIENT INFORMATION

City of Farmington

Kate Knight,
DDA Executive Director

23600 Liberty Street
Farmington, MI 48335

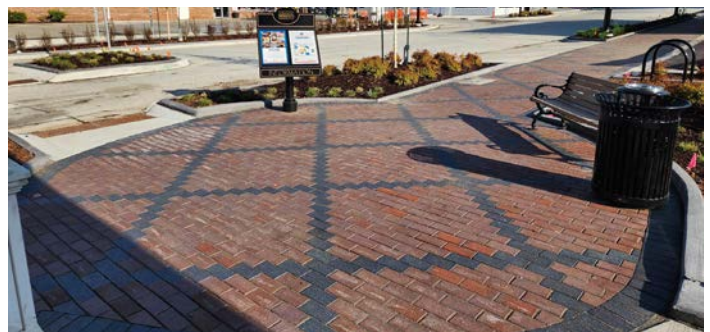
248.474.5500

SERVICES PROVIDED

Community Engagement
Construction Engineering
Landscape Architecture
Municipal Engineering
Site Design



Farmington Road, looking South from Grand River, after



Sidewalk / crosswalk paver detail

Arts Alleys Initiative

DETROIT, MICHIGAN



The Arts Alleys Initiative is a pilot program and signature project of the City of Detroit Office of Arts Culture and Entrepreneurship (ACE). Using ARPA funds, the City identified five alleys throughout the City of Detroit where residents had taken ownership and created community gathering spaces. This program's goal was and continues to be the enhancement of spaces already cherished by the surrounding neighborhood. Each project site featured a unique character which was incorporated into the design improvements.

Typically places of blight and dumping, the project alleys faced challenges with aging infrastructure, overgrowth, and property maintenance. Under the leadership of ACE, OHM Advisors with subconsultants LivingLab and Sidewalk Detroit facilitated a robust engagement process, which consisted of multiple on-site sessions and one-on-one conversations. Community desires and needs formed the foundation of improvements, focusing on opportunities to feature and celebrate local arts and culture. Once complete, the Arts Alleys will be maintained in perpetuity by the City as neighborhood assets. The program is planned to expand to include additional alleys throughout the City of Detroit.



COMPLETION

Design
08.2022 - 02.2023

Construction
Spring / Summer 2023

COST

Design
\$375,000

Construction
\$1,500,000

CLIENT INFORMATION

City of Detroit, Office of Arts,
Culture & Entrepreneurship
Rochelle Riley,
Director of the Office of Arts,
Culture & Entrepreneurship
8425 W McNichols Road
Detroit, MI 48221
313.480.5265
rochelle.riley@detroitmi.gov

SERVICES PROVIDED

Community Engagement
Electrical Engineering
Landscape Architecture
Planning
Site Design
Survey

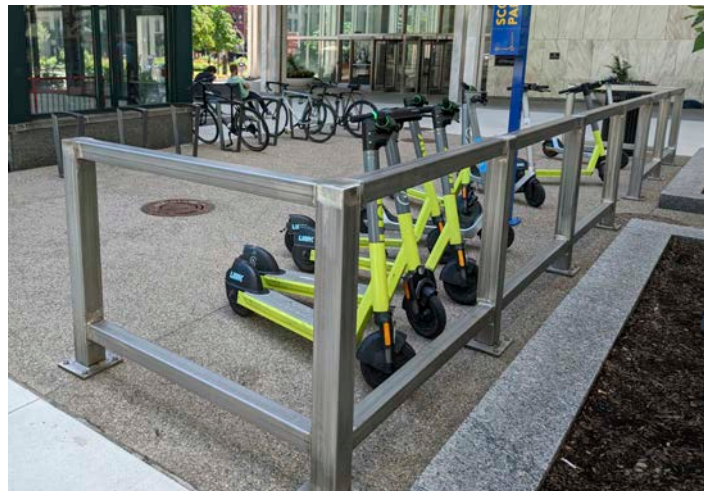
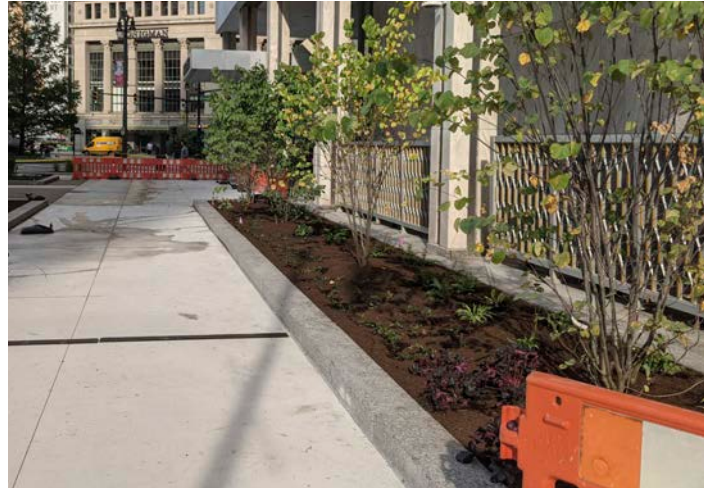
Campus Martius at Fort Street Improvements

DETROIT, MICHIGAN

Campus Martius is one of Downtown Detroit's premier public spaces which has contributed to the vitality of Downtown Detroit. However when constructed, the park was not designed to anticipate the level of pedestrian activity of the City's resurgence. As a result, the key intersection of Fort Street and Woodward Avenue at Campus Martius did not accommodate non-motorized traffic effectively or safely. Through completion of the Downtown Transportation Study, The City of Detroit and Downtown Detroit Partnership identified this intersection as a priority project and engaged OHM Advisors to realize project design and implementation.

OHM Advisors is currently leading this streetscape improvement project which re-envision this corridor as an innovative urban space which improves pedestrian safety, accommodates logistics of building operations, maintains motorized access, and integrates emerging personal transit modes, such as bike-share and electric scooters. Given the abundance of non-motorized transportation, this node is imagined to become a micro-transit hub which seamlessly integrates and manages a diversity of modes. Engagement includes an online survey, stakeholder review and focus group meetings with area stakeholders, such as commercial property owners Bedrock and Redico. OHM will complete construction documentation and oversee construction.

This project illustrates OHM Advisor's innovative and multi-disciplinary approach, engaging planners, landscape architects and engineers across the firm and integrating emerging best practices in urban design.



COMPLETION

Design

1.2020 - 4.2020

Construction

9.2020 - 11.2020

CLIENT INFORMATION

Downtown Detroit Partnership

Alana Tucker,
Project Manager

One Campus Martius, #380
Detroit, MI 48226

313.635.6953

COST

Design

\$30,500

SERVICES PROVIDED

Community Engagement

Landscape Architecture

Municipal Engineering

Survey

Transportation Engineering

Roosevelt Park Improvements

DETROIT, MICHIGAN

Roosevelt Park is a sprawling 11-acre urban park located within Detroit's Corktown neighborhood. The park was developed in the early 1910s as a space to complement the Michigan Central Railroad's sprawling new railroad terminal located at the portal of the Detroit River tunnel. The park resulting from this effort included open space with circulating sidewalks. The main axis of the park connected the grand entry with Michigan Avenue, and was accentuated with a broad 100' wide tree-lined boulevard that carried Vernor Highway through the space.

In anticipation of the station's grand reopening in 2023 (thanks to an investment of Ford Motor Company), the City of Detroit General Services Department retained OHM to help with the two phase of work preparing the surrounding park space for renewal. For the first phase, OHM provided assistance with the removal of Vernor Highway from the center of the park. The street removal required the preparation of traffic control plans, modification of traffic signals, creation of new curbs and sidewalk as well as restoration of the roadway with turf grass.

Prior to advancing this work, OHM prepared a park-wide site inventory that included a historical resource review and a full tree survey to ascertain the specifics, condition and health of all trees within the park space.

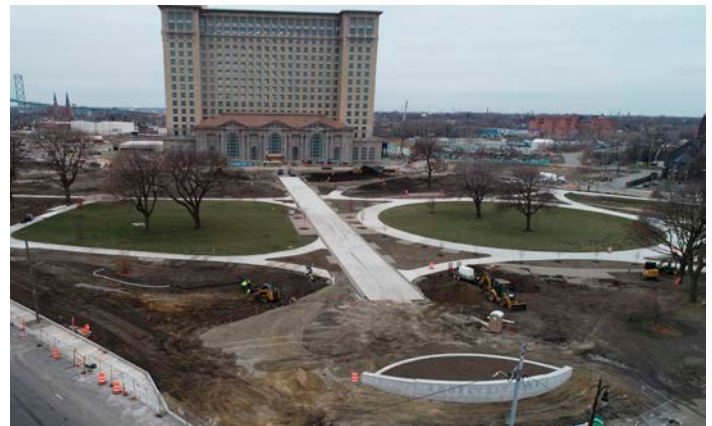
OHM then led a full redesign of the park. This effort included three meetings with the community including a large one-day festival within the park celebrating the redesign. The engagement helped to provide the OHM led design team with valuable input on what improvements and amenities the community desired for the park; both for the short term and long term.

