

Downtown Midland Streetscape Redevelopment and Conceptual Engineering Design Study

Request for Proposal | April 5, 2016

SMITHGROUP JJR

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April 5, 2016

City of Midland
Purchasing Officer
333 W. Ellsworth Street
Midland, Michigan 48640

RE: Response to Request for Proposals – Downtown Midland Streetscape Redevelopment Study and Conceptual Engineering Plan

Dear Purchasing Officer:

SmithGroupJJR is pleased at the possibility to work with the City of Midland and the Midland Downtown Development Authority (DDA) to enliven downtown and enrich the quality of life in Midland. Our team includes senior professionals from MKSK Studios and DLZ—together we are excited about helping create a vision for your downtown streets and a blueprint for implementing the project.

Our team members have a long record of bringing complementary strengths and experiences together to meet the demands of each project. We have the breadth of master planning and urban design experience, technical expertise, communication skills, and creative talent to address the full range of complexities embodied in the City of Midland's project.

SmithGroupJJR will be the lead design consultant, offering expertise in urban design, downtown street planning and public facilitation. Bob Doyle and Lori Singleton will lead the project team and design effort, based on their nearly 50 years of professional project experience, including the recent Discovery Square project and the Dow Founder's Garden, which Lori worked on during her tenure at a previous employer.

MKSK Studios will provide transportation planning, public facilitation and a depth of knowledge of Midland, led by Brad Strader. Brad has worked with the City of Midland Downtown and City-Wide plans and is currently working with DLZ on the Eastman Road corridor plan.

DLZ of Michigan, led by Wes Butch, will provide traffic, street and utility engineering; supporting the design efforts through this initial effort and taking a stronger role as the project moves toward implementation.

As the largest landscape architecture firm in the Midwest, and located in Ann Arbor, SmithGroupJJR has a talented and experienced team ready to roll up our sleeves for your downtown streets project. We will bring to each of the projects:

- **Compelling Ideas:** Finding the right vision and solution is equal parts rigorous exploration, diligence, and creative spark. We strive to build a thorough understanding of client needs and the unique attributes of each site, so that our ideas come from a place of knowledge and our designs truly contribute to the creating of "place."
- **Consensus Building:** Our design approach builds consensus within client groups and community members, and our work is frequently called upon to balance the needs of multiple organizations working toward common goals. Our graphic, writing, presentation, and facilitation skills ensure that opportunities for public participation are productive, meaningful, and fun.
- **Proven Process:** Providing well thought-out, exciting, and appropriate planning and design solutions builds enthusiasm for projects and leads to our work successfully transitioning from illustrated idea to built work. Our clients will confirm that our work integrates their input and our implementation strategies lead to meaningful development tools and responsive built projects.

Thank you for the opportunity to submit our proposal. If you have any questions or require additional information, please feel free to contact Bob Doyle at 734.669.2695 or at Bob.Doyle@SmithGroupJJR.com.

Sincerely,



Robert Doyle, RLA
Principal | Team Leader



Lori Singleton, RLA, ASLA
Associate | Lead Site Designer



Patrick Doher, PE, LEED AP
Senior Vice President



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ENCLOSED
Sealed Fee Proposal

Placemaking Midland



Our mission is to create a legacy of inspiring places that enhance the environment and enrich the human experience. We work together to create well-thought, well-crafted places that artfully balance beauty with function.

Warren City Center

A life well lived, in Midland.

A vibrant downtown is keys to enhancing the quality of life in Midland—and the greater region.

The City of Midland's visionary investment in the public spaces throughout the downtown including the streetscapes will have a valuable impact in helping to:

- Re-engage, re-energize and re-enliven the community
- Create a downtown environment capable of attracting talent to support business and industry
- Secure Midland's place as a regional destination for entertainment, dining, shopping and events

Together, harnessing the power of placemaking, the streetscape redevelopment project will transform and enhance Midland by:

- Strengthening well-being
- Revitalizing culture
- Generating investment
- Improving the natural environment

In short, they will epitomize the power of placemaking—a *place* you want to *make* your own.

Reflecting Midland's Culture

We believe the physical design of public spaces and streets should distinctively reflect Midland's strengths through the creative use of materials and details. The vast intellectual capital, paired with a heritage rich in arts, science and culture provide inspiration for design solutions that are both innovative and aspirational.

Programming + Activating

Developing the physical space is just the beginning. Active programming is critical to sustaining a vibrant downtown environment – an expectation for those returning to downtowns and urban living. Planning for a wide array of uses, and building the infrastructure to support them, will ensure the flexibility to activate spaces for large, regional events, as well as weekly community programs to meet the needs of all ages, all demographics. What builds a “high quality of living” is changing, and this shift must be addressed by smart programing.

Sustainability

We believe sustainability initiatives build resilient economies and communities, regenerate damaged ecosystems, encourage healthier lifestyles and, at the same time, reduce global impacts. Nestled into the gentle bend of the Tittabawassee, downtown Midland has a direct connection to the vitality of the river and the larger Saginaw Bay watershed. The downtown streets can enhance the river and the community's health through innovations in stormwater management, sustainable and regional materials, and energy. The cost benefits are reflected in solutions that enrich the urban experience, breathing new life, social equity and economic vitality into the community.

Managing Change

Sometimes even positive change can be challenging for communities to manage. We will work closely with community leaders to develop solutions that respect Midland's history and character while honoring the collaborative input provided by the community. We will support a feedback loop of communication that keeps residents and key stakeholders engaged in the process so that the outcome is a strong sense of ownership and pride.

Managing Complexity

We know that implementing downtown street projects involves a wide range of challenges and complexities: phasing and schedule, impacts to local business, regulations and permitting, traffic and circulation, above grade and underground conditions, coordination with planned developments, just to name a few. Our team has the experience and expertise to guide you through these challenges for solutions that reap the most community benefit with the least adverse impact.

Building Vibrant Places

The community's goals of enhancing the role of downtown as destination, connecting downtown to the community and riverfront, and encouraging a residential urban living are essential to the economic sustainability of Midland, and the Midland ethic of building partnerships between public and private sectors is a proven way of achieving success, and consistent with our experience and values.

It's what we do.



Project Leadership

SmithGroupJJR

SERVICES: Landscape Architecture, Urban Design, Downtown Street Planning and Public Facilitation

Founded in 1853, we know the meaning of longevity, integrity and adaptability. Today, as a multidisciplinary architecture, engineering, and planning design firm, our project teams deliver high performance, environmentally responsible places and buildings that are designed to the highest standards. Our design solutions are recognized for their innovation, close attention to owner objectives, and sensitivity to project context. We work closely with our clients to transform their vision and mission into built form.

Urban Design

We are living in the Urban Century. For the first time in human history, the majority of the world's population lives in cities – a number that's projected to reach 75% by 2050. This makes urbanism the defining element of community growth and development in our time, with tremendous implications for how we approach planning and design.

SmithGroupJJR's Urban Design Practice is an interdisciplinary team of professionals with a passion for collaborative, integrated solutions for today's changing urban conditions. We bring together urban designers, planners, architects, landscape architects, engineers and environmental scientists who view connectivity as the key to urban vitality, and strive to unlock the economic, ecological, and social potential of every project. We help create vibrant mixed-use neighborhoods, accessible public spaces that encourage social interaction, and restored, resilient urban open space that weaves together

the built and natural environment. We work with clients and partners to explore the integration of new uses into existing urban fabrics, one of the hallmarks of contemporary urbanism. The results go beyond the individual project to create new connections, and inspire a richer and more energetic sense of place.

Landscape Architecture & Civil Engineering

SmithGroupJJR's work does not espouse any single design style, but strives to find that which is unique and important to a given project. The form and image comes from the particular client, project, and specific needs and place for which a project is designed. Design is pursued rigorously with an intellectual search for solutions to the client's problem and through artistic expression. We treat planning and design as a process in which the client is collaborator. We foster a high level of client involvement in the design process to ensure that our team gains a complete understanding of the programmatic intent, budget and required schedule. The results are projects that reflect sensitivity to the physical context, the character of the client and the goals of the project.

The strength of SmithGroupJJR lies in our ability to resolve the multiple complexities of today's projects. We recognize that each project has a unique set of parameters, and we are committed to solving all problems without compromising the project's integrity. Our goal is to express the specific site, program and context in a fresh, efficient, cost-sensitive solution that aspires to become meaningful design.



Lighting Design

SmithGroupJJR provides specialty service lighting design as an integral component of the architectural process because we understand the critical role that lighting design plays in evoking emotions. Our designs strive to raise awareness within a space by using lighting to clarify perception of the built environment.

We integrate design solutions that establish coherent results across disciplines. By blending the art and science of lighting, we develop and deliver seamless solutions whose boundaries of form and function interweave effortlessly. The clarity of our lighting solutions is the result of commitment to our client's aspirations and is the assurance that our solutions will embody the essence of their vision.



Services

- Architecture
- Building Technology
- Construction Administration
- Engineering
- Environmental Science
- Facility Economics
- Interior Architecture
- Landscape Architecture
- Lighting
- Master Planning
- Programming/Planning
- Sustainable Design
- Telecommunications
- Urban Design

By the Numbers

Year Founded: 1853

Offices: 10 (Ann Arbor and Detroit, MI; Chicago, IL; Dallas, TX; Los Angeles and San Francisco, CA; Madison, WI; Phoenix, AZ; Washington, DC; Shanghai, China)

Employees: 1,000

LEED Professionals: 378

LEED Certified Projects: 127

By the Book

SmithGroupJJR is a corporation licensed to do business in the State of Michigan.

Street Design

Street Design is no longer about simply moving vehicular traffic. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely and efficiently move throughout the transportation network. SmithGroupJJR's approach to transportation planning is to develop integrated systems that are designed and operated to enable safe access for all users. Our approach is toward a "complete" system that emphasizes harmony of streets, walks and pathways with their surroundings while meeting the mobility needs of all users.

Our projects promote techniques that effectively manage the transportation system to:

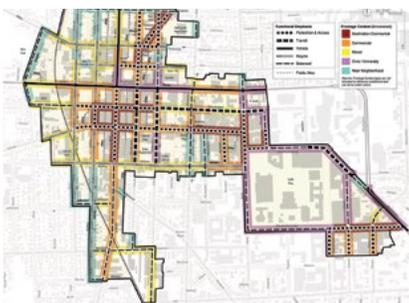
Improve Safety. Streets developed with appropriately designed sidewalks, crosswalks, raised medians, bus stop placement, traffic-calming measures, access management, and treatments for disabled travelers improve pedestrian, bicyclist, and motorist safety by matching required space to identified volumes and providing visual cues for all.

Support Transportation Options. Improving access to transportation options allows flexibility of travel choices. The opportunity to walk,

bike, or take transit allows users more control over their expenses while decreasing greenhouse gas emissions. Furthermore, access to alternative modes of transportation can contribute to healthy physical activity.

Design Sustainable Urban Environments. Integrated transportation planning provides the opportunity to utilize public and private rights-of-way to lower urban heat island temperatures through a reduction in impervious pavement area, incorporate stormwater management strategies that focus on infiltration and low impact design, enhance the carbon sequestration capacity through tree planting and landscaping, and, to the extent possible, improve habitat and resting areas for urban wildlife.

Foster Strong Communities. Public and private rights-of-way play an important role in livable communities, where all people—regardless of age, economic status, ability, or mode of transportation—feel safe and welcome on the roadways, sidewalks, and pathways. A safe walking, bicycling, and driving environment is an essential part of creating friendly, walkable communities, and fostering investment in the community by the private sector.