OHM's design process worked over a fast-paced period taking community input to construction level bidding documents within three months. The process included a significant number of workshops, meetings and modeling exercises to ensure the final park design met the visions of the community and GSD. The final design was ultimately met with consistent praise from the community.

As part of this project, OHM provided landscape architecture, site civil, traffic, tree survey, electrical engineering, stormwater management land survey and construction engineering.



Roosevelt Park Improvements, rendering



Roosevelt Park Improvements, construction December 2022

COMPLETION

Design

2021 - 2022

Construction

2022 - 2023

COST

Design

\$335,500

Construction

\$6,000,000

CLIENT INFORMATION

City of Detroit

Jeff Klein, PLA, ASLA,
Deputy Chief of Landscape
Architecture

115 Eliot Street
Detroit, MI 48201

313.628.0900

SERVICES PROVIDED

Construction Engineering
Landscape Architecture
Survey
Traffic Engineering
Transportation Planning

Riopelle Streetscape; I-75 to Division Street

DETROIT, MICHIGAN

Under the City of Detroit's 5-year Program Management Contract which began in 2018 and strives to improve and transform several of the city's prominent roadways, OHM was tasked with designing improvements to the Riopelle Streetscape to transform this roadway into an asset for the City. Located in Eastern Market, the desire was to transform the street — which had previously serviced industrial and support services, ranging from storage warehouses to meat processing facilities — into an engaging public space. Over the past decade, the market area had started to convert from industrial to commercial and residential use and this trend was in full swing on Riopelle Street.

The project entailed reconstruction of all sidewalks with decorative paved walkways and new compliant ADA ramps. The southern two blocks of the project were designed to provide a flex-street, which features a narrow roadway with flush curbs and sidewalk to allow the street to transform into a pedestrian plaza during social events held by the local businesses and Eastern Market. On-street parking was delineated with new parking stall markings and decorative sidewalk bumpouts at the intersections. New decorative street lights and overhead festoon lighting were installed to provide a festive lighting plan for the flex street. At the northern end of the project, the roadway improvements included revising the Shed No. 3 parking lot to provide aesthetic and landscape features to improve the look and feel of the area consistent with other improvements undertaken along Russel Street and Market Street within Eastern Market.



COMPLETION

Design
6.2018 - 3.2019

COST

Design
\$119,000

CLIENT INFORMATION

WSP for City of Detroit
Benjamin Stupka,
Sr. Transportation Planner
500 Griswold St, Suite 2600
Detroit, MI 48226
313.963.2814

SERVICES PROVIDED

Electrical Engineering
Landscape Architecture
Survey
Traffic Engineering
Transportation Engineering



E. Warren/Cadieux Neighborhood Framework Plan

DETROIT, MICHIGAN

Drawing from philanthropic contributions and public funding, Detroit's Strategic Neighborhood Fund is designed to continue the City's renaissance through focused investment in specific areas to catalyze neighborhood redevelopment. The initiative looked to drive economic vitality and enhance quality of life through neighborhood stabilization centered on the rehabilitation and restoration of vacant housing, the introduction of mixed-use development at opportunity sites, the addition of new amenities at parks and public spaces, and mobility improvements and streetscape enhancements to complement commercial corridors.

The East Warren / Cadieux area, encompassing the neighborhoods of Morningside, East English Village, and Cornerstone Village, presented an opportunity to maximize the effects of public investment due to its burgeoning commercial district along E. Warren, strong neighborhoods along either side of E. Warren, and an appetite by residents to build on community assets, like the Alger Theater, to improve their community. The City partnered with OHM Advisors to lead the development of a Neighborhood Framework Plan that outlines near-term capital improvement projects as well as financing strategies and policies to make positive, lasting change in the neighborhood for all residents.

Public engagement was a key component of the planning process to ensure the Plan reflected the spirit and priorities of the community, while still working within the City's constraints. Due to challenges presented by the COVID-19 pandemic, our team had to develop new strategies for engaging with the community while remaining socially distant. A variety of inclusive tools were used that allowed our team to listen to the questions, concerns, ideas, and priorities that community members and business owners have for their neighborhood.

With feedback from the community, our team developed conceptual designs constrained to the available funding that set the City up for final design and implementation. The corridor has been redesigned into a neighborhood main street through mobility and streetscape enhancements that complement the investment in high-quality commercial and mixed-use development in the same area. The action-oriented Plan will guide future investment in the neighborhood and ensure new development aligns with the goals and aspirations of the community.



COMPLETION

Design
10.2019 - 05.2021

COST

Design
\$333,000

CLIENT INFORMATION

City of Detroit
Allen Penniman,
Planner III
2 Woodward Ave, Suite 808
Detroit, MI 48226
313.224.1332

SERVICES PROVIDED

Community Engagement
Funding
Landscape Architecture
Planning
Transportation Planning

West Warren Streetscape; M-39 to Mettetal

DETROIT, MICHIGAN

OHM conducted the design and topographical survey of West Warren Streetscape. The design consisted of a multidisciplinary team including elements of road, traffic signals, pavement markings, signing, storm sewer and landscaping. West Warren Streetscape is one of a series of projects under the City of Detroit DPW Complete Streets Program with an emphasis on multiple modes of travel including pedestrians, bicyclists, transit users, and not just personal vehicles. West Warren Avenue was identified in Detroit's Cody Rouge & Warrendale Neighborhood Framework Plan as an important commercial corridor in the neighborhood. The road has a history of non-compliance of speed limits, marked crosswalks, and parking lanes.

West Warren Avenue was converted from four lanes (two in each direction) to three lanes (one in each direction with a center left turn lane). This was done in an effort improve pedestrian safety, reducing the crossing distance of the road as well as vehicle safety, reducing turning vehicle conflicts. Intersection bumpouts were included in the project to improve safety and better delineate parking zones. Pedestrian islands and mid-block crosswalks were added to provide safer and more numerous pedestrian crossings. Traffic signals and signing were brought up to current standards.

Beautification through landscaping and streetscape amenities was also a core part of the project. This included planting beds, street trees, benches, trash receptacles, bike racks, and bus shelters.



West Warren, before



West Warren, rendering

COMPLETION

Design

09.2019 - 03.2022

Construction

04.2022 - Ongoing

COST

Design

\$360,000

Construction

\$5,700,000

CLIENT INFORMATION

City of Detroit DPW Complete Streets

Gustavo Serratos
Project Manager of Complete Streets

2 Woodward Ave, Suite 611
Detroit MI 48226

313-236-9522

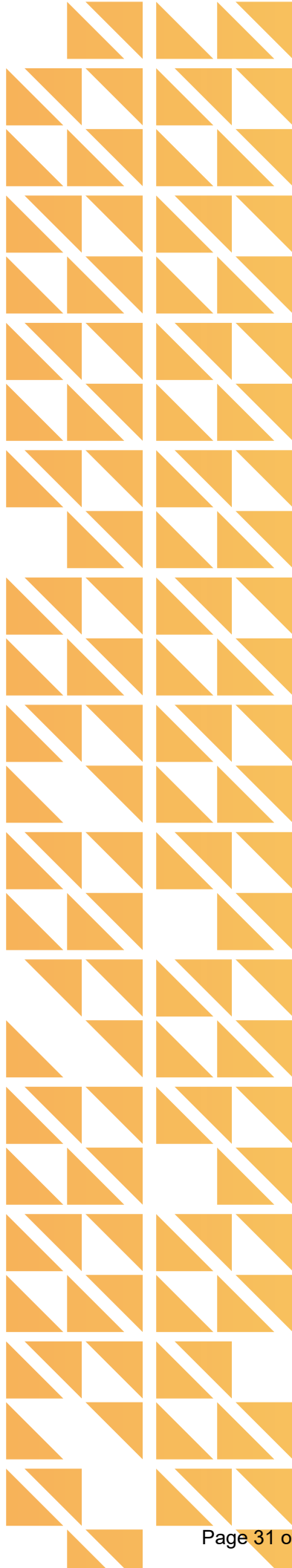
serratosg@detroitmi.gov

SERVICES PROVIDED

Landscape Architecture
Municipal Engineering
Survey
Traffic Engineering
Transportation Engineering



West Warren, ongoing construction, summer 2023

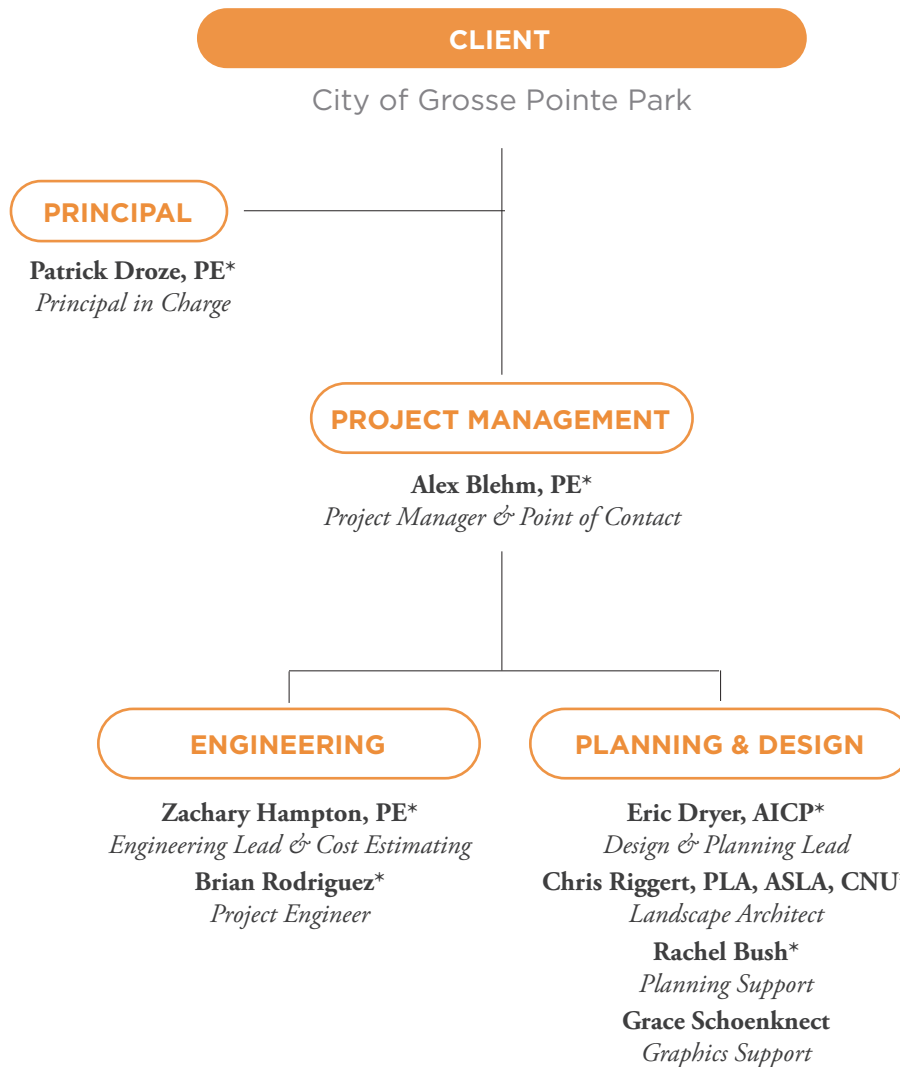


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Your Project Team

ORGANIZATION CHART

OHM Advisors attests to the fact that the key personnel provided within this proposal have adequate availability to provide the services as outlined in this document. In addition to the key staff that will support the project directly, we have over 620 professionals firm-wide to provide as-needed support to our clients.



*indicates key staff, resume included.

Patrick Droze, PE

PRINCIPAL IN CHARGE



Education

- Bachelor of Science in Civil Engineering, Michigan State University, 2005

Professional Registration(s)

Professional Engineer

- MI, 2010, #6201057494

Experience

With OHM since 2006

All experience with OHM

Background

Patrick Droze serves as Project Manager and Client Representative in OHM Advisor's Municipal Services group. In this role, Patrick works with Municipal and Private Clients on the development of infrastructure and site development projects. Projects include a mixture of work that includes roadways, utilities, drainage, green infrastructure, traffic and structural. This broad experience allows Patrick to develop comprehensive solutions for Clients that are considerate of elements beyond the original problem statement. His vast experience from serving as a Municipal Client Representative also provides Patrick with capital improvement plan development savvy and the ability to help clients work through cost effective problem solving on complex community issues. Patrick's specialty and passion from earlier work in his career remains stormwater management. Previous projects included performing hydrology, hydraulic and stream bank design for various state and county and municipal agencies. Patrick is experienced in storm water modeling software packages including HEC-RAS, FHWA Hydraulic Toolbox, HEC-HMS, HY-8 and SWMM. Patrick is also proficient in AutoCAD's Civil 3D and ArcGIS.

Select Relevant Experience

Kercheval Avenue Paving; Balfour to Bedford, Grosse Pointe Park, Michigan

Principal overseeing the design to rehabilitate of 0.36 miles of two-lane undivided roadway including HMA overlay, mainline pavement repairs, curb repairs, ADA upgrades and bus stops.

Arts Alleys Initiative, Detroit, Michigan

Project Manager of a project to engage and engineer five neighborhood alleys throughout Detroit. The project consisted of working with neighborhood residents to enhance blighted alleys into community gathering spaces centered around arts and culture. Engagement included multiple on-site sessions and one on one conversations. Site improvements included creative place-making elements designed to be enhanced by residents, featuring local art and talent.

Roosevelt Park Redesign, Detroit, Michigan

Project Manager overseeing a multi-discipline design team tasked with a \$6M overhaul of Detroit's Roosevelt Park adjacent to the Michigan Central Depot in Corktown. The project included an aggressive three-month design phase that included community engagement, an on-site design charette, continual cost estimating and weekly workshops. The project was closely coordinated with several public entities including the City of Detroit DPW, MDOT, public utilities, Detroit Historic Commission, and Ford Motor Company.

Grosse Pointe Park Sewer System Study, Grosse Pointe Park, Michigan

Project Manager; Study analyzing the impacts of two significant rain events. The study included simplified hydraulic analysis of two emergency outlets to the surrounding GLWA system and Lake St. Clair. The analysis included review of existing facilities, pumping data and calibrating firsthand accounts to system schematics and hydraulic profiles.

Select Relevant Experience Continued

Clark Park Condition Assessment & Site Engineering Services, Detroit, Michigan

Project Manager for the design of a \$3.5M overhaul of Clark Park in Detroit. This work included a facility-wide evaluation of the 34-acre park that resulted in internal upgrades to sidewalks, playgrounds and sport courts. The project also included enhancements of Vernor Avenue with decorative concrete pavements, bump outs, lighting, planter boxes and pedestrian amenities.

Wayne State University Anthony Wayne Student Housing, Detroit, Michigan

Project Manager; Oversaw site/civil services for various development projects within the City of Detroit. Project work includes land survey, utility design, site grading and stormwater management utilizing DWSD's post construction storm water management requirements as well as the Green Infrastructure site credit program.

Border to Border Trail; Segment D3 Delhi Metropark, Washtenaw County, Michigan

Project Manager; for the design of a 2.3-mile, \$5.5M trail along the Huron River in Scio Township. The project included the installation of retaining walls and a crossing of the Huron River. Extensive coordination was required with Amtrak, EGLE, MDNR, USFWS as well as the Washtenaw County Parks and Recreation Commission and Huron Clinton Metropark Authority.

Pedestrian Mobility Improvements, Dexter, Michigan

Project Manager; oversaw a project to provide city-wide walking routes for school aged children. The project identified four key crossing locations that were fitted with rectangular rapid flashing beacons and lighting enhancements. The project also included the development of a City policy for the implementation of uniform pedestrian traffic control.

Ann Arbor Street & Central Street Rehabilitation, Dexter, Michigan

Client Representative and Project Manager; Replacement and rehabilitation of two roadways. The design phase work

included the coordination of field investigations to determine the viability of existing storm and sanitary sewers within the influence of the roadway. The project included the replacement of water main and roadway reconstruction. Each of the corridors received decorative elements to enhance the right of way through customized street signs, decorative crosswalks and ornamental lighting.

Rolling Hills County Park Improvements, Ypsilanti Township, Washtenaw County, Michigan

Design Engineer; Project that included site grading, two miles of roadway and four miles of asphalt trails at a 350-acre County park. The project included significant earth moving operations over a 100-acre area as well as coordination with the Washtenaw County Road Commission for right of way improvements and the Washtenaw County Water Resources Commissioner's Office for storm water management design. The unique storm water aspect of this project is a goal of zero storm water discharge from the site, so all types of LID techniques are incorporated. The project utilizes BMP designs such as bioswales, rain gardens and porous pavers to capture and infiltrate storm water.

West Cross Street Paving and Water Main Improvements, Ypsilanti, Michigan

Design Engineer responsible for a project delivered through MDOT's Local Agency Program. The project included the full reconstruction of 2,100 feet of roadway in the City of Ypsilanti and followed principles detailed in the City's Complete Streets ordinance including bike lanes, on street parking and intersection "bump-outs." The project scope also included the replacement of water main and storm sewer.

Broad Street Redevelopment, Dexter, Michigan

Project Manager: Performed utility and storm water planning for the redevelopment of a former industrial site in the City of Dexter. The project included analyzing existing infrastructure and modeling the effects of increased residential density on downstream sanitary sewers adjacent to the site. The work also included developing streetscape concepts to improve corridor walkability, on street parking and traffic management.