Street Design Methodology & Products

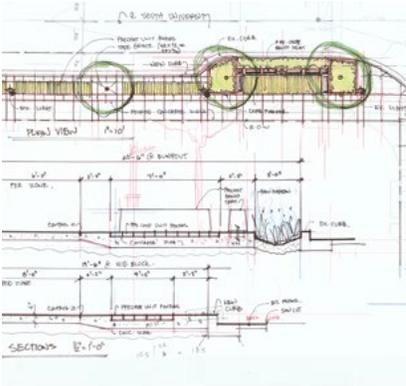
We start by thinking of downtown streets in the broadest sense—What is the role of each street? Which users of should have precedence on a given street (assuming all streets are Complete Streets)? What is the use and character of the development fronting each street? How do you respond to the functional, use and visual characteristics of the individual streets to form a comprehensive and sensible transportation network?

SmithGroupJJR recently completed an award winning design manual for the streets of downtown Ann Arbor which answered these questions through an innovative, collaborative methodology. Leading a multi-disciplinary team, SmithGroupJJR examined each street in the downtown network and developed a system for categorizing streets based on their functional emphasis and the building and use context.

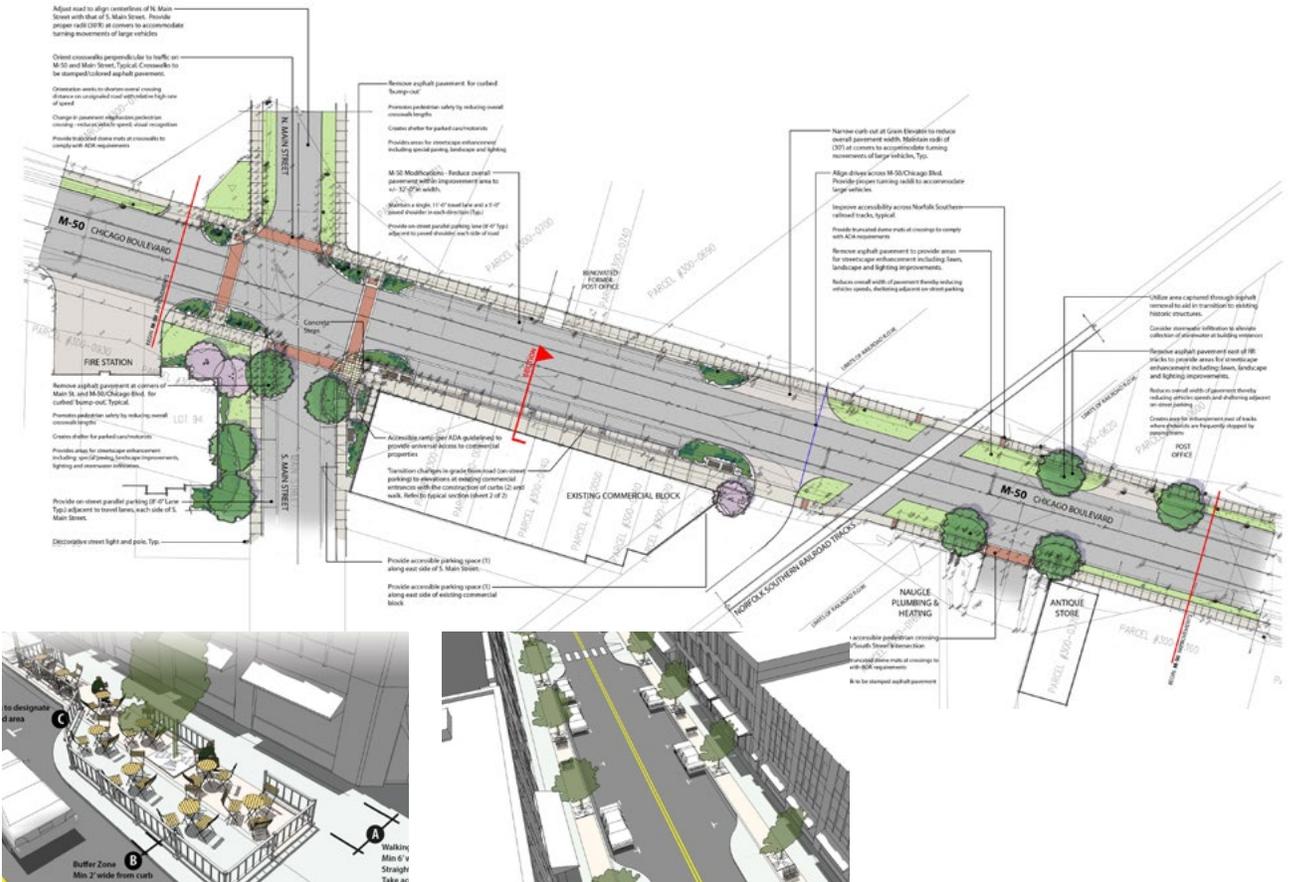


This categorization of the streets then directs which street design elements are appropriate for bike lanes, pedestrian bumpouts, pedestrian scale lights, street trees, etc. These street design elements are then further defined as to their dimensional and material characteristics, so that as an engineer or landscape architect proceeds through the design process they are provided with very clear Design Guidelines.

SmithGroupJJR is currently developing streetscape design plans for South University, a downtown street, and this effort is relying on the design manual to guide the work. While the guidelines provide some structure as to how to approach the design of South University, there is still ample room for design creativity and the exploration of alternative design expressions. While we often use computer technology to help illustrate ideas, we remain grounded in the use of charrette style graphics to explore and express creative ideas.



Our work balances the use of computer design documentation and the more creative hand drawn sketch to efficiently seek the best ideas and design direction. We have found that our clients and community members enjoy being part of this effort through workshops and meetings, and help us to keep the design relevant and linked to the community. Throughout the schematic or conceptual design phase, we are continually check our ideas for feasibility, ease of construction, and compliance with community standards. The final products of these initial stages of design are documented with computer based design programs, and provide the necessary specificity to understand the technical issues and cost implications.



DLZ, MICHIGAN

DLZ, a Michigan Corporation, is a full-service, multidisciplinary, Minority-Owned Business Enterprise (MBE) that has been providing complete engineering, architectural, environmental, planning, construction, and survey services to both public and private sector clients since 1916. DLZ is an American success story, having graduated in 1984 from the 8(a) Small Disadvantaged Business Program. Since then, DLZ has grown to be one of the most reliable and experienced professional consulting firms in the Midwest.

Engineering's Role in Placemaking

At DLZ, our approach to urban design and placemaking is directly influenced by our engineering design experience and knowledge. Specifically, when we are in the early concept stages of an urban design project, we work with our clients to understand their vision and goals for placemaking. At that point in the project development process, we are already thinking about how that vision can be best implemented through an engineering design. Whenever possible, we will discuss with clients whether the potential engineering designs we have in mind are consistent with their vision for placemaking. This type of early interaction is very valuable for aligning the practical aspects of a design and construction budgets with the unique and abstract ideas that are typically associated with placemaking. By connecting ideas and reality as early as possible in the design process, we find that we are more successful at eventually implementing our clients' visions.

By the Numbers

Year Founded: 1916

Michigan Offices: (5) Lansing, Kalamazoo, Detroit, Melvindale, St. Joseph

Traffic Engineering



Comprehensive transportation planning, design, and construction services, from rural roads to complex urban freeways, interchanges and bridges; from airport runways, taxiways, and aprons to railroad bridges and tracks, bikeways and parking lots for commercial developments.

Work in Midland

DLZ has worked extensively within the City of Midland since 2001. We have provided transportation study and design services to the City as well as MDOT. Projects we have undertaken include:

- Ashman Circle Traffic Study – considered the possibility of reconstructing the circle as a modern roundabout.
- Eastman Avenue/Joe Mann Boulevard Corridor Study – this study included analysis of traffic operations, safety, economic development, non-motorized traffic, and land use planning along these two corridors. It looked at numerous capital improvement options and also entailed significant stakeholder/public involvement.
- Eastman Avenue Traffic Signal Design – this project involved the design of two traffic signal upgrades at the US-10 ramp terminals.
- Patrick/Lyon Roundabout – DLZ performed expert reviews of this roundabout intersection under contract with MDOT.
- Waldo Avenue Utility and Road Design – this project entailed design of water and sanitary sewer lines as well as road reconstruction/widening.
- US-10 BR Study – DLZ is currently under contract with MDOT to study a variety of improvement options along this route, including both non-motorized and motorized improvements. This project involved significant stakeholder/public involvement. MKSK is a subconsultant to DLZ on this project.
- Farmer's Market Traffic Study – DLZ performed a traffic study related to a proposed relocation of the Farmer's Market. The analysis looked at road closures, relocations, and laneage reductions along Cronkright Street, George Street, and Poseyville Road.

Through these projects, we have developed a very keen understanding of the City of Midland's processes and expectations. We have also come to intimately understand the needs and views of area stakeholders.

MKSK

Since 1990, MKSK has made an impact on the design and planning fields with creative solutions to a diversity of design challenges. A combination of creative problem solving and technical expertise has resulted in hundreds of built projects. With a studio of gifted professionals and a guiding principle of design excellence, MKSK strives to raise the standard of landscape architecture, planning, and urban design services.

We Invite You to Explore the Character of Our Work

The firm's success is based on a team of design and planning professionals driven to push each project to a higher level of quality. With backgrounds in landscape architecture, land use and transportation planning, and urban design the staff brings a broad range of skills, creativity and experience to each project. From concept to construction detailing, strategic planning to implementation, an emphasis on innovation is the hallmark of our design studios.

The diversity of projects and the consistent high-quality design expertise has created a growing sphere of recognition and respect for MKSK in the industry. From urban parks to environmental parks and from campus planning to community planning, the work of MKSK has generated a network of satisfied clients and users throughout the region, the country and abroad. With the goal of meeting new design challenges with fresh ideas, MKSK is at the forefront of the profession, leaving as a legacy the beauty of its craft on the land.



By the Numbers

Year Founded: 1990

Offices: (6) Columbus, Detroit, Covington, Indianapolis, Lexington, West Lafayette

Public Engagement



Our public participation toolbox blends traditional methods with fresh approaches adapted to hands-on engagement together with 24-hour community information and dialogue on web-based platforms. The more traditional public participation and engagement opportunities incorporated in this process include stakeholder interviews, walking tour, and public meeting visioning workshops.

Team Personnel



The Whole is Greater than the Sum of its Parts

Team members assembled by SmithGroupJJR for the Streetscape Redevelopment project have a long history of working in Midland and with each other. As such, we have developed an invaluable knowledge and an intimate working familiarity with each other as well as the city and county guidelines, processes, and expectations.

West Butch, traffic analyst at DLZ, and Brad Strader, community planner at MKSK (formerly at LSL Planning), both have extensive experience working throughout Midland. Currently, they are working together on the U.S. 10 Business Route Corridor Study and the Farmers' Market Traffic Study—both of which will help inform the Midland Streetscape project.

In addition, Brad recently completed work in Midland on the Discovery Square Master Plan. As a subconsultant to SmithGroupJJR, Brad worked closely with Bob Doyle, project team and principal-in-charge, and Lori Singleton, site design lead. Lori has been working in Midland for three years. A few of her earlier projects, while working at Hamilton Anderson, were the Dow Founders Garden and Midland Waterfront Park.

City of Midland

Leadership Team

Bob Doyle, RLA
Principal-in-Charge/Team Leader
SmithGroupJJR

Lori Singleton, RLA
Site Design Lead
SmithGroupJJR

Project Team

Dino Lekas, RLA
Landscape Architect
SmithGroupJJR

Oliver Kiley, RLA
Landscape Architect / Complete
Streets Planning
SmithGroupJJR

Joe Wywrot, PE
Civil Engineer
SmithGroupJJR

Wesley Butch
Traffic Analyst
DLZ

Mark Mattson, PE
Lead Utility Engineer
DLZ

Sean Riley, PE
Road Engineer
DLZ

Lucas Curd, PE
Traffic Signal Engineer
DLZ

Brad Strader, AICP, PTP
Community Planner
MKSK

Caitlin Mallowy-Marcon
Transportation Planner
MKSK

Luke Renwick, LC
Lighting Designer
SmithGroupJJR

Leadership Team

Robert Doyle, RLA, ASLA

Team Leader | SmithGroupJJR

Bob's career has spanned the breadth of the planning and development professions. With over 30 years of professional experience, Bob successfully serves public, institutional and private sector clients as a project manager and landscape architect. The project types managed and designed by Bob include parks and recreation, campus planning and improvements, community planning and urban design, brownfield redevelopment and waterfronts. His broad knowledge and skill base, coupled with his talents as a community facilitator, give him the ability to successfully move complex, multi-faceted projects from initial planning through implementation.