Alex Blehm, PE

PROJECT MANAGER & POINT OF CONTACT



Education

- Bachelor of Science in Civil Engineering, 2014, Michigan State University

Professional Registration(s)

Professional Engineer

- MI, 2019, #6201069031

Experience

With OHM since 2014

All experience with OHM

Background

Alex is an experienced roadway engineer leading projects ranging from small, urban plazas to rural, multi-lane highways. His passion lies with designing streets for people as he both leads a team of engineers on roadway projects and collaborates with a multidisciplinary team to solve complex urban design problems. His extensive knowledge in MDOT, AASHTO, and FHWA design procedures, standards, and specifications coupled with design principles and guidance from NACTO fosters his ability to devise creative solutions in urban environments that better support all users of our cities' right-of-way. Alex has a proficiency in both AutoCAD/Civil3D and Microstation/ORD software packages. In addition to his design experience, Alex has spent time in the field inspecting the construction of two large-scale LAP projects. Alex also had an extensive role in the design of these projects providing him a comprehensive understanding of the process from project kick-off to construction completion. This field experience has helped him achieve a significantly improved aptitude for forethought and constructability during the design process.

Select Relevant Experience

West Warren Streetscape; M-39 to Mettetal, Detroit, Michigan

Lead Roadway Designer; Rehabilitation of this 4-lane roadway. Design scope included development of alternate concepts including a road diet, bike lanes, streetscape elements, pedestrian improvement, parking improvements, landscaping, signal improvements and decorative street lighting. Much of the discussion revolved around safer ways for pedestrians to cross Warren. The project also included drainage improvements, milling and resurfacing the roadway, curb repairs and new signing.

Campus Martius at Fort Street Improvements, Detroit, Michigan

Lead Design Engineer; Responsible for the geometric design, drainage, detail grading, and construction details for the approximately 150 ft by 100 ft area of Fort Street between Woodward Ave and Griswold St, adjacent to Campus Martius Park. The goal of the project is to provide a safer and more functional space for pedestrians and micromobility users to interact with the built area as well as maintain access for vehicular traffic and truck loading. The project incorporated creative design elements including a pavers, decorative sidewalks, landscaping, and other street amenities.

Riopelle Streetscape; I-75 to Division Street, Detroit, Michigan

Lead Design Engineer; Responsible for the geometric design, vertical alignment, detail grading, storm sewer relocation, and project coordination for 3 blocks of streetscaping on Riopelle St. The goal of this project is to help bolster the transformation of the Riopelle St corridor between I-75 Service Drive and Division St from a wholesale packaging and market environment to a walkable retail and entertainment area. Goals of the project were to improve, safety, aesthetics, and economic development in the area. The project incorporated creative design elements including a curbless road, colored concrete, scored sidewalks, overhead string lighting, landscaping, and other street amenities. The major items of work include sidewalk improvements, hma paving, street lighting, and landscaping.

Select Relevant Experience Continued

Joe Louis Greenway Planning Study; Lonyo from Radcliffe to Dix, Detroit, Michigan

Traffic Engineer; Responsible for engineering feasibility of alternative routings and cross sections for the proposed Joe Louis Greenway along Lonyo St. Responsibilities included analyzing traffic operations at intersections, parking impacts, school drop-off and pick-up operations, bridge modifications and repairs, ADA improvements, and traffic calming measures.

Kercheval Avenue Paving; Balfour to Bedford, Grosse Pointe Park, Michigan

Project Manager; Rehabilitation of 0.36 miles of 2-lane undivided roadway including HMA overlay, mainline pavement repairs, curb repairs, ADA upgrades and bus stops.

Michigan Avenue Planning & Environmental Linkages Study, Wayne County, Michigan

Engineer; responsible for the geometric and engineering feasibility of multiple options for the re-imagining of Michigan Avenue between I-96 and Woodward Avenue. The purpose of the study, through FHWA's Planning and Environmental Linkages (PEL) initiative, is intended to identify and evaluate the impacts of several different geometric layouts of a future Michigan Avenue and propose a recommendation. All options include pedestrian infrastructure enhancements and other options include improvements for bicyclists and autonomous vehicles.

Baldwin Road Phases I / II, Morgan Road to Gregory Road & Gregory Road to Waldon Road, Oakland County, Michigan

Design Engineer; The two-phase project included 5 multi-lane roundabouts, segments of full-width boulevard with crossovers, a narrow boulevard, and a five-lane section. The goal of the project was to improve safety, capacity, aesthetics, and the economic development of the corridor. There were several complex components of the project including: 112 right-of-way acquisitions, a modified profile with cut and/or fill sections up to 15 feet, replacement of a culvert, multiple maintenance of traffic phases, EGLE permitting, stormwater management including in-line detention and detention/retention ponds, miles of public and private utility relocations, HAWK signals at each roundabout, unique placemaking streetscape features, and new sidewalk/paths.

US-223 Rehabilitation; Stoddard Road to US-127 & US-127 Rehabilitation; Junction Road to US-12, Lenawee County, Michigan

Project Engineer; for this 15.05-mile-long project which includes resurfacing of US-127/US-223 to improve the surface of this high-speed facility that cuts across Lenawee County, including a new roundabout where US-127 splits from combined US-127/US-223. Project design includes HMA mill & overlay of the composite pavement section, cross slope and superelevation corrections, geometric improvements, pavement repairs, culvert replacement, storm sewer repairs, pavement markings, signing and survey.

East Jefferson Streetscape, Detroit, Michigan

Lead Roadway Engineer; for 2.43 miles of a 6-mile project responsible for horizontal and vertical geometry, detail grading, and implementation of streetscaping elements, including street trees, planters, improved sidewalks, bicycle facilities, enhanced bus stops, raised crosswalks, pedestrian islands, and other traffic calming practices. Full scope of the project is yet to be determined.

Central Street Reconstruction; 5th Street to 3rd Street, Dexter, Michigan

Lead Design Engineer; Responsible for the horizontal and vertical alignments, detail grading, storm sewer design, permanent signing, pavement markings, maintenance of traffic, and cost estimating for 0.25 miles of total reconstruction. The project consists of HMA paving, curb and gutter, sidewalk ramp upgrades, and all new storm sewer.

Northland Drive Reconstruction and Reconfiguration; NW Hwy Service Drive to Greenfield Road, Southfield, Michigan

Design Engineer; Responsible for the horizontal and vertical alignments, superelevation cross sections, detail grading, storm sewer design, permanent signing, pavement markings, maintenance of traffic, and cost estimating for 0.23 miles of total reconstruction. The project consists of concrete paving, curb and gutter, sidewalk, storm sewer, and sanitary sewer improvements.

Zachary Hampton, PE

LEAD ENGINEER & COST ESTIMATING



Education

- Bachelor of Science in Civil Engineering, Michigan State University, 2016

Professional Registration(s)

- Professional Engineer
- MI, 2021, #6201310003

Experience

With OHM since 2016
1 year prior experience

Background

Zachary Hampton works on many municipal projects, centering around infrastructure planning and design, municipal site review and development, municipal asset management, various studies/reports, and utility design and construction. This diverse background has given Zachary an understanding for many types of municipal projects, including parks, on/off-street non-motorized facilities, local roads, arterial roads, utilities, green infrastructure, and storm water management systems. His varied experience and technical expertise allows him to go above and beyond to help deliver successful projects to the clients that he serves. Zachary is also proficient with AutoCAD/Civil3D, Bluebeam and ArcGIS software suites.

Select Relevant Experience

Arts Alleys Initiative, Detroit, Michigan

Lead Civil Engineer; Lead the design, engagement, and engineering of five project locations throughout Detroit. Project consisted of working with neighborhood residents to enhance blighted alleys into community gathering spaces centered around arts and culture. Engagement included multiple on-site sessions and one on one conversations. Site improvements included creative place-making elements designed to be enhanced by residents, featuring local art and talent. Also included in the project were grading, stormwater and pavement improvements.

Shiawassee Road and Non-Motorized Improvements, Southfield, Michigan

Project Manager and Design engineer for a project that included 1.5 miles of road, non-motorized pathway and drainage improvements within a narrow suburban corridor, designed to Michigan Department of Transportation Standards. The project utilized federal STP-U funds and was bid through MDOT's Local Agency Program.

Non-Motorized Asset Management Plan, Southfield, Michigan

Lead author of an Engineering Report that assessed, rated, and recommended improvements for all City designated non-motorized facilities (pathways, bike lanes, sidewalks). Work included the use of a smart bike equipped with geolocation tools to map and categorize distresses to concrete and HMA facilities. This data was run through an excel program that generated a rating for each facility and an associated cost to fix. Using this data and analyzing that against the Cities goals for their non-motorized facility, a novel report was created that gives the city a roadmap for future investment.

Transportation Asset Management Plan, Southfield, Michigan

Lead author of the Transportation Management Plan for the City of Southfield that identified, assessed, and determined costs to fix, the City's pavement, non-motorized, bridge, culvert, and traffic signal assets. The report explored the consequences of failure of these assets and the City's goals for each. Goals were then compared to finances to generate a realistic Capital Improvements Plan for the City that dictates yearly investment by asset. While this report was required by Michigan Public Act 325 of 2018, what the City received was a living document intended to set realistic goals for the next 5-10 years.