Education

Bachelor of Landscape Architecture,
Michigan State University

Registrations

Landscape Architect:
Michigan

Residential Builder:
Michigan

Publications

"Urban Habitats: For Coexistence of
Men, Plants and Wildlife - an Interview
with Robert Doyle, SmithGroupJJR"
Landscape Record Vol. 1/2015.02

RELEVANT PROJECT EXPERIENCE

**Discovery Square Master Plan,
Midland, Michigan**

**Petoskey Downtown Master Plan
and East Mitchell Street Downtown
Streetscape, Petoskey, Michigan**

**Michigan State University
Medical Research Center Plaza
and Streetscape, Grand Rapids,
Michigan**

**Port Huron South Waterfront Mas-
ter Plan and McMorran Boulevard,
Port Huron, Michigan**

**William Milliken State Park and
Harbor, Detroit, Michigan**

**Kent State University Risman Plaza
and Student Green, Kent Ohio**

**Ann Arbor Downtown Street
Design, Ann Arbor, Michigan**

**South University Streetscape Im-
provements, Ann Arbor, Michigan**

**Design Lansing Master Plan /
Saginaw Corridor Study, Lansing,
Michigan**



**"People in Lansing and the public like Bob Doyle. He is very good at taking an off-the-wall comment and redirecting the conversation back to what it should be without dismissing the person. He is able to keep the direction of the conversation focused. Doyle has built trust. So there is this comfort with Doyle that we have and the community at large."
-William Rieske, AICP, Interim Planning Manager, City of Lansing**

Lori Singleton, RLA, ASLA

Site Design Lead | SmithGroupJJR

Lori has over 15 years' experience working with clients to develop vital community places. With extensive experience in higher education, public open spaces, downtown environments, and natural system corridors, she fosters consensus-based solutions that address the spectrum of issues impacting outdoor spaces and their uses. Lori works from conceptualization through construction implementing LEED and sustainable design measures, permitting requirements, maintenance and longevity considerations, and contextual meaning into her designs as integral components.

Education

B Science, Landscape Architecture,
Michigan State University

Registrations

Landscape Architect:
Michigan
Louisiana

Professional Affiliations

American Society of Landscape Architects
(ASLA)

RELEVANT PROJECT EXPERIENCE

**Discovery Square Master Plan,
Midland, Michigan**

**Dow Founder's Garden, Midland,
Michigan***

**First National Building Alley Park
Design, Detroit, Michigan**

**Louis Armstrong Park Renovations,
New Orleans, Louisiana***

**Clinch Park, Traverse City,
Michigan***

Fuerst Park, Novi, Michigan*

**One Woodward Avenue Site Design
and Restoration, Detroit, Michigan**

**The District Detroit, Detroit,
Michigan**

**Wixom Village Center, Wixom,
Michigan***

**Wayne State University Welcome
Court, Detroit, Michigan***

**Washington Boulevard Streetscape,
Detroit, Michigan***

**Experience at Hamilton Anderson,
Prior to SmithGroupJJR*





Dino Lekas, RLA, ASLA | SmithGroupJJR

Senior Landscape Architect

Dino has played an integral role in various types of projects involving master planning, site design, site engineering, and field supervision. He is relied upon to translate and advance the art of the design concept to the realities of the built environment.

Education

M. Landscape Architecture, University of Michigan
B Science in Forestry, University of Michigan

Registrations

Landscape Architect, Michigan

Professional Affiliations

American Society of Landscape Architects (ASLA)

Professional Awards

University of Michigan Landscape Architecture Alumni Award

RELEVANT PROJECT EXPERIENCE

Petoskey Downtown Master Plan and East Mitchell Street Downtown Streetscape, Petoskey, Michigan

Petoskey Comprehensive Transportation Study, Petoskey, Michigan

Main Street Streetscape, Lisle, Illinois

MDOT Scenic Corridor Management Plan: US-131/I-69, Kalamazoo, Michigan

Detroit East RiverWalk, Detroit, Michigan

East Stadium Boulevard Bridge Replacement and Non-Motorized Path, Ann Arbor, Michigan

Link Detroit!, Multimodal Infrastructure Improvements, Detroit, Michigan

MDOT Transportation Aesthetic Needs and Scenic Heritage Route Designation Surveys, Western Michigan

Michigan Avenue Streetscape, Dearborn, Michigan

Jackson Road Street Enhancement, Scio Township, Michigan



Oliver Kiley, RLA | SmithGroupJJR

Landscape Architect / GIS Specialist

Oliver has strong knowledge of sustainable design and a strong background in urban and natural resource planning. He modeled alternative, regional growth scenarios using a broad range of SEMCOG GIS data, underlining the importance of a regional perspective in focusing reinvestment on existing urban centers.

Education

M. Landscape Architecture
University of Michigan

B.S., Natural Resources
University of Michigan

Registrations

Landscape Architect, Michigan

RELEVANT PROJECT EXPERIENCE

Ann Arbor Downtown Street Design Manual, Ann Arbor, Michigan

Connecting William Street, Ann Arbor, Michigan

RelImagine Washtenaw Corridor Transportation Plan, Washtenaw County, Michigan

Urban Forestry Plan Public Engagement, Ann Arbor, Michigan

Green Grand Rapids Infrastructure Plan, Grand Rapids, Michigan

Sylvania SOMO Redevelopment District Plan, Sylvania, Ohio

East Stadium Boulevard Bridge Replacement and Non-Motorized Path, Ann Arbor, Michigan

Eastside Greenway, Cleveland, Ohio

Lower Eastside Action Plan (LEAP), Detroit, Michigan

Eastern Market District Development Plan, Detroit, Michigan



Joe Wywrot, PE | SmithGroupJJR
Civil Engineer

Education

MS Civil Engineering
University of Michigan

BS Civil Engineering
University of Michigan

RELEVANT PROJECT EXPERIENCE

William G. Milliken State Park and Harbor, Lowlands Park, Detroit, Michigan

Dequindre Cut Greenway, Detroit, Michigan

Woodward Avenue Streetscape Improvements – Phase III, Detroit, Michigan

Belle Isle Detroit River Sturgeon Habitat, Detroit, Michigan

Visteon Village Corporate Headquarters Master Plan, Van Buren Township, Michigan



Wesley Butch | DLZ Michigan
Traffic Analyst

Education

M Public Affairs, Natural
Resource Management, Indiana
University

B.A. History, Albion College

RELEVANT PROJECT EXPERIENCE

US-10 BR Study, Midland, Michigan

Farmer's Market Traffic Study, Midland, Michigan

Waldo Avenue Road, Watermain and Sanitary Sewer Design, Midland, Michigan

Roundabout Design at Patrick/Lyon Streets, Midland, Michigan

Midland Eastman Avenue Study and Traffic Signal Design, Midland, Michigan



Mark Mattson, PE | DLZ Michigan
Lead Utility Engineer

Education

B.S. Civil Engineering, Michi-
gan Technological University

RELEVANT PROJECT EXPERIENCE

US-10 BR Study, Midland, Michigan

Waldo Avenue Road, Watermain and Sanitary Sewer Design, Midland, Michigan

Capital Area Multi-Modal Gateway – Operated by Capital Area Transportation Authority (CATA), East Lansing, Michigan

I-94 and Sprinkle Road Interchange, Michigan Department of Transportation, Kalamazoo, Michigan



Sean Riley, PE | DLZ Michigan

Road Engineer

Education

B.S. Civil Engineering,
Michigan State University

RELEVANT PROJECT EXPERIENCE

Waldo Avenue Road, Watermain and Sanitary Sewer Design, Midland, Michigan

US-10 BR Study, Midland, Michigan

Roundabout Design at Patrick/Lyon Streets, Midland, Michigan

Midland Eastman Avenue Study and Traffic Signal Design, Midland, Michigan

9th Street Road Reconstruction and 11th Street Traffic Signals, Kalamazoo, Michigan



Lucas Curd, PE | DLZ Michigan

Traffic Signal Engineer

Education

B.S. Civil Engineering, Michigan
Technological University

RELEVANT PROJECT EXPERIENCE

Traffic Signal Design for Two Intersections at Hagadorn Road/Eyde Parkway and Hannah Boulevard/Esoteric Way

US-41 Bridge over Portage Lake, Michigan Department of Transportation, Houghton County, Michigan

Traffic Signal for Two Intersections at Howard Street and Valley Road and at Water Street and Kalamazoo Mall, Michigan Department of Transportation, Kalamazoo, Michigan

I-94 at Sprinkle Road Interchange, Michigan Department of Transportation, Kalamazoo, Michigan



Luke Renwick, LC | SmithGroupJJR

Lighting Designer

Education

B Architectural Engineering-
Lighting Design
Pennsylvania State University

RELEVANT PROJECT EXPERIENCE

DC Water Headquarters Phase I, Washington, DC

Blue Cross Blue Shield Michigan BLUpath Relocations Reconfigurations, Detroit, Michigan

Henry Ford Health System Innovation Institute, Detroit, Michigan

L'Enfant Plaza, Washington, DC



Brad Strader, AICP, PTP | MKSK

Community Planner

Education

B.S. Urban Planning, Michigan State University

Professional Affiliations

Fellow, Institute of Transportation Engineers (ITE)

RELEVANT PROJECT EXPERIENCE

City of Midland Comprehensive Plan, Midland, Michigan

Midland Downtown Plan and Form-Based-Code, Midland, Michigan

U.S. 10/Eastman Avenue Corridor, Midland, Michigan

Farmers Market Relocation Traffic Study, Midland, Michigan

Discovery Square, Midland, Michigan

Downtown Transportation Plan, Findlay, Ohio

Michigan Street Corridor Plan, Grand Rapids, Michigan



Caitlin Mallow-Marcon

Transportation Planner

Education

M.A. Urban Planning, Wayne State University

B.A. Urban Studies, Wayne State University

RELEVANT PROJECT EXPERIENCE

Southeast RTA, BEST: Michigan Avenue & Gratiot Avenue Corridor Studies, Alternative Analyses, Detroit, Michigan

South State Street Redesign, Ann Arbor, Michigan

US-10 Access Management Plan, Midland County, Michigan

Auburn Road Corridor Plan, Rochester Hills, Michigan

Downtown Parking Structure Alternatives Analysis & Triangle District Parking Study, Birmingham, Michigan

Shelby Township Master Plan & Town Center Plan, Charter Township of Shelby, Michigan

Design Excellence



Ann Arbor Downtown Street Design Manual, Ann Arbor, Michigan

Each of the nearly 50 design elements provides design guidelines, best practice recommendations, and maintenance and management needs to ensure informed design decisions.

Completion Date

April 2015

On Schedule

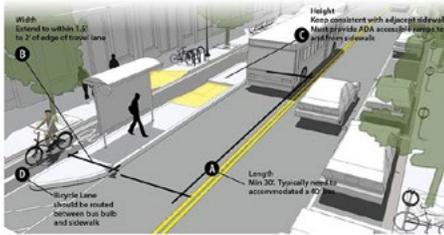
Construction Cost

n/a

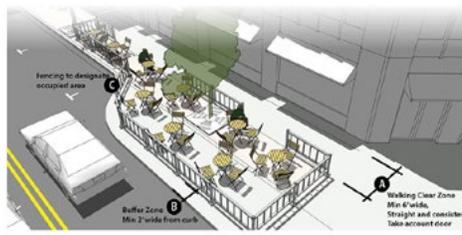
Awards

Planning Excellence Award for Best Practice; Michigan American Planning Association, 2015

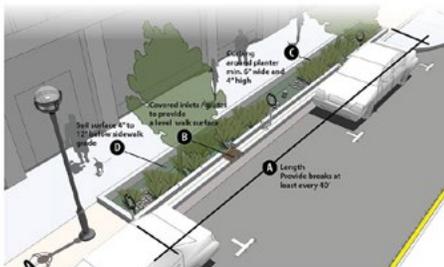
Honor Award, Landscape Planning and Analysis, Michigan ASLA, 2015



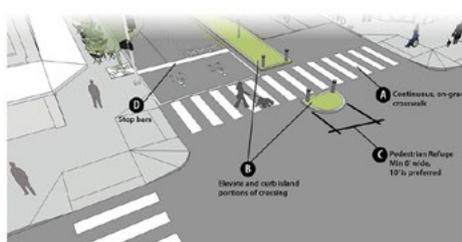
CURBSIDE ZONE: BUS BULBS



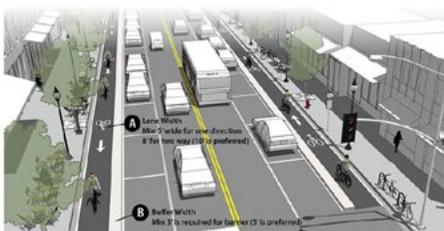
AMENITY/FRONTAGE ZONE: CAFE DINING & OUTDOOR RETAIL



STORMWATER MANAGEMENT



ROADWAY ZONE: PEDESTRIAN ISLAND REFUGEE



ROADWAY ZONE: PROTECTED BIKE LANES



ROADWAY ZONE: TRANSIT LANES

The public streets and sidewalks of Ann Arbor's 67-block downtown are increasingly in demand by all modes of transportation and adjacent land uses. Compounding the complexity of the situation are narrow ROWs, high-intensity uses and multiple entities within the city wanting to implement projects in the downtown streets.

SmithGroupJJR was hired by the Downtown Development Authority (DDA) to develop a manual that would provide a flexible framework to guide street design, project implementation, and public space management. Fundamental to the process was developing a complete "network" and typology approach to inform decision making and help resolve competing street demands rather than trying to implement complete streets as isolated projects. Key aspects of the manual include:

- Providing the public and private sectors with design standards and best practices for building and managing downtown streets with an emphasis on creating a vibrant, high-quality, pedestrian environment.
- Addressing the key roles of the street and the public right-of-way in supporting economic vitality, multiple modes of transportation, environmental health, and community character.
- Balancing the needs of all street users and ensures that multiple goals for street space are met in coordination with social, environmental, technical, and economic interests.
- Creating a process for coordination and assists in developing street designs that support and enhance diverse street functions and delivers an overall system.

The manual augments and tailors existing guidelines and standards for streets and sidewalks within the DDA district. It provides best practice recommendations and decision tools to assist the public and private sector in making informed street design decisions that support a vibrant downtown context and meet the needs of multi-modal transportation systems.

Downtown Streetscapes

Ann Arbor, Michigan



Completion Date

Original completion
1990 *On Schedule*

Enhancements, 2016

Construction Cost:

TBD

The Main Street Streetscape project improved two popular downtown streets, South University and Main. The Elizabeth R. Dean Promenade, on Main Street, needed improved lighting since tree growth shrouded the lights and became a safety hazard. The South University project increased organization, design continuity, facilitated pedestrian movement between The University of Michigan and the neighboring residential district, and created a unique, attractive and positive image for the commercial area. Improvements common to both areas included pedestrian-scale lighting, tree grates and trash receptacles, and raised concrete planters that served as seatwalls in order to increase use of limited sidewalk space.

Connecting William Street

Ann Arbor, Michigan

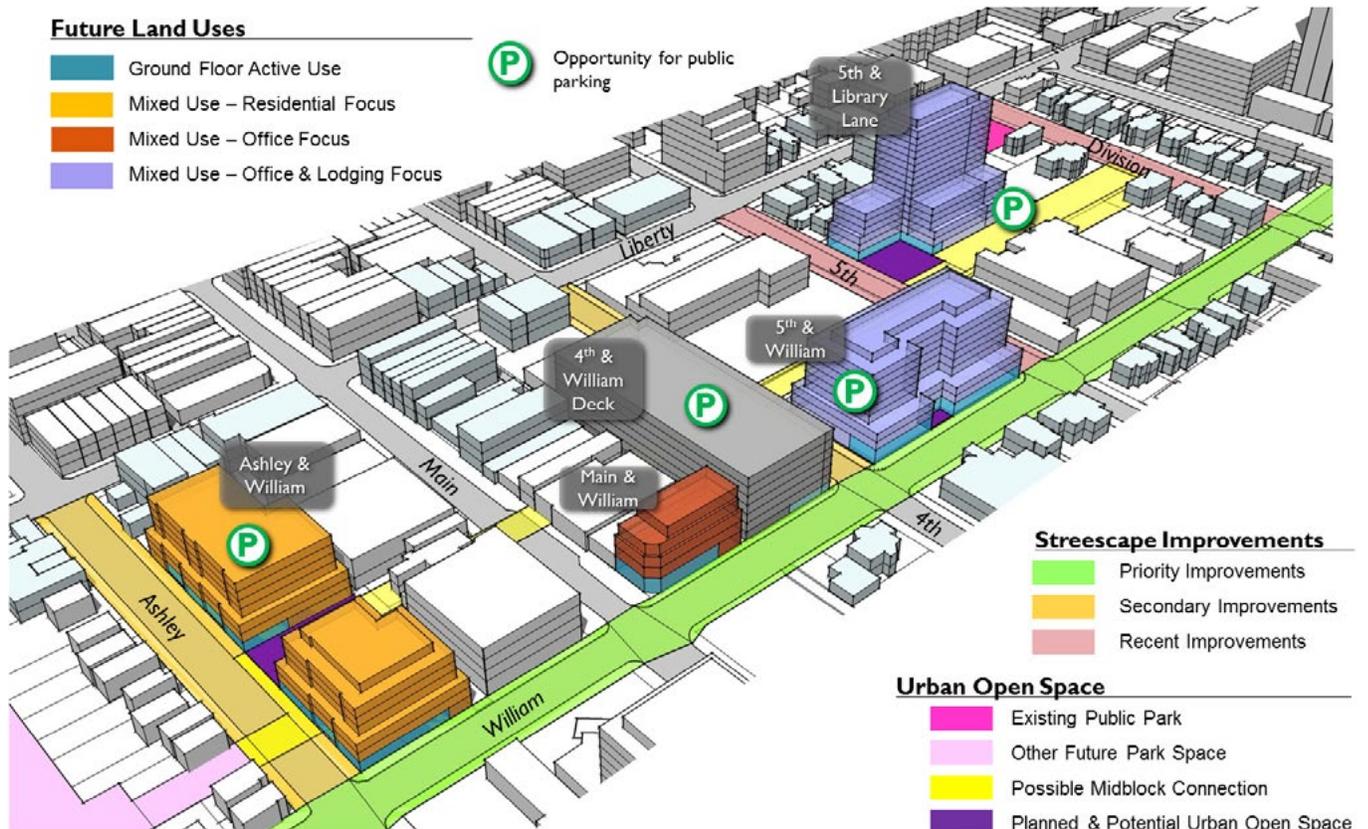
Draft Recommendations

Final Framework

Future Land Uses

- Ground Floor Active Use
- Mixed Use – Residential Focus
- Mixed Use – Office Focus
- Mixed Use – Office & Lodging Focus

P Opportunity for public parking



Streetscape Improvements

- Priority Improvements
- Secondary Improvements
- Recent Improvements

Urban Open Space

- Existing Public Park
- Other Future Park Space
- Possible Midblock Connection
- Planned & Potential Urban Open Space

Completion Date

January 2013
On Schedule

Construction Cost:

n/a

SmithGroupJJR led a collaborative urban design process in partnership with Ann Arbor's Downtown Development Authority (DDA) to explore building development and streetscape scenarios for William Street, which is a key linkage between commercial hubs, residential districts, and the University of Michigan campus. Four publicly owned properties, currently used as surface parking lots, were a catalyzing opportunity to rethink William Street in ways that created a more vibrant, urban experience for the community.

Key elements of the planning process included:

- Spearheading the analytical evaluation of the properties and the streetscape environment.
- Generating and evaluating alternative development concepts in coordination with a market analyst.
- Knitting the streetscape environment together through a sequence of open spaces.
- Guiding the DDA and other stakeholders through a broad public outreach and engagement process.

The Connecting William Street process successfully yielded a preferred urban design concept that reflected the values and desires of the greater Ann Arbor community while also providing a clear direction for future development and urban connectivity.

Petoskey Downtown Streetscapes

Petoskey, Michigan



As a regional center for commerce, education, healthcare, and tourism, Petoskey plays a special role in northern Michigan's economy. The famous Gaslight District in the downtown area serves as a significant resource to the area's resort industry. Over the course of decades, SmithGroupJJR worked on a variety of planning and implementation improvements throughout the downtown and historic adjoining neighborhood.

Initially, SmithGroupJJR reviewed the downtown's role, context, and relationship to the local population and region, which resulted in a framework plan and design guidelines for improvements to the town's center.

Initial improvements were implemented in 1990 when detailed plans for the downtown streetscape were developed, which created a cohesive urban fabric and contributed to the character of the city's center.



In 2007, SmithGroupJJR developed schematic design and construction documents for streetscape improvements on East Mitchell Street. The work involved traffic islands and additional crosswalks to transform the busy street into a more pedestrian-friendly zone.

In downtown, medians were designed to allow additional lighting and landscaping and provide for pedestrian safety. Additional pedestrian elements included crosswalks constructed of brick pavers and concrete pavement brick paver borders used for intersections. Medians in the historic residential district were designed to provide traffic calming, slow vehicular speeds, and reduce traffic impacts in the neighborhood directly adjacent to downtown. All improvements were designed in accordance with national road design and accessibility standards.



Completion Date

October 2009
On Schedule

Construction Cost

Downtown Portion:
\$560,000
Residential Portion:
\$2.1 million
On budget

Fort Myers River District

Fort Myers, Florida



The Fort Myers River District master plan, in which SmithGroupJJR led the public engagement and design charrette process, was created to reconnect the historic downtown to the Caloosahatchee River and, in the process, serve as an economic catalyst by providing increased opportunities for short- and long-term downtown development opportunities. In an effort to capitalize on its strength as a waterfront community, the City wanted to develop a new conference facility and hotel and setting the stage for that possibility, and to demonstrate its commitment to development, the City moved forward with the master plan's phase 1 project: a new urban stormwater district and the design and development of a 1.4 acre, multi-functional stormwater basin that would create space for hotel, retail and restaurant development.

In conjunction with the open spaces, the main roadways and streetscapes of Edwards Drive and Hendry Street, which navigate around and through the basin, were designed to host periodic and annual large events while still being able to move cars and pedestrians through the space.

The project's overriding challenge was being able to design a space that would achieve many objectives: mitigate and clean stormwater, be attractive and engaging enough to draw people from the downtown to the waterfront, incentivize development and create space for future development all while being designed in a manner that fits contextually with the downtown's historic district, which is listed on the National Register of Historic Places.