Select Relevant Experience Continued

Greater Corktown Green Stormwater Infrastructure Implementation Plan, Detroit, Michigan

Lead Design Engineer; Project work involves the development of a green stormwater infrastructure (GSI) implementation plan for the Greater Corktown neighborhood that supports planned development projects and future development, and development of an open space network plan. As part of the open space network plan, pilot GSI projects will be identified and selected, followed by design and implementation. OHM will provide construction engineering and administration for the implementation of the GSI pilot projects. The final result of this effort will provide the city with a roadmap to effectively manage stormwater runoff in the Greater Corktown neighborhood while providing ecological improvements and a more resilient community for future generations.

Section 15 Paving and Water Main Improvements, Southfield, Michigan

Design Engineer; A two-mile section of water main replacement and paving improvements project. The planned improvements consist of replacing the entire water main system, including all pipes, services, and associated appurtenances. The project also includes a combination of HMA reconstruction, HMA Inlay and concrete rehabilitation. Unique to this project was the implementation of traffic calming measures in the form of intersection bump-ins and an urban roundabout.

Asset Management Program, Southfield, Michigan

Zachary has worked with the city of Southfield on the development and management of their asset management program from the year of 2016 and onward. Since 2014, this program has seen over \$100,000,000 invested into the Cities infrastructure through various funding sources, including bonds, federal funding, and grants. Over this time Southfield's PASER rating has increased from 4.5 to 5.6, and water main breaks have decreased considerably. Zachary is responsible for the day-to-day management and tracking of improvements, budgeting, and future planning.

DWSD Green Stormwater Infrastructure Program Management, Detroit, Michigan

Design Engineer; OHM Advisors is providing site/civil engineering for the Detroit Water and Sewerage Department as they implement their updated drainage charge and green infrastructure credits program. OHM is responsible for analyzing various properties through the city and generating preliminary engineering reports that seek to reduce the drainage charge via implementation of green stormwater infrastructure. Tasks within this project includes arranging meetings, analyzing sites, developing green infrastructure recommendations, compiling reports, and eventually presenting recommendations to DWSD and their customers. In this project, Zachary serves as a design engineer, where his understanding of the DWSD Drainage Charge Guide and Drainage Credits allows him to generate preliminary designs that retrofit various sites with green stormwater infrastructure that provides the highest credit possible.

Wayne State University Anthony Wayne Student Housing, Detroit, Michigan

Design Engineer; OHM Advisors is providing site/civil engineering for developments in Detroit's Midtown, Wayne State, and various other developments. Zachary serves as a design engineering, helping with utility design, site grading and stormwater management. Additionally, he has helped with the application of the DWSD drainage charge on these various developments.

Eliza Howell Park Green Infrastructure & Wet Meadows, Detroit, Michigan

Design Engineer; As Design Engineer, Zachary was responsible for the construction of a rain garden within Detroit's Eliza Howell Park. This project was intended to address flooding issues within the park by the usage of green infrastructure.

Carpenter Lake Park Improvements, Southfield, Michigan

Design engineer for a project that included the construction of a new parking lot & pedestrian facilities, green stormwater infrastructure, restroom facilities, and site utilities for the City of Southfield's Parks and Recreation department.

Brian Rodriguez

PROJECT ENGINEER



Education

- Bachelor of Science in Civil Engineering, Wayne State University, 2019

Experience

With OHM since 2020

All experience with OHM

Background

Brian is a roadway engineer who has experience on both rural and urban projects. In addition to plan production and design experience, Brian has field inspection experience on multiple LAP projects. Brian has proficiency in both AutoCAD/Civil3D and Microstation/ORD software packages. Brian's professional passions are aligned with OHM's mission statement of advancing communities and solving design problems in a collaborative design team.

Select Relevant Experience

West Warren Streetscape; M-39 to Mettetal, Detroit, Michigan

Engineer; Rehabilitation of this 4-lane roadway. Design scope included development of alternate concepts including a road diet, bike lanes, streetscape elements, pedestrian improvement, parking improvements, landscaping, signal improvements and decorative street lighting. Much of the discussion revolved around safer ways for pedestrians to cross Warren. The project also included drainage improvements, milling and resurfacing the roadway, curb repairs and new signing.

Big Beaver Corridor Landscape Improvements, Troy, Michigan

Project Engineer; OHM Advisors led the redesign of the Big Beaver corridor landscape and placemaking elements. OHM Advisors assembled a multi-disciplinary team of planners, landscape architects, ecologists, and engineers to assess the existing corridor condition and generate design recommendations. OHM Advisors worked closely with the project Steering Committee to advance a consistent design character and theme throughout the corridor's 3.5-mile length.

Shiawassee Road Improvements; 8 Mile to Inkster, Southfield, MI

Construction Technician; on 1.45 miles hot mix asphalt base crushing, shaping, and resurfacing, bike path, concrete pavement repairs, concrete curb, gutter and ramps, signing and pavement markings. Challenges on this project entailed extensive utilities within the area that were not properly documented on their exact locations. Several changes had to be made to maintain positive storm sewer flow and keep a safe distance between water main, gas, and fiber optic underground utility lines. The project was in a residential area and maintaining access was key to the success of this project. The project was opened to traffic and completed on time. OHM provided site inspection, office technician and project management roles while overseeing material testing services from a subconsultant.

Berg Road Improvements; 8 Mile to Simmons Road, Southfield, MI

Construction Technician; on this 2.83 mi of hot mix asphalt base crushing, shaping and widening, concrete curb, gutter, sidewalk and ramps, and pavement markings, and bridge rehabilitation, including deck overlay and steel structure cleaning and coating, guardrail, and approach work on Berg Road from 8 Mile Road (M-102) to Simmons Road in the City of Southfield, Oakland County. This Michigan Department of Transportation Local Agency Program required the design and construction to follow the MDOT 2020 Standard Specifications for Construction. Traffic was maintained utilizing part-width construction with traffic maintained in one direction and south of 9 Mile, traffic was open to local traffic only

Select Relevant Experience Continued

as several residential and business properties needed to be maintained. Side streets were closed during construction and communication to maintain access was critical in the success of this project. As part of our service, OHM fulfilled the roles of project engineer, office technician, and field inspection, while overseeing the material testing of a subconsultant.

Traffic Signal Modernization at M-5 and I-75, Detroit, MI

Construction Technician; on this project that entailed traffic signal modernization and wireless vehicle detection systems on M-5 (Grand River) and the NB and SB I-75 Service Drives. The following locations received full modernizations: M-5 at Second Avenue, SB I-75 Service Drive at Second Avenue, NB I-75 Service Drive at Second Avenue, SB I-75 Service Drive at Third Avenue, NB I-75 Service Drive at Third Avenue. The remaining eight locations included trunkline detection for automated traffic signal performance measures (ATSPMS). The most challenging portion of this project was having to field alter many of the foundations for signals and hand holes due to the large number of utilities throughout these congested areas. High speeds on the service drives were also a major factor in making sure proper MOT was checked multiple times a day to ensure safety for the team members. OHM oversaw the project through August 2022 through MDOT's Detroit TSC as-needed contract. OHM oversaw a subconsultant for materials testing.

Fire Tower Site Preparations and Improvements, Southfield, MI

Construction Technician; on this site preparation project for the City of Southfield's new Fire Tower Training Facility. This included sitework such as clearing, the installation of water main and storm sewer, ditching, grading, conduit and electrical work, concrete pavement repairs, concrete sidewalk enhancements, fencing, restoration, and foundation work for the proposed Fire Tower. Work also consisted of the demolition of the existing training facility and its foundation. Coordination with the Fire Department, Consumers Energy and Southfield High School had to be performed as the gas main ran through the project site, servicing the local high school. Work had to be halted for gas relocation work during the school year's spring break. Communication and coordination between OHM and

all parties took place to put all of these moving parts into place to prohibit interruptions to the public. OHM was responsible for full construction engineering services and oversight of a materials testing subconsultant.

Greentrees Water Main Improvements, Southfield, MI

Construction Technician; on this water main replacement which also addressed minor drainage issues, concrete rehabilitation, and restoration. The project included over 2,500 LF of 8-inch directional drilled water main and over 3,100 LF of open cut water main. Approximately 6,300 SY of concrete patching occurred. Communication and coordination between OHM and residents were required for updates for water service interruption and periodic project updates. OHM was responsible for full construction engineering services and oversight of a materials testing subconsultant.

Simms and Miller Parks Improvements, Southfield, MI

Construction Technician; on the full reconstruction of two parks located within the City of Southfield. Miller Park improvements included a new 0.33-mile asphalt walking trail that looped around existing baseball diamonds and the installation of concrete pads with new site furniture. It also included the removal of existing deteriorated tennis and basketball courts and the construction of three half-court basketball courts. The single tennis court was replaced with Southfield's first grouping of four pickleball courts. The courts received new court paint and new chain link fencing. The parking lot received new parking blocks, drainage enhancements and increased ADA accessibility, bike racks and park signage. Simms Park improvements included better pedestrian access points to better ADA accessibility. A new park entrance was constructed which included seating, landscaping, new bike racks, and park signage. A 0.25-mile asphalt walking trail looping around the park was constructed with concrete pads with new site furniture. Lastly, the existing deteriorated basketball court was replaced with a combination tennis/pickleball court with new chain-link fencing, new tennis nets and surfaced with court paint. Two new half-court basketball courts were also added. OHM was responsible for full construction engineering services and oversight of a materials testing subconsultant.