Completion Date

Planning: January 2010

Phase I Implementation:

January, 2013 *On Schedule*

Construction Cost:

\$5,300,000

On budget

MSU Medical Research Center Plaza & Michigan Street Streetscape

Grand Rapids, Michigan



Completion Date

Estimated, May
2016

Construction Cost

Streetscape Portion:
\$1.3M estimated

Sited at a prominent intersection in downtown Grand Rapids, the MSU Medical Research Center's site elements were critical to both MSU and the City. SmithGroupJJR participated in a brainstorming exercise with both city and university representatives to understand their common goals for the semi-public, public spaces and streetscape surrounding the building and to a four block stretch of Michigan Street through the Medical Mile. Armed with the shared goals, SmithGroupJJR held a 1.5 hour open design charrette with office staff to develop four concepts that reflected the goals in a functional space. Following presentation to the stakeholders, the ideas that demonstrated sustainable stormwater management, offered opportunity for public art installations, and engaged the general public were refined into a final design concept. The result showcased demonstration rain gardens and special paving emulating the significance of the Grand River corridor as both an emotional and physical connector drawing pedestrians to downtown and northward to newly redeveloped

Village of Lisle Main Street Streetscape

Lisle, Illinois



Completion Date

October, 2009
On Schedule

Construction Cost

\$7,000,000
On Budget

Awards

2009 APWA Fox Valley
Branch Project of the Year
Award

2014 ASLA Merit Award

“The streetscape has transformed downtown Lisle into a destination which will foster business growth and serve as a community gathering place.” - Joe Broda, Mayor of the Village of Lisle, Illinois

SmithGroupJJR worked with the Village of Lisle to provide streetscape schematic design services for civic improvements located within their 2-block central business district and specifically Main Street.

SmithGroupJJR’s work with the Village continued with the refinement of the schematic plans into a detailed streetscape design. The goal: to construct municipal improvements that stimulate development, inspire design character quality and welcome people back downtown; and to create a sense of place that fosters a pedestrian friendly environment to encourage social interaction.

Every effort was made to increase the safety and comfort of pedestrians. The roadway was rebuilt ‘façade to façade’ to increase the width of sidewalks and a narrow median added

to prevent unsafe vehicular/pedestrian cross traffic movements. Pedestrian lighting, new roadway pedestrian crossing signalization, ample seating, plaza areas, low albedo paving, a fountain celebrating the intersection of the existing Garden Walk and Main Street, and raised-curb landscape plantings were also added.

SmithGroupJJR worked closely with the City of Lisle to develop a design which meets the goal for redefining Main Street while maintaining a local scale and character of warmth and friendliness. SmithGroupJJR held extensive public meetings to rally Village support for design integrity and to establish an adequate budget for high-quality material detailing.

SmithGroupJJR also provided full time construction observation.

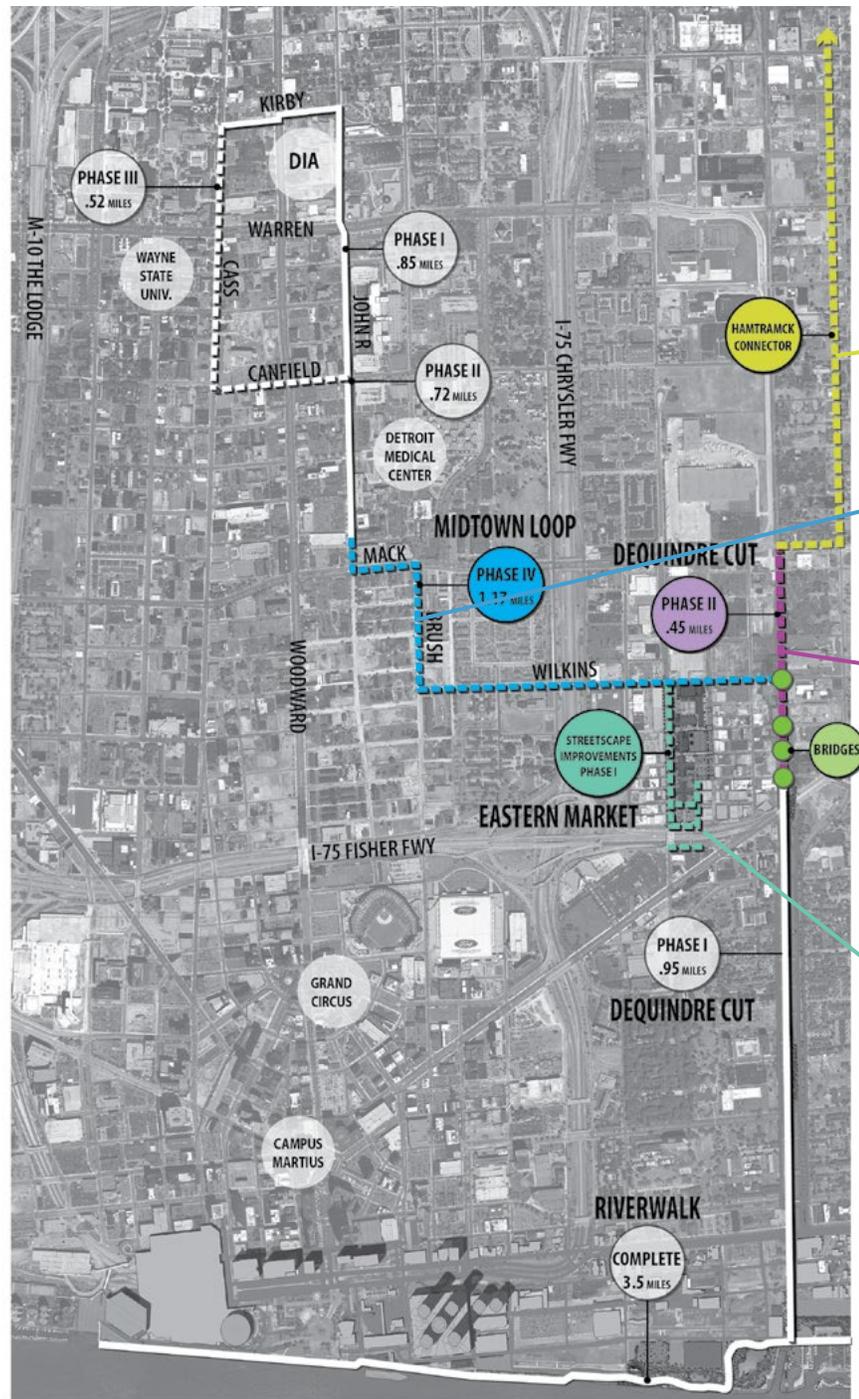
Link Detroit

Detroit, Michigan

Detroit is experiencing a watershed moment in non-motorized connectivity. Over the past few years, several projects have been planned and implemented, including the Detroit East RiverWalk, Dequindre Cut, and Midtown Loop (all designed by SmithGroupJJR). While substantial in their individual contributions, collectively they lacked a capacity for connectivity that could make them successful from a city-wide network perspective. Master plans identified the potential to realize these connections but funding for implementation was far beyond any individual expectation. The Federal “TIGER” 2012 grant program offered a way for the City, in collaboration with multiple non-profit organizations, to realize a true paradigm shift in establishing and implementing a collective vision.

In 2011, SmithGroupJJR worked closely in partnership with the City and a group of non-profits to develop the concept of Link Detroit—a series of multi-modal infrastructure improvements to create a non-motorized, environmentally proactive network. Specifically, it includes construction of: 1) Dequindre Cut Greenway Phase II, 2) Midtown Loop Phase IV, 3) Eastern Market Streetscape and Pedestrian Enhancements, 4) reconstruction of three critical bridges, and 5) the Hamtramck Connector. As the prime, SmithGroupJJR is coordinating and leading the project initiatives to extend, and complete, the substantial investments already made in the development of greenways, streetscapes, and bicycle paths in Detroit.

In addition to providing these critically needed transportation connections, the project will generate opportunities for economic reinvestment and will improve the quality of life through sustainable green infrastructure improvements. SmithGroupJJR has collaborated directly with the City of Detroit Detroit Water and Sewerage Department (DWSD) in identifying and developing green strategies and opportunities for infrastructure improvements. SmithGroupJJR has worked with City departments and local organizations to investigate and reuse existing infrastructure, secure additional funding for incorporation of sustainable products and practices, proposed implementation of infiltration swales, and expanded green spaces. These enhancements are intended to stimulate the growth of responsible green infrastructure practices now and in the future.



— Completed
 - - - Under Construction/
 Future Phase

Estimated Completion Date

Engineering Documents-May 2013
 Construction-Fall 2014

Estimated Construction Cost
 \$23 million

Actual Completion Date

Engineering Documents-May 2013
 Construction-November 2016

Final Construction Cost
 \$23 million

CONNECTING THE DOTS

\$23 million in infrastructure improvements!



MIDTOWN LOOP

When complete, this greenway will transform Midtown into a more walkable community by offering a safe and convenient route for pedestrians and cyclists to museums, galleries, restaurants, jobs and other businesses.



HAMTRAMCK CONNECTOR

As a northern extension of the Dequindre Cut, the Hamtramck Connector will introduce bike lanes along streets to safely move pedestrians and cyclists between Hamtramck and Detroit.



DEQUINDRE CUT

A model for revitalization of abandoned urban rail corridors, Phase II of the Dequindre Cut will build upon Phase I and extend the repurposing efforts along the abandoned rail corridor making a critical connection between Eastern Market, Midtown Loop and the Detroit RiverWalk.



EASTERN MARKET

Streetscape enhancements, improved bicycle and transit facilities and pedestrian lights on Russell Street, Wilkins Street and the Fisher Freeway Service Drive will improve the circulation, access, safety and experience for patrons and vendors at Eastern Market.

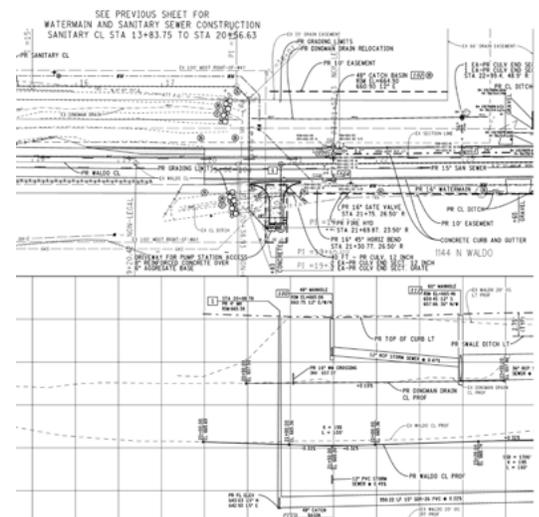
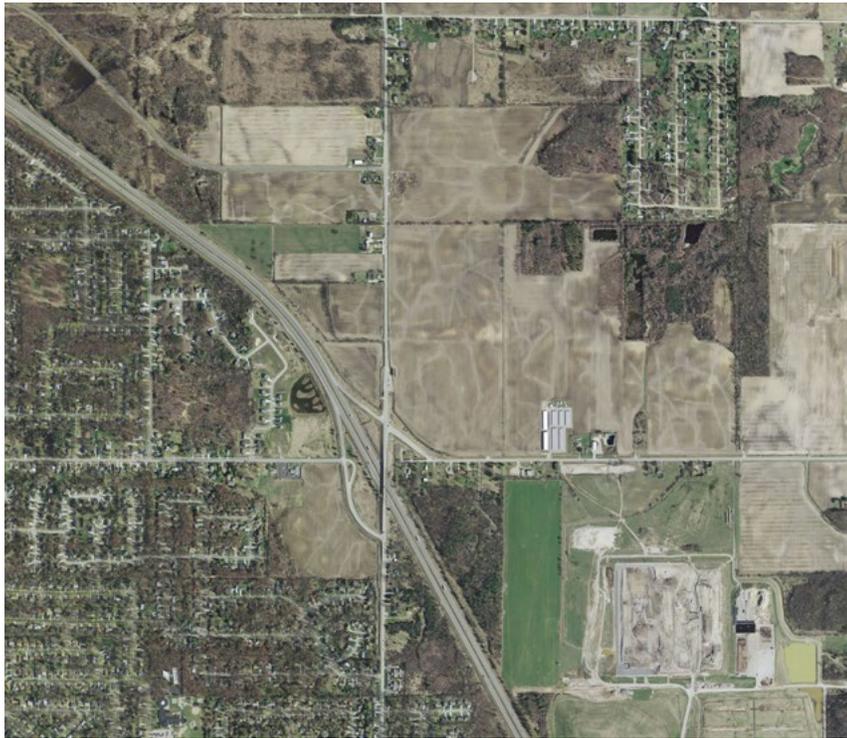


BRIDGE IMPROVEMENTS

The Adelaide Street, Division Street and Wilkins Street bridges span the Dequindre Cut Greenway and their renovation will be a critical part of the surface transportation network serving Eastern Market.

Waldo Avenue Improvements

Midland, Michigan



City of Midland (City) desired to extend city sanitary sewer and water main along Waldo Avenue for proposed development and future annexation of the roadway and adjoining properties into the City. DLZ performed professional services for Public Works and Roadway Design to address the following project scope:

- **Water Main and Sanitary Sewer Design:** Water main and sanitary sewer were designed to be extended north from existing facilities along Wheeler Road south of US-10, under US-10, and north along Waldo Avenue. Design included a pump station for the sanitary sewer along Waldo Avenue and was performed according to the latest City and State of Michigan design requirements.
- **Roadway Design:** Waldo Avenue was designed to be completely reconstructed from a two-lane to three-lane roadway from Wheeler Road to Diamond Drive. The roadway profile was redesigned to accommodate proposed enclosed storm sewer in place of the existing open ditch network.
- **Storm Water:** The Waldo Avenue drainage was redesigned as an enclosed drainage system. Enclosing the drainage required that the roadway profile be redesigned to accommodate cover for the storm sewer and existing driveways along Waldo Avenue. The proposed storm water system was design according to current Michigan Department of Transportation (MDOT) and City standards.

DLZ coordinated all design efforts with the City. DLZ developed numerous concepts for various project aspects of the project, with significant emphasis on the sanitary sewer, water main and roadway alignment.

Completion Date
Estimated: April, 2014
Actual: June, 2014

Construction Cost
Estimated: \$66,385
Actual: \$83,885

US-10 Business Route Corridor Study

Midland, Michigan



DLZ was contracted by the Michigan Department of Transportation (MDOT) - Bay Region to perform a corridor study for the US-10 Business Route (BR) through the City of Midland. The corridor runs from Washington Street to the east and to the US-10 interchange to the north. The corridor is 4.5 miles in length. As part of the study, a half mile segment of Eastman Avenue, from the US-10 interchange to just north of Joe Mann Boulevard, is also being analyzed.

DLZ is coordinating with MDOT, City of Midland, Midland Area Transportation Study (MATS), and various stakeholders such as Momentum Midland, Midland Chamber of Commerce, and the Midland Downtown Development Authority (DDA) to develop road improvement alternatives

that accommodate existing and projected traffic volumes, increase vehicular and non-motorized safety, improve non-motorized mobility, and at the same help promote economic development. A key component of the study is improving non-motorized mobility and connectivity to downtown Midland. The project included a detailed traffic evaluation of various options, including the possible conversion of US-10 BR from one-way to two-way traffic operations.

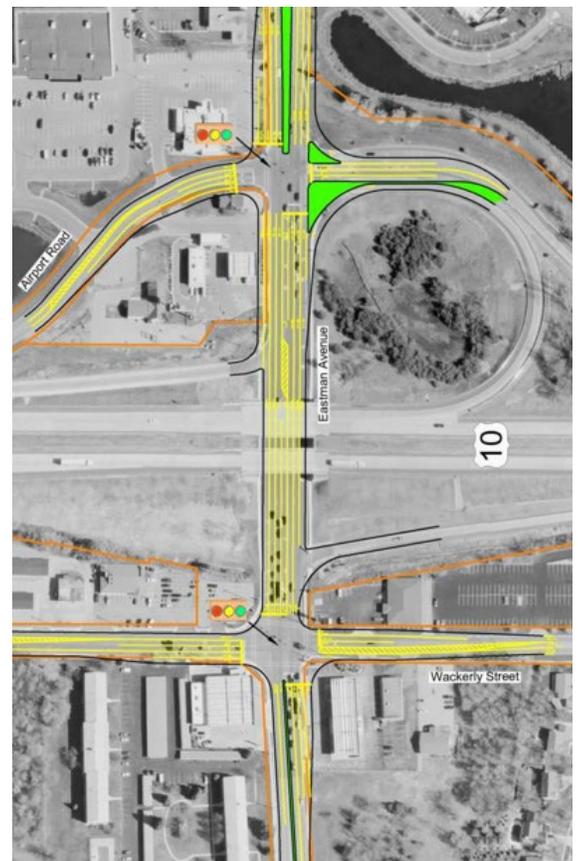
In order to meet the goals of the project, a comprehensive public involvement program is being enacted throughout the entire project process. Meetings are being held with numerous local stakeholders, business owners, members of the public, and advocacy groups to collect community input as to which features they deemed valuable and should be included along the corridor.

Eastman Avenue Traffic Signal Design Midland, Michigan

DLZ was contracted by the City of Midland to design geometric improvements and traffic signal infrastructure at two high volume intersections along Eastman Avenue. Eastman Avenue is the main north-south arterial route located in the fast-growing northwestern portion of Midland, and a part of the road is the US-10 BR. As such, all design work had to be consistent with MDOT requirements.

The improvements designed by DLZ were done in such a way that they could accommodate future widening of Eastman Avenue as part of a long range corridor plan. The long range corridor plan came out of a previous study conducted by DLZ during 2005 and 2006.

Public outreach and stakeholder coordination were ongoing throughout the duration of the project.





Held in High Regard



Dequindre Cut Greenway, Detroit, Michigan

Urban Design Success

“SmithGroupJJR’s design of this impressive Dequindre Cut Greenway takes advantage of the natural connection between other greenways, the waterfront, adjacent residential neighborhoods and the city’s vital Eastern Market. The greenway improvements provide one more important step in transforming the East Riverfront area from a former abandoned industrial zone to what will be a downtown neighborhood. SmithGroupJJR’s guidance and dedication to this great project allowed for all cities and future generations to have great recreation and waterfront access never before available.”

**Will Tamminga, Project Manager
Detroit Economic Growth Corporation**

References



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Village of Lisle

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DLZ, Michigan

US-10 Business Route Corridor

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MKSK

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Michigan Street Corridor Plan*

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**Reference for Brad Strader, prior
experience.*

The Drawing Board



Risman Plaza, Kent State University, Kent, Ohio



April 5, 2016

Scope of Services

Summary

Successfully designing a downtown from concept plan through implementation is a complex endeavor, and requires a thoughtful, coordinated approach. The SmithGroupJJR Team has the resources and professional expertise across the range of disciplines required to provide the City of Midland the professional services necessary to meet your goals.

Through the many previous projects our team members have completed in Midland, we understand that community engagement is critical to obtain buy-in from stakeholders, businesses, agencies, the public and potential funders. People in Midland are well educated, data driven, and are not shy in expressing their opinions. Our team includes “thought leaders” who are both subject matter experts and good listeners open to hearing other perspectives. We know how to effectively explain concepts and their reasoning to build support. Our facilitators will convey that technical expertise in an enthusiastic manner.

Our team will be able to assist the City of Midland in defining the appropriate types of streetscape and street design improvements, and, if desired, we can carry the design effort through the administration of construction contracts. The Scope of Work defined below covers only the initial stages of the design process as requested, and we would be happy to provide a more extensive work plan for the entire implementation design process at your request.

Throughout the process, the SmithGroupJJR Team is committed to:

- Collaboratively engaging the City of Midland, the DDA, interested citizens, and community leaders in the development and refinement of the design plans.
- Communicating with local businesses, stakeholders, and community members on the progress of the work—avoiding unexpected surprises and meeting high community standards.
- Provide the graphics, cost estimates, and related documents to help the City of Midland and DDA make sound decisions and set a direction for the project efficiently.

- Responding to your input and concerns promptly and respectfully.
- Maintaining momentum through an aggressive schedule and effective project management.
- Continuously focusing on how your community investments will enhance the quality of life and spark private investment.
- Providing our services with outstanding professionalism and quality.

We understand that the City of Midland and the DDA have established two priorities for study within the downtown, and may elect to retain a consultant team to study one or both. As noted in the request for proposals, the consultants are to provide proposals which are organized and bid separately, as follows:

Priority One:

- Redevelopment concepts for Main Street from Jerome Street to State Street, including Ashman Street from Larkin Street to Ann Street.

Priority Two:

- Redevelopment concepts for Main Street from Jerome Street to State Street, including Ashman Street from Larkin Street to Ann Street, and
- An integrated, unified look and feel for the entire district for use in future planning and development of the district.

Where sub-tasks within this proposal apply specifically to one or the other of the priorities, they are noted as such. Otherwise the tasks and sub-tasks in the proposal apply to both priorities.

Often during the selection process we find that clients desire to modify and adjust the proposal of the preferred firm as the scope of work is refined and a contract prepared. Our process is flexible and we can adjust our work plan based on the feedback and expectations of the community.

TASK ONE: Community Engagement and Communication

Task 1.1: Draft Community Engagement Plan

In this proposal we have outlined a draft Community Engagement Plan that includes meetings, interviews, web-based information and communication, and related outreach efforts. The format and content of the workshops and meetings outlined below will be used as a starting point for discussions with the City of Midland and DDA as we refine the concept and approaches of the stakeholder campaign. Before the design process begins, we will work with you to prepare a detailed and specific outline of the elements of the information and Community Engagement Plan, which may become more specific than what we have outlined in this proposal.

Bob Doyle of SmithGroupJJR and Brad Strader of MKSK will facilitate the public input sessions for the project, using their collective 60 years of experience in engaging the public in downtown redevelopment projects, as well as their personal technical expertise in the planning, design and construction of downtown improvements. Our experience in the city will help establish credibility with the public. Caitlin Malloy-Marcon of MKSK will be the community engagement leader in terms of working with the City, DDA and committees to craft the Community Engagement Plan and organize the various events. Caitlin is a transportation planning with a special niche in overseeing community engagement and web-based public input on downtown and transportation projects.

To help facilitate community involvement in the design process, we suggest that The City of Midland and DDA form two committees to guide the design efforts:

Steering Committee: Consists of community stakeholders- citizens, public officials, representatives of potential funding organizations, active citizens and neighborhood based groups, business leaders, developers, agencies, and religious, educational, and cultural institutions to represent the community's diverse interests and provide critical input and guidance. The Steering Committee will provide high-level input into the design process, ensuring that the resulting plans and specifications achieve the ambitious, yet attainable, goals set by previous efforts and represent the cultural and visual character of Midland. The Streetscape Redevelopment Committee that you have already formed could become the nucleus for this committee

Technical Committee: Includes City of Midland management, planning, and engineering staff, and DDA leaders and staff, supplemented by MDOT engineers and other local agency representatives. This group will provide

review and input into the plans and specifications as they are developed to ensure compatibility with community technical standards and best practices, and that all review processes are anticipated and efficient.

You may determine that this two tiered committee structure is unnecessary, and we have found that each community's needs are unique. Whether joined as a single committee or kept as two distinct groups, we will structure our committee meetings as focused discussions and design sessions, not as simple reporting sessions, and we encourage committee members to become engaged participants in the design process. If these two committees remain separate, we suggest that their meetings be held on the same day for efficiency.

The scope of work details the number and agenda of the committee meetings. We anticipate, and include in this proposal, two additional meetings with the Technical Committee to review drafts, address issues that may arise during the process, and otherwise inform the committee.

Our team will integrate ideas from individual property owners, stakeholders, and the general public in a meaningful way through active listening in personal interviews, focus group sessions, and design workshops. We use a variety of potential engagement techniques to allow for all participants and groups to be comfortable in providing input. In our experience, offering a range of input opportunities is required to successfully engage citizens in the design process. For example, some people are more engaged by actively participating in the design and are happy to grab a pen, paper and maps to illustrate the future. Others will eschew any public meeting, but will participate through on-line forums and on-the-street interviews.