Eric Dryer, AICP

DESIGN & PLANNING LEAD



Education

- Master of City and Regional Planning, University of Oklahoma, 2013
- Bachelor of Science in Biology, University of Michigan, 2010

Experience

With OHM since 2018
6 years prior experience

Certifications

- American Institute of Certified Planners, #029160

Professional Affiliations

- American Planning Association, member

Background

Eric is a Detroit based planner with a passion for improving communities through targeted and coordinated investments, specifically by enhancing the sustainability of transportation systems through improved options for multi-modal travel. He brings a data and design-driven approach to helping communities determine the best way for multi-modal, non-motorized, and transit system improvements to be implemented.

Eric has led planning projects around Michigan and Ohio, including the City of Detroit's E. Warren/Cadieux Neighborhood Framework Plan, the SMART Park and Ride Design Study, and Medina County Strategic Transit Plan. He has also led transportation, non-motorized, and land use planning studies in Monroe, Westland, Grayling, Lansing, and for the Huron Clinton Metroparks.

Select Relevant Experience

Mack Avenue Streetscape Plan, Detroit, Michigan

Project Manager responsible for developing a plan for improving Mack Avenue from Conner Street to Moross Road. Mack Avenue touches Detroit, Grosse Pointe Park, Grosse Pointe, and Grosse Pointe Farms and doesn't have a cohesive identity. This plan identifies identity improvements while retaining the unique character of each community.

Nine Mile Corridor Plan, Oakland County, Michigan

Project Manager responsible for developing a concept for a connected and cohesive non-motorized pathway from Hazel Park to Farmington Hills. The plan is intended to assist each community in implementing walking and biking pathways that allow for safe and feasible travel between communities and would link to recreational facilities within each city. Recommendations include pathway type, placemaking locations, amenity needs, corridor identity, and an implementation plan.

East Warren/Cadieux Neighborhood Framework Plan, Detroit, Michigan

Project Manager responsible for delivering a catalytic neighborhood revitalization plan for three City of Detroit neighborhoods on the east side of the city. The plan focused on identifying near term strategies to stabilize the neighborhoods, spur commercial development, redesign East Warren Avenue, and develop concepts to improve Balduck Park. The plan has helped catalyze new development, including new commercial and mixed-use development and home rehabs, through public investment.

Washtenaw Avenue (M-17) Planning and Environmental Linkages Study, Washtenaw County, Michigan

Project Manager responsible for developing a community backed roadway design for Washtenaw Avenue from Carpenter Road in Pittsfield Township to Summit Street in the City of Ypsilanti. The study is looking to identify a future design for Washtenaw Avenue that will improve conditions for all users, build on previous planning efforts, and help catalyze the land use goals of each community.

Select Relevant Experience Continued

Greater Warren/Conner Neighborhood Framework Plan, Detroit, Michigan

Project Manager for a neighborhood planning study on the Eastside of Detroit looking to deliver a catalytical revitalization recommendations. The planning area surrounds the large Stellantis auto assembly plant and has been subjected to environmental issues for decades. The plan is focused on identify near and long-term strategies to stabilize the neighborhoods, spur commercial development, improve mobility, and address sustainability and environmental concerns.

Tri-County Regional Planning Commission Regional Trails Plan, Lansing Area, Michigan

Project Manager responsible for developing a regional trail plan framework connecting the existing regional trail network in the Tri-County Region to the larger state-wide network along three corridors. OHM conducted an extensive conditions analysis, stakeholder interviews, and public engagement to determine specific trail alternatives. Planning level design concepts for the preferred alternatives were developed and included in the final plan document.

SMART Park and Ride Design, Detroit, Michigan

Project Manager responsible for identifying preferred park and ride/mobility hub locations along the three regional express bus corridors: Michigan, Woodward, and Gratiot Avenues. For the preferred sites, located in Clinton Township, Royal Oak, and Inkster, a detailed site design was developed that incorporates transit infrastructure, future transportation connections, non-motorized access, and rider amenities to encourage additional transit use in the region.

Medina County Public Transit Strategic Plan, Medina County, Ohio

Transit Planning Lead responsible for developing feasible and action orient recommendations to help Medina County Public Transit grow their system. Taking a data driven approach to determining which improvements will be most successful in the county, OHM is identified strategies to expand rider options and improve overall efficiency of the system.

Michigan Avenue (US-12) Planning and Environmental Linkages (PEL) Study, Detroit, Michigan

Project Planner responsible for identifying and evaluating roadway design concepts for Michigan Avenue in Downtown Detroit, from Woodward Avenue to I-96. The Study identified a future design of Michigan Avenue that will improve conditions for pedestrians, bicyclists, and transit riders, while right-sizing space for private vehicles. Accommodations for future mobility, such as autonomous vehicles, are also included in the final design.

Westland Bike Network Vision Plan, Westland, Michigan

Project Manager responsible for developing a near term bicycle and non-motorized network plan connecting areas of high need in Westland, MI. The plan is focused on identifying feasible projects that can be implemented in the next 10 years by the City. Cross sections, right-of-way needs, cost estimates, and funding sources were developed for each recommended route.

Grand Traverse County Road Commission E/W Corridor Transportation Study, Traverse City, Michigan

Lead Planner responsible for delivery of a complex transportation study investigating traffic operations along existing east-west streets in Grand Traverse County. The Study recommends a comprehensive program of short term and long term solutions and an implementation plan to address traffic congestion over the next 10 years. Responsible for the identification and evaluation of potential solutions, graphics, public engagement, and other project deliverables.

Huron Clinton Metro Authority, Lake St. Clair Metropark Transit Access Plan, Southeast Michigan

Project Manager responsible for exploring the feasibility of serving Lake St. Clair Metropark in Macomb County, MI with a new transit service. Working closely with SMART, the suburban transit provider, recommendations for a pilot microtransit service were developed during the planning process and the service was launched prior to the plan's completion. Recommendations for future service improvements such as a fixed route shuttle and transit infrastructure improvements were also developed.

Chris Riggert, PLA, ASLA, CNU

LANDSCAPE ARCHITECT



Education

- Bachelor of Landscape Architecture, Iowa State University, 2013

Professional Registration(s)

Registered Landscape Architect

- MI, 2017, #3901001672

Experience

With OHM since 2019
6 years prior experience

Background

With over six years of experience working within Detroit communities, Chris brings a creative and robust project approach to the OHM team. His expertise lies in fostering meaningful collaboration throughout the full life of the project, both internal to the project team and between City and community stakeholders. He is passionate about tailoring proven solutions to unique project needs, while empowering residents to play active roles in shaping their communities.

Select Relevant Experience

Campus Martius at Fort Street Improvements, Detroit, Michigan

Lead Landscape Architect; OHM is working with the Downtown Detroit Partnership and City of Detroit to redesign a corridor which is heavily trafficked by both motorized and non-motorized transportation. Working with area stakeholders, the OHM team is preparing concepts which maintain vehicular access and building logistics, while promoting walkability and creating a micro-mobility hub which accommodates bike-share, scooter and ride-share modes.

E. Warren/Cadieux Neighborhood Framework Plan, Detroit, Michigan

Landscape Architect; This neighborhood plan that is focused on developing strategies within four specific issue areas of the neighborhood; Neighborhood Stabilization, Commercial and Mixed-Use Development, E. Warren Streetscape, and Parks and Open Space. Concepts were developed for each of the focus areas to guide investments in the neighborhood.

Arts Alleys Initiative, Detroit, Michigan

Assistant Project Manager; Lead the design, engagement, and engineering of five project locations throughout Detroit. Project consisted of working with neighborhood residents to enhance blighted alleys into community gathering spaces centered around arts and culture. Engagement included multiple on-site sessions and one on one conversations. Site improvements included creative place-making elements designed to be enhanced by residents, featuring local art and talent.

Big Beaver Corridor Landscape Improvements, Troy, Michigan

Assistant Project Manager; OHM Advisors led the redesign of the Big Beaver corridor landscape and placemaking elements. OHM Advisors assembled a multi-disciplinary team of planners, landscape architects, ecologists, and engineers to assess the existing corridor condition and generate design recommendations. OHM Advisors worked closely with the project Steering Committee to advance a consistent design character and theme throughout the corridor's 3.5-mile length.

Auburn Road Study & Reconstruction, Rochester Hills, Michigan

Landscape Architect. Project included streetscape design along a half-mile corridor of Auburn Road. Streetscape treatments are intended to promote safety of the neighborhood through a pedestrian focused design, while also unifying the identity of this neighborhood within the

Select Relevant Experience Continued

greater context of the Rochester Hills community. Stormwater Planters along the corridor capture and clean stormwater, and other elements such as a plaza space with splash pad, park space, wayfinding and gateway elements complete the aesthetic of the proposed corridor.

Far West Detroit Stormwater Improvement Project, Detroit, Michigan

Landscape Architect; Provided landscape design inputs to facilitate the natural restoration of park space and ecosystems within the project footprint. The project will also improve water quality of the Rouge River by eliminating combined sewer overflows and providing treatment of the stormwater discharge through use of natural stormwater channels and basins within Rouge Park which sits immediately east of the neighborhood. After sewer construction, Seth provided field observations for replanting of areas within the green infrastructure basin.

Roosevelt Park Improvements, Detroit, Michigan

Project Coordinator & Landscape Architect; Worked closely with multidisciplinary design team and client to see the Roosevelt Park improvements from concept design to construction documentation. This historic park sits adjacent to the Michigan Central Station, an iconic architectural beacon for the City of Detroit. Project goals included revitalization of the space to make it a welcoming park for all to gather, and included flex use options for multiple user-groups.

West Warren Streetscape; M-39 to Mettetal, Detroit, Michigan

Landscape Architect; for the rehabilitation of this 4-lane roadway. Design scope includes development of alternate concepts including a road diet, bike lanes, streetscape elements, pedestrian improvement, parking improvements, landscaping, signal improvements and decorative street lighting. The project is currently in the concept phase and being coordinated with Wayne County, as owner of the roadway, the City of Dearborn, MDOT, and the City Planning & Development Department (PDD) who is in the midst of the Neighborhood Framework Plan, working with

the Cody-Rouge Neighborhood to facilitate improvements to the community. Much of the discussion revolved around safer ways to cross Warren. Project is currently on hold, however final project will include the improvements noted above along with drainage improvements, milling and resurfacing the roadway, curb repairs and new signing.

Michigan Avenue Planning & Environmental Linkages Study, Wayne County, Michigan

Landscape Architect; Responsible for identifying and evaluating roadway design concepts for Michigan Avenue in Downtown Detroit, from Woodward Avenue to I-96. The Study will determine the future use of Michigan Avenue and right size the street to make it safer, more comfortable, and bicycle and pedestrian oriented. Working with MDOT and the City of Detroit to engage the public and stakeholders to develop a plan that will benefit all users of the street, as well as the adjacent neighborhoods.

Lane Avenue Streetscape and Zoning, Upper Arlington, Ohio

Lead Urban Designer; Worked with the City of Arlington to develop a comprehensive vision, economic development strategy and form-based code for a rapidly changing mile-long commercial corridor. Project designs balanced historic community character with developer driven density and modern architecture, and integrated motorized and non-motorized transportation. Project proposed placemaking strategies with sidewalk activation and regulation, district branding and wayfinding signage.

Hulett Ore Hauler Interpretive Display, Cleveland, Ohio

Landscape Architect; Created a pedestrian plaza surrounded by three Hulett components with historical interpretive displays, natural stone amphitheater, water taxi dock, landscaping, and accessible walks throughout the interactive area. The historical interpretive display elements will utilize virtual reality to showcase a 3D model of a Hulett integrated with the plaza relics to further enhance historical engagement.

Rachel Bush

PLANNING SUPPORT



Education

- Master of Urban Planning, Wayne State University, 2022
- Bachelor of Science in Environmental Science, Oakland University, 2018

Experience

With OHM since 2022
1 year prior experience

Background

Rachel employs her experience in sustainability scenario planning, strategic planning of parks and public spaces, and natural resource stewardship across an urban gradient to create more sustainable, equitable, and engaged communities. Prior to joining OHM Advisors, she worked in local government at the city and county level. In working closely with municipal leadership, stakeholders, and community members, Rachel identifies community strengths and aspirations, and fosters opportunities for internal and external collaboration. In addition to her bachelor's and master's degrees, Rachel has received educational specializations in sustainability and agriculture. With a diverse customer service background, extensive outdoor experience, strong organizational skills, and an inquisitive mindset, Rachel brings unique perspective to every team.

Select Relevant Experience

Greater Corktown Green Stormwater Infrastructure Implementation Plan, Detroit, Michigan

Planner; Project work involves the development of a green stormwater infrastructure (GSI) implementation plan for the Greater Corktown neighborhood that supports planned development projects and future development, and development of an open space network plan. As part of the open space network plan, pilot GSI projects will be identified and selected, followed by design and implementation. OHM will provide construction engineering and administration for the implementation of the GSI pilot projects. The final result of this effort will provide the city with a roadmap to effectively manage stormwater runoff in the Greater Corktown neighborhood while providing ecological improvements and a more resilient community for future generations.

Nine Mile Corridor Plan, Oakland County, Michigan

Lead Planner; Responsible for developing a concept for a connected and cohesive non-motorized pathway from Hazel Park to Farmington Hills. The plan is intended to assist each community in implementing walking and biking pathways that allow for safe and feasible travel between communities and would link to recreational facilities within each city. Recommendations include pathway type, placemaking locations, amenity needs, corridor identity, and an implementation plan.

Far West Detroit Stormwater Improvement Project, Detroit, Michigan

Planner; As a member of the project team, Rachel designed educational signage and attended community engagement events to interface with community members about their desires, needs, and concerns related to the project.

Washtenaw Avenue (M-17) Planning and Environmental Linkages Study, Washtenaw County, Michigan

Planner; Supporting the development of a community backed roadway design for Washtenaw Avenue from Carpenter Road in Pittsfield Township to Summit Street in the City of Ypsilanti. The study is looking to identify a future design for Washtenaw Avenue that will improve conditions for all users, build on previous planning efforts, and help catalyze the land use goals of each community.

Select Relevant Experience Continued

Greater Warren/Conner Neighborhood Framework Plan, Detroit, Michigan

Planner; This Neighborhood Framework Plan focuses on the development of feasible recommendations for the neighborhoods surrounding the Stellantis Jefferson Assembly Plant on the eastside of Detroit. The plan is built on technical analysis and community collaboration to produce a guide for implementing residential improvements, new commercial development, park and open space enhancements, and transportation and mobility updates. Each set of recommendations also includes opportunities to address sustainability, resiliency, and health equity in the community.

Mack Avenue Streetscape Plan, Detroit, Michigan

Planner; Supporting the development of a plan for improving Mack Avenue from Conner Street to Moross Road. Mack Avenue touches Detroit, Grosse Pointe Park, Grosse Pointe, and Grosse Pointe Farms and doesn't have a cohesive identity. This plan identifies identity improvements while retaining the unique character of each community.

Troy Historic Village Master Plan, Troy, Michigan

Planner; Collaborated with staff, elected officials, volunteers, and visitors to re-imagine the future of the local historic asset and develop short-and long-term strategies for building, landscape, and programming enhancements and to address flooding and site circulation challenges.

Tri-County Regional Planning Commission Regional Trails Plan, Lansing Area, Michigan

Development of a region-wide trails plan that will result in preferred routes connecting the existing Lansing River Trail system to the statewide system of trails. Facilitated several rounds of community engagement to invite public feedback on proposed trail connector routes and conceptual designs. Rachel is responsible for producing an economic impacts analysis, marketing and branding strategies, and assembly of the final plan document.

Detroit Arts Alleys , Detroit, Michigan

Planner; Designed high-quality maps, project information graphics, community engagement boards, and presentations for the City of Detroit Office of Arts, Culture, and

Entrepreneurship to spread awareness and collect community feedback on the proposed transformation of five publicly-owned alleys into arts-centered, activated public spaces.

DWSD Green Stormwater Infrastructure Program Management, Detroit, Michigan

Planner; On behalf of the City of Detroit, OHM is managing the Green Stormwater Infrastructure program, including review and response to applications for GSI credits and departmental capital improvement projects throughout the City. Rachel designed interpretive signage for a bioretention basin installed at a Detroit Public School.

Oakland County Parks American Rescue Plan Act (ARPA) Parks Improvement Planning, Oakland County, Michigan

Planner; Facilitated six focus group sessions, designed surveys, and synthesized community priorities identified in the surveys to assemble improvement strategies for three Oakland County Parks to leverage \$3 million in ARPA funds and promote park equity in communities disproportionately affected by COVID-19.

Orchard East Subarea Plan, Monroe, Michigan

Planner; Neighborhood plan that is focused on community context and community-driven decisions to address new residential housing options, local retail development, and neighborhood identity. An extensive conditions analysis, stakeholder interviews, and public engagement will establish Orchard East's identity as a cultural district in Monroe.

Medina County Public Transit Strategic Plan, Medina County, Ohio

Planner; Creation of a near-term framework for re-envisioning the public transit system for the county. Supported the development of community engagement strategies and development of transit and marketing solutions to strategize transportation improvements, utilize new technology, encourage increased ridership through creative engagement and marketing tools, and define funding options to support organizational needs.