To engage a broad sector of the public in a meaningful way we propose the following engagement techniques and forums will be utilized in this project:

On-Line Engagement: The SmithGroupJJR Team is experienced in creating a social media/web site presence utilizing Facebook, Twitter, and other social media outlets. We will assist you in using social media, web-based sites, and the city web site to announce events and project milestones achieved, present design documents throughout the process, provide meeting summaries to communicate the project direction, and suggest other forms of input and collaboration. At all project milestones a set of design documents will be provided to the City and DDA in an electronic format suitable for posting on the web site and social media sites.

Publicity: Prior to events, the options with key features of each will be posted on the website and described in a e-mail newsletter that can be distributed by the DDA to key people, officials, the media and others maintained on a contact list. We suggest the DDA print and distribute copies of the display as an invitation to the event to be posted at key gathering places in the downtown (coffee shop, ACE hardware, library, city hall, restaurants, employee lounges etc. but also similar places outside the downtown).

Pop-Up Workshops: To reach community members who have no interest in attending meetings, we use an outreach tool that we refer to as a “Pop-Up Workshop”, where we take the workshop to the street. For a Pop-Up Workshop, we carry our visioning and design tools into the community to gather informal, immediate and organic feedback about the project, its use, and the desired program elements and design ideas. Using drawings and easels and smiling faces as bait, the design team will interact with downtown shoppers, employees, business owners, and visitors by asking a set of brief questions and mapping exercises. We have had the most success setting up the Pop-Up Workshop within a project area, in places where high pedestrian activity is typical. Alternatively, these interactive sessions could be run in available space in the downtown and, during lunch hour, hosted at the offices of major employers.



Design Workshops: A key tool in urban design projects is the interactive Design Workshop, or charrette. In this format the community participants are invited to directly influence and guide the outcome through interactive exercises that allow citizens to express preferences, convey ideas, and react to concepts. Often a charrette or workshop is conducted in a single compressed set of days; however, we have had more success in building community consensus by organizing the workshops as a series of meetings, over a month or two of time, to allow for vetting out the alternatives, and developing refinements to the plans and/or develop new alternatives. The goal of the workshops is to gain an understanding of the range of design and planning ideas possible, assess their relative merits, and help reach consensus for further refinements to the project. Tools we use to solicit input from the stakeholders participating in the workshop may include:

- Small group/hands-on interaction;
- Charrette style idea generation with design professional and stakeholder collaboration;
- Preference exercise(s) to help define the design character, program elements, and/or alternative design ideas desired; and
- Electronic versions of the work in progress for posting and transmittal to those unable to attend workshops



We anticipate that the results of the workshops will be a series of design sketches illustrating the design ideas, a written summary of the conclusions of each group, and a listing of outstanding design issues that require additional study.

Public Open Houses: We conduct Public Open Houses, typically at the conclusion of the Conceptual Engineering Phase or during the Design Development Phase to encourage communication with the public on the status of the design and anticipated construction phasing, while

allowing community members to ask questions and offer comments. We have found that the open house format allows people to gather information, become comfortable with the proposed changes, and become advocates for the project. Presentation graphics will be prepared to communicate to the public, and a handout provided for participants to use as a reference.

The Task descriptions outlined throughout this scope of work indicate where each of these engagement strategies and meeting types play a role in the design process.

A draft of the Community Engagement Plan will be prepared and distributed to the Technical Committee for review.

Task 1.2: Technical Committee Meeting

The SmithGroupJJR Team will meet with the Technical Committee to review and discuss the following:

- Project scope of work and schedule
- Communication and project management needs and protocols
- Goals for the Design Process
- Draft Community Engagement Plan
- Stakeholder Data Base
- Set dates for the workshops and key meetings

In this meeting we will work with you to re-assess the purpose and need for the public workshops, presentations and meetings, and tailor a set of meetings and outreach strategies which meet the specific needs of the community and project. We hope to have a thorough discussion of potential stakeholders based on our understanding of the Midland community and your experiences in facilitating projects in the city.

Task 1.3: Complete the Community Engagement Plan

Based on the results of the Technical Committee Meeting we will prepare the Community Engagement Plan summary and Stakeholder Data Base and distribute to the results to the committee. The draft will be distributed to the committees, input received through email, and the Community Engagement Plan then finalized. Moving through the design process the Community Engagement Plan will be refined as needed, within the overall scope of work and budget allocated for community engagement.

As each meeting or public engagement nears, we will prepare a detailed outline of the meeting, including descriptions of any presentations and engagement exercises anticipated for the meeting, as well as defining logistical needs, targeted list of participants, and expected outcomes.

Task One Summary

Meetings:

- Technical Committee Meeting (minutes of meeting to be prepared by consultant for this and all committee meetings and public engagements)

Work Products:

- Community Engagement Plan, documented in a memorandum, including Stakeholder Data Base

Client Responsibilities:

- Making arrangements for meeting space
- Inviting Technical committee members to participate
- Assist with the development of the Stakeholder Data Base
- Responding to draft documents

TASK TWO: Prior Work Review

Task 2.1: Site Investigation

The SmithGroupJJR Team will conduct a preliminary review of the available planning and engineering data and determine the implications on design efforts. This review will include:

Data Collection and Review

Review in detail past planning and design efforts completed to date. We will work with the City of Midland and DDA to gather and study available information that has been previously prepared by others, including:

- Property line mapping, aerial photographs, and property ownership data
- Traffic data, available Synchro model, and studies (including the current US-10 corridor work traffic evaluations being performed by our team members MKSK and DLZ); street mapping of existing R-O-W widths and lane configurations
- Public parking lot data and mapping, off- and on-street
- Utilities maps, easement records, planned improvements, and design standards
- Zoning ordinances and specific development standards for the district
- Recent downtown plan and appendices
- City master plans, recreation plans, non-motorized plans, and previous planning efforts in adjacent areas
- Existing land use maps
- Known information on other proposed developments and improvements in the area
- Existing environmental studies, if any

We anticipate that most of the mapping related data will come from the City GIS data-base, and existing records.

Site Base Map

With the collected data, the SmithGroupJJR Team will prepare a suitable base map for use in the Conceptual Engineering Phase of work. Although not included within this scope of work we suggest that a site survey could be completed for the project area anticipated to be included in the first phase of construction concurrently with this Conceptual Engineering effort. The SmithGroupJJR Team has survey capabilities and would be pleased to provide these additional services.

Site Visit and Conditions Evaluation

Review and document existing site conditions (including an overview of conditions in the project area), including pavements, site furnishings, site lighting and signage, landscape plantings and site amenities in the context of evaluating the potential impacts of, and integration with, the proposed improvements.

Task 2.2: Downtown Analysis

Based on the review of the existing data and site visit, the SmithGroupJJR Team will prepare a graphic site analysis plan of the entire downtown which inventories and analyzes the following:

- Street characteristics including lane configurations, operations (one-way/two-way), width, right-of-way, on-street parking, loading zones, street regulatory signs, traffic signals, and pedestrian crossings.
- Building use, character, and entrances.
- Parks and open spaces.
- Streetscape landscape, facilities and amenities, and general conditions.
- On-street parking inventory and any time restrictions along with available prior parking studies.
- Known public utility information, including capacity, known conditions, anticipated changes, and development guidelines.
- Walkability of project area as it relates to connecting with other district assets and the broader community.
- Permitted public space activities such as cafes, vending, and/or annual or seasonal events

Task 2.3: Traffic Engineering Analysis + Confirmation

The traffic engineering analysis will be undertaken for the streetscape project using data provided by the City of Midland, as well as supplemental peak hour turning movement traffic counts/non-motorized counts taken at up to five intersections. For the existing conditions and the future (i.e., 20-year) traffic forecast, we will perform capacity analyses for the key intersections using HCS/ SYNCHRO. This evaluation will be performed for each of the three preliminary design alternatives which are developed. If suggested by stakeholders during the public

engagement process, this analysis can also assess whether the intersections at Main Street/Ashman Street, Main Street/McDonald Street, and Main Street/Rodd Street would function at an acceptable level of services under stop control. If suggested by stakeholders, we could also evaluate the implications of changing Ashman Street to two-way traffic flow. All of our analyses will be performed considering multimodal facilities and will support the design information developed for Task 3 and ultimately Task 4. As part of our analysis, we will coordinate with MDOT regarding their traffic operations at the Main Street/M-20 intersection, since that location could affect operations and coordination at adjacent intersections. We will prepare a technical memo summarizing the results of the traffic analysis.

Our team member DLZ is currently working with MDOT and the city of Midland on a significant traffic study of the US-10 Business Route (Indian Street and Buttles Street). From this study, they already have extensive knowledge of many traffic/multimodal transportation issues which are being addressed in the general area.

Task 2.4: Kick-Off Workshops + Engagement

The SmithGroupJJR Team will travel to Midland for a two-day site visit and set up a project workstation within a local office or retail space, preferably within the downtown area or at the City of Midland offices. During this initial site visit, we will accomplish a series of activities as outlined as follows:

Day One Business Hours (9:30am to 5:00pm):

- Facilitate a brainstorming session with the Steering Committee and Technical Committee (together). The SmithGroupJJR Team will lead the group through a review the results of the downtown street and traffic analysis, a discussion of alternative design approaches for Main Street and the street network and a goal setting and prioritization exercise.
- At the conclusion of the brainstorming session, our team will lead a tour of the project area with the committee members to re-familiarize everyone with existing conditions that will influence the planning and design efforts. We have found that looking at a familiar place with a larger group can spark productive discussions and fresh observations of the physical environment, which often surprise participants.
- The afternoon will be spent by the SmithGroupJJR Team in further documenting existing conditions, interviewing key stakeholders identified by the committees, and preparing for the public meeting in the evening.

Day One Evening (6:30 pm to 8:30 pm):

- The first Public Design Workshop will kick-off broader public engagement for the downtown street plan. This first workshop will:
 - Provide an overview of the planning process and schedule;
 - Review the street conditions in downtown Midland;
 - Provide background information on “Complete Streets” and what other Michigan communities are doing to revitalize downtowns and the street environment, and
 - Use a feedback activity to broadly discuss issues and opportunities from the public’s perspectives.

The feedback activity will utilize illustrations, conceptual idea drawings, and photographs from Midland and other downtown areas to highlight different streetscape uses, design characters, and approaches. Participants will be asked to express a preference for ideas that they believe are well suited for downtown Midland.

Day Two Business Hours (8:00 am to 4:00 pm):

- SmithGroupJJR Team members will continue to interview selected, local stakeholders to gather background information and solicit input in small, focus group settings. The meetings will be structured as informal, conversational discussions that will be facilitated by the SmithGroupJJR Team.
- The SmithGroupJJR Team will lead an outdoor workshop in downtown, which we refer to as a Pop-Up Workshop (refer to Task One for description).
- At the close of the second day, we will meet with the Technical Committee to review the results of the work to date, have an interactive discussion on program priorities, and discuss next steps.

Day One and Day Two:

During the two day workshops, we will conduct general on-street parking utilization and turnover rates at three time periods which will be used to represent a typical day. If the DDA desires, it can provide us additional parking counts using our worksheets that we can use to supplement our findings and evaluation.

We have not included any costs associated with the set-up and use of a local project workstation. We will look to the City of Midland and the DDA to provide this space, or arrange a space for the SmithGroupJJR Team’s use. We have also not included any costs associated with the use, supply (including food and refreshments), arrangement, or furnishing of space for team meetings, workshops, or work space.