- 1 LETTER OF INTEREST
- 2 INTRODUCTION
- 3 WORK PROGRAM
- 4 TIMEFRAME FLOW CHART
- 5 EXPERIENCE & QUALIFICATIONS
- 6 CONSULTANT PERSONNEL
- 7 **ESTIMATED COSTS**
- 8 EXHIBITS

Project Costs

FEE BREAKDOWN BY TASK

Task	Description	
1	PAST WORK REVIEW & ANALYSIS	
1.1	Project Kick Off	\$800.00
1.2	Existing Document Review	\$1,500.00
1.3	Existing Conditions Base mapping	\$2,000.00
1.4	Field and Desktop Data Assessment	\$2,000.00
2	COMMUNITY ENGAGEMENT	
2.1	Corridor Walk Through and Staff Meet and Greet	\$1,500.00
2.2	Corridor Framework and Design Findings and Opportunities	\$3,000.00
2.3	Initial Community Meeting	\$1,250.00
Optional	Digital Community Survey (\$2500)	-
3	CONCEPTUAL DESIGNS & CONSENSUS BUILDING	
3.1	Workshop with Neighborhood Stakeholders	\$3,000.00
3.2	Develop Feasible Corridor Options	\$5,000.00
3.3	Present Alternatives Options to Stakeholders	\$2,500.00
4	FINAL VERSION OF THE STREETScape & ENGINEERING DESIGN PLANS	
4.1	Selection of Preferred Alternative	\$1,500.00
4.2	Streetscape Design	\$18,000.00
4.3	Development of Final Report Package	\$3,000.00
TOTAL FEE		\$45,050.00
NOTES:		
1	The above noted fee includes costs of project deliverables as noted within the scope.	
2	The fee is computed based on OHM's Standard Rate Schedule. These rates are inclusive of all overhead and profit.	
3	OHM will cover costs for meeting materials including printing, posters, electronics, etc.	
4	OHM does not propose any direct costs. Note that we have assumed all meeting notifications will be via electronic media (no postage)	
5	Additional services will be completed on an hourly, not exceed basis. Budgets for these services will be negotiated with the City. OHM will utilize the current year's standard rate schedule.	

7. ESTIMATED COSTS | Our 2023 Hourly Rates

CLASSIFICATION	STAFF	RATE
Professional Engineer IV / Architect IV / Senior Interior Designer IV		\$195.00
Professional Engineer III / Architect III / Senior Interior Designer III	C. Riggert	\$178.00
Professional Engineer II / Architect II / Senior Interior Designer II	A. Blehm	\$162.00
Professional Engineer I / Architect I / Senior Interior Designer I	Z. Hampton	\$152.00
Project Specialist III		\$180.00
Project Specialist II		\$160.00
Project Specialist I		\$135.00
Graduate Engineer IV		\$153.00
Graduate Engineer III		\$145.00
Graduate Engineer II	B. Rodriguez	\$140.00
Graduate Engineer I		\$130.00
Graduate Architect III / Landscape Architect III / Interior Designer III		\$140.00
Graduate Architect II / Landscape Architect II / Interior Designer II		\$122.00
Graduate Architect I / Landscape Architect I / Interior Designer I		\$115.00
Technician IV		\$148.00
Technician III		\$130.00
Technician II		\$115.00
Technician I		\$96.00
Engineering / Architectural / Interior Design Aide		\$75.00
Professional Surveyor III		\$170.00
Professional Surveyor II		\$158.00
Professional Surveyor I		\$142.00
Graduate Surveyor		\$128.00
Surveyor III		\$130.00
Surveyor II		\$115.00
Surveyor I		\$100.00
Surveyor Aide		\$75.00
Planner IV		\$163.00
Planner III	E. Dryer	\$150.00
Planner II		\$127.00
Planner I	R. Bush	\$110.00
Planner Aide	G. Schoenknecht	\$72.00
Graphic Designer		\$120.00
Administrative Support		\$90.00
Clerical Aide		\$75.00
Principal		\$230.00
Sr. Associate		\$210.00
Associate	P. Droze	\$198.00

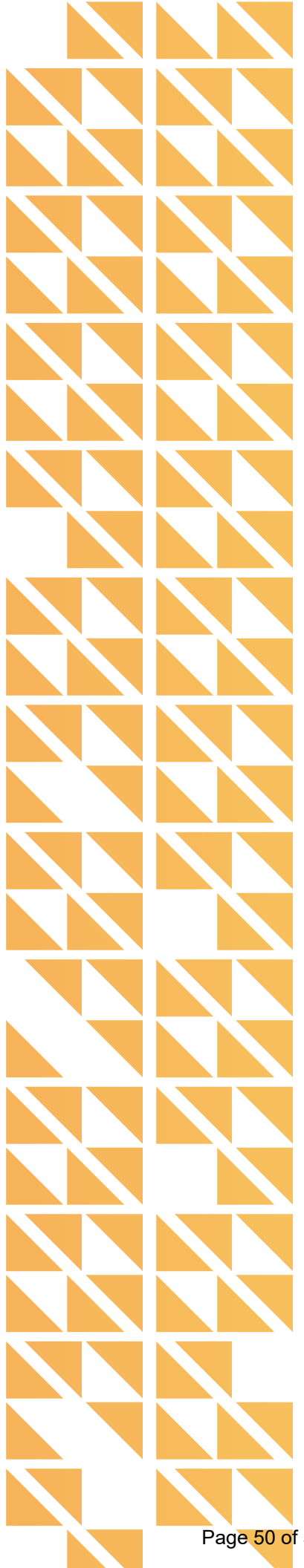
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- 1 LETTER OF INTEREST
 - 2 INTRODUCTION
 - 3 WORK PROGRAM
 - 4 TIMEFRAME FLOW CHART
 - 5 EXPERIENCE & QUALIFICATIONS
 - 6 CONSULTANT PERSONNEL
 - 7 ESTIMATED COSTS
 - 8 **EXHIBITS**

EXHIBIT B – Proposal Submission

The undersigned having become thoroughly familiar with and understanding the entire proposal documents attached hereto, agrees to provide the services as specified herein, for the unit prices as stipulated herein, subject to negotiation.

I hereby state that all of the information I have provided is true, accurate and complete. I hereby state that I have authority to submit this proposal which will become a binding contract if accepted by the City of Grosse Pointe Park. I hereby state that I have not communicated with, nor accepted anything of value from an official or employee of the City of Grosse Pointe Park that would tend to destroy or hinder free competition.

I hereby state that I have read, understand and agree to be bound by all the terms of this proposal document.

DATE: June 12, 2023

FIRM NAME: (if any) Orchard, Hiltz & McCliment, Inc. (dba OHM Advisors)

ADDRESS: 1145 Griswold Street, Suite 200, Detroit, MI 48226

(Street Address)

(City)

(State) (Zip)

PHONE NO. (313) 481-1252 FAX NO.: (N/A)

EMAIL: patrick.droze@ohm-advisors.com



SIGNATURE

PRINTED NAME: Patrick M. Droze

TITLE: Principal in Charge



TAX INCREMENT FINANCE AUTHORITY MEETING

DATE: July 13, 2023

SUBJECT: Authorize Agreement with Grosse Pointe Park Business Association for Trolley Services

SUMMARY: The Grosse Pointe Park Business Association (GPPBA) is a long-time partner with the TIFA and City. They regularly sponsor and promote businesses within the TIFA, assist with putting on the Kercheval and Charlevoix events, and operate the trolley shuttle service which services Grosse Pointe Park, City, and Farms.

The trolley services in particular are a significant expense for the Association and they have submitted a request for funding support to help maintain the trolley service. Attached is a letter from Association President Joeseph Hebeka. The Association is seeking \$25,000 annually for the next three years.

FINANCIAL IMPACT: \$25,000 annually, sufficient funds are available to meet this obligation in the Fiscal Year 2024 budget.

RECOMMENDATION: Motion to authorize the TIFA Director and Attorney to enter into an Agreement with the GPPBA for trolley services.

PREPARED BY: Warren Rothe, Assistant City Manager



March 06, 2023

John Hughes, Chairman Tifa
15115 E Jefferson
Grosse Pointe Park Mi. 48230

Dear John:

First, I would like to thank you and the TIFA board members for all that you have done and continue to do for the enhancement of our business districts as they serve our community residents. As small business owners our margins can be very limited and the resources you have devoted to assist in maintaining the viability of our businesses is truly appreciated by all. I also wish to thank you for seeking to improve our city streetscapes and will hope you continue those efforts. Kercheval is particularly thriving during the evenings and hopefully businesses that generate more foot traffic can be promoted and expanded upon to serve our non-evening foot traffic such as the recent bookstore addition. Also, when considering streetscape improvements priorities, Charlevoix would greatly benefit from additional investment in streetscape upgrades.

To support our business association I am seeking participation from the TIFA for the purpose of web maintenance, marketing, special event promotions, print advertising, the Halloween Festival, social media advertising costs and K-Line trolley operational expenses. The specific request I have is seeking your assistance for the current year and upcoming new year for funding. I believe the best use of promotional dollars for our association is to engage directly with association members and allow us to expand our efforts of serving our residents and encourage the growth of new customers. From discussions I understand the 2022, 2023 and next year budgets have allocations for \$ 75,000 of marketing and promotional funding for each of those years. To support our district I seek your assistance in an allocation to allow us to continue to support the three business districts. We would like to request a stipend of \$ 25,000 for this year and the same for the coming fiscal year. These funds will greatly assist in allowing us to continue to expand our efforts in helping all of our businesses maintain and improve their viability. Again, we appreciate your support, time, and consideration.

Sincerely,

Joseph Hebekka

Grosse Pointe Park Business Association