Task Two Summary

Meetings:

- Technical/Steering Committee Meeting
- Public Design Workshop
- Pop-up Workshop
- Interviews with stakeholders and focus groups

Work Products:

- Maintaining Stakeholder Data Base
- Providing notices for meetings and workshops
- Base Map and Downtown Analysis, documented in map form
- Traffic Engineering Analysis, documented in a technical memorandum
- Assessment of parking utilization and turnover, documented in a technical memorandum

Client Responsibilities:

- Making arrangements for meeting spaces
- Inviting Steering Committee members to participate
- Participating in meetings and workshops and responding to draft documents

TASK THREE: Preliminary Design Plans

Task 3.1: Alternative Preliminary Design Plans (Priority One only)

Alternative Plans

The SmithGroupJJR Team will prepare three (3) Alternative Preliminary Design Plans showing potential improvements, programmatic uses, and approaches to street improvement based on the existing plans, results of earlier tasks, and the Traffic Engineering Analysis. These plans will explore distinctly different approaches to the design and programming of the downtown streets.

Elements to be addressed in the Alternative Preliminary Design Plans include:

- Streetscape program; including events, special programming opportunities, use areas, and festival street opportunities
- Traffic lane layout, parking, signalization, and traffic calming strategies; connections to non-motorized routes and Pere Marquette Rail Trail
- Expanded universal accessibility
- Grading approach
- Stormwater management approach
- Landscape design approach
- Lighting opportunities
- Special paving areas
- Walls and planters
- Street furniture approach and types
- Special amenities such as art, community markers, etc.

Perspective Model

The three alternatives will be illustrated with plan view sketches, as well as digitally modeled in 3-D so the design intent is easily understood and evaluated.

Cost Estimate

An order of magnitude estimate of construction costs will be prepared for each of the alternatives to assist in the evaluation of their value and attributes.

Task 3.2: Street Type Plan (Priority Two only)

If the city opts to include the Priority Two streets, our team will assess the streets of downtown as a system of street types, the purpose and character of each street, their respective roles in the community's mobility network, and their unseen potential for improvement and value creation in downtown.

The consultant team will prepare a street type plan based on the results of Tasks One and Two. The plan will, at a conceptual level, classify the streets within the project area into street types based on transportation functions, land use objectives, design characteristics, activities, and relationship to the overall community structure.

The draft street type plan will illustrate approaches to classifying downtown streets, highlighting:

- Street typology categories
- Street uses and space allocation
- Urban design characteristics and place making value
- Linkages and connections within the larger district and city.
- Access and wayfinding
- Approaches to balancing the motorized and non-motorized users facilities on the streets
- Best practices and Low Impact Design (LID) measures

The downtown street framework plan will be illustrated in plan view and will be supported with sections and graphics depicting key characteristics of the design and use elements within each street classification or type. The design and use elements will be considered a "kit of parts" which can be refined and applied in a variety of ways. The key design and use elements explored at this conceptual level will include mode prioritization, roadway design elements (travel lanes, parking, medians, etc.), and basic streetscape design elements.

Should the City of Midland and the DDA opt to pursue the design of only Priority One, Task 3.2 would be eliminated.

Task 3.3: Alternative Preliminary Design Workshops and Open House

The Alternative Preliminary Design Plans (and the Street Type Plan, if applicable) will be presented and discussed in a workshop with the Steering Committee and Technical Committee (together or independently).

The workshop(s) will be structured as interactive meetings that allow the Technical Committee and the Steering Committee to openly comment on the ideas presented, help in the development of new ideas and offer input as to preferences. The goal of the workshops will be to gain an understanding of the range of design and planning ideas possible, their relative merits, and help reach consensus for further refinements to the project. Following the workshop(s), the SmithGroupJJR Team will further refine the three Alternative Preliminary Design Plans in preparation for a Public Design Workshop.

The Public Design Workshop will be structured as an interactive, workshop style to review and solicit feedback on the alternative plans. The SmithGroupJJR Team will prepare plan renderings, perspective views, and diagrams to help clearly communicate to the public the design intent and the alternative choices available.

The key objectives for the workshop will be to:

- Reach Consensus on a preferred plan, or preferred set of ideas
- Develop new ideas that can be incorporated into a preferred plan
- Gain a sense of the public priorities for improvements

On the day following the Public Design Workshop the key design staff of the consultant team will work in downtown Midland to refine the preferred ideas that resulted from the workshops into a Preferred Preliminary Design Plan, documenting the ideas into a single plan and set of improvement goals. While the team is working, the public and committee members will be invited to stop in to observe and comment on the ongoing work in a Public Design Open House setting.

Task Three Summary

Meetings:

- Technical/Steering Committee Meeting (together or separately)
- Public Design Workshop
- Public Design Open House

Work Products:

- Maintaining Stakeholder Data Base
- Providing notices for meetings and workshops
- Alternative Preliminary Design Plans (Priority One)

only), including plans, perspective models, and cost estimates

- Street Type Plan (Priority Two only)
- Preferred Preliminary Design Plan

Client Responsibilities:

- Making arrangements for meeting spaces
- Participating in meetings and workshops and responding to draft documents

TASK FOUR: Conceptual Engineering Design Plans + Final Summary Report

Task 4.1: Draft Conceptual Engineering Plans (Priority One only)

Based on the results of the previous workshops the SmithGroupJJR Team will prepare a set of Conceptual Engineering Plans illustrating the preferred design direction. Alternative design approaches may still be under consideration for key parts of each project area, and these potential variations will be clearly illustrated. The graphic plans will be supplemented with example photographs, cross sections, and sketches to communicate the design and engineering intent. The 3-D perspective model and overall plan rendering will be updated to reflect the draft plans.

We anticipate that the Conceptual Engineering Plan set will include the following drawings, illustrating the entire project area of downtown:

- Cover Sheet and General Notes
- Layout and Material Plans noting locations of key design elements and generally describing the work. The plans will note locations of pavement types and markings, traffic and pedestrian crossing signals, street lanes and usage (e.g., vehicular lanes, bicycle lanes), sidewalks (concrete and special paving), medians and islands, street and pedestrian lighting, electrical points of supply, street trees, landscaping and irrigation areas, site furnishings and amenities.
- Stormwater and Utility Plans, illustrating anticipated utility relocations and general stormwater management approach, noting infiltration areas, rain gardens, and pipe and structure locations.
- Conceptual Street Profiles and Cross Sections to confirm feasibility
- Schematic Design Details, such as paving, tree planting, site furnishings to convey design intent and general construction approach
- Acquisition Plans, noting in plan view any areas where it is anticipated that acquisition of additional permanent right-of-way would be necessary
- Statement of Probable Construction Costs (as part of Implementation Strategy, below)

Task 4.2: Implementation Strategy

The SmithGroupJJR Team will work with the Steering Committee and Technical Committee to develop an Implementation Strategy based on the accepted Preferred Plan. The Implementation Strategy will describe the proposed plan and will serve as a summary report for the project. As part of this task, the SmithGroupJJR Team will prepare an assessment of the following important components of the project:

- Critical site infrastructure improvements
- The appropriate sequencing or phasing of improvements
- The probable construction costs
- Maintenance implications of different designs, materials, etc.
- Potential funding source summary (including MDOT TAP funds, MML, etc.)
- Recommended sustainable low impact design measures
- Permits required to complete the design and construction of the projects
- Coordination issues with local developers and organizations

The SmithGroupJJR Team has extensive experience securing grant funding streetscape, alternative transportation and community development projects and we can assist the City of Midland and the DDA with assessing grant and funding opportunities, communicating with potential funding sources about the project, and preparing grant and funding applications. For this scope of work, we will work with the City of Midland and the DDA to determine grant opportunities for both supplementing the design and engineering of future project phases and to fund construction of specific elements of the project. We have not included grant application services as a part of this scope of work.

Task 4.3: Conceptual Engineering Plans Workshops + Open House

The Conceptual Engineering Plans will be presented and discussed in a workshop with the Steering Committee and Technical Committee (together or independently). The meeting(s) will be structured as an interactive, workshop style to review and solicit feedback on the Conceptual Engineering Plans and Implementation Strategy. The workshop will include a brief presentation of the design plans and strategy, followed by an interactive set of exercises to engage the participants.

The key objectives for the workshop(s) will be to:

- Confirm that the design reflects the input provided in the previous design workshop
- Assess priorities for implementation – What matters

the most to the stakeholders and community?

- Help define the character and materials for the design through consideration of alternatives
- Provide information as to the anticipated next steps for the project

Following the workshop(s), the SmithGroupJJR Team will conduct a Public Design Open House, during which the public may participate in a brief presentation of the plans and have an opportunity to review the plans in detail and ask questions of the design and engineering team. Community participants will be given an opportunity to provide comments and input directly to the team members, answer a brief list of questions in interviews conducted by consultant staff, or document their concerns, ideas, and comments on a large white scroll.

Task 4.4: Design Guidelines (for Priority Two only)

For the streets in the Priority Two area, the SmithGroupJJR Team will prepare a series of Design Guidelines which generally illustrate the how the streets should be designed to create a network of complete streets in downtown. Key elements of the Design Guidelines include:

- An overall Street Plan noting recommendations of:
 - Number of lanes and direction of travel
 - Street Type based on use and character (which then links to level of improvements desired)
 - Width of pedestrian zone
 - Desired facilities for bicycles
- Cross –sections of different street types to illustrate general dimensions
- Sketches, diagrams, and text outlining the overall dimensions and key characteristics of the primary pedestrian amenities, such as:
 - Site furnishings including benches, trash receptacles, and wayfinding (note this does not include specific signage design)
 - Street lighting
 - Bicycle facilities and parking
 - Paving patterns and types
 - Landscape treatments
 - Curb bumpouts, medians, and related traffic calming approaches

Task 4.5: Final Conceptual Engineering Plans + Summary Report

The SmithGroupJJR Team will update and revise the Conceptual Engineering Plans, and a rendered plan prepared for the downtown project area. The revised drawings and the Implementation Strategy will be integrated into a Summary Project Report, formatted at 11" x 17", which will describe the design process, the resulting plans, and the key elements of the Implementation Strategy. The Conceptual Engineering Plans and

Summary Project Report will be delivered to the City of Midland and DDA in printed format (4 copies total) and electronic files, formatted per your request.

Task Four Summary

Meetings:

- Technical/Steering Committee Meeting (together or separately)
- Public Design Open House

Work Products:

- Maintaining Stakeholder Data Base
- Providing notices for meetings and workshops
- Draft Conceptual Engineering Plans (Priority One only)
- Implementation Strategy, including cost estimates, phasing, and related data, documented in a technical memorandum
- Design Guidelines (for Priority Two only)
- Final Conceptual Engineering Plans and Summary Report, documented in plans and graphic report

Client Responsibilities:

- Making arrangements for meeting spaces
- Participating in meetings and workshops and responding to draft documents

NEXT STEPS

The SmithGroupJJR Team will be available to assist the City of Midland and the DDA in moving forward on the downtown street project, and provide services through the following phases of work:

Phase Three: Design Development

Further refine the design, phasing and budget for the Main Street area, and work with stakeholders and City staff to ensure that the design reflects Midland and best practices.

Phase Four: Construction Documentation

Complete the design drawings and specifications to a high degree of quality to ensure sound construction and solid bids.

Phase Five: Construction Bidding and Negotiations

Assist in obtaining and evaluating bids, over the course of multiple bid packages, which are coordinated to provide sensible and efficient construction phasing.

Phase Six: Contract and Construction Administration

Provide professional expertise to monitor construction, maintain budgets, and establish a high standard for quality.

PROPOSED SCHEDULE

Please refer to the following proposed timeframes identified for each task and subsequent sub-tasks. Often during the selection process, the SmithGroupJJR Team finds that clients desire to make adjustments to the scope of services and schedule in order to meet specific milestone target dates. The SmithGroupJJR Team process is flexible and we can adjust tasks and timeframes to meet the expectations of the community and the City of Midland and the DDA. Prior to the kick-off meeting, the SmithGroupJJR Team will meet with City of Midland and DDA representatives to confirm the scope of services and proposed schedule.

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8
Task 1	Kick Off: May 9							
Task 2								
Task 3								
Task 4								Completion: July 1

Authorized Negotiator



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