

January 25, 1985

Subject: Monitoring Report #194
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: January 15, 1985 (Note: From January, 1985 the working day calendar used will be that with a base date of working day 1 falling on January 3, 1985. This calendar is available upon request and has been provided to most of those in need of it.)

Actions taken:

- Reviewed status of Water Street Pavilion
- Reviewed status of new parking deck adjoining Water Street Pavilion
- Monitored progress on Flint Industrial Village
- Monitored Buick City phases #1 and #2
- Briefly monitored and reviewed Carriage Town PASI design work
- Prepared network model for Broadway/Steever project
- Inspected Water Street Pavilion area
- Inspected Carriage Town site
- Made brief inspection of Buick City areas

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor J - Construct Marketplace - Work continues to move well on the project and most interior finish areas are now closed in with the only areas needing to be closed to weather being the two major glass areas, the larger at the north and the smaller at the south.

According to the project team, the job is currently on schedule, with the target completion date being held at June 27, 1985 (working day 381). Tenant work in the building is due to begin shortly and is

expected to proceed concurrently with completion of general building work.

Present plans are to paint the Water Street Pavilion logo on the south exterior wall. It is possible that a sign permit may be needed for this work. It will be checked out by the project group.

Also, at the dropoff area the Saginaw curb cut permit should be obtained from the city rather than the state. Apparently the state has turned jurisdiction of Saginaw Street over to the City of Flint in this stretch of right of way.

Skating rink work is proceeding at a moderate pace. The design of the ice system has been revised and the plan now is to install a permanent piping grid for making ice. (I pointed out to the project team that a similar type structure presently being used for ice skating can be seen up at the Grand Traverse Resort Village hotel just north of Traverse City. This ice rink, I believe, is not piped but is covered by a tension structure of a similar concept but different shape than that proposed by the Water Street Pavilion team.)

Foundations for the maintenance and concessions building are installed and the substructure is to be erected through the winter period. A full permit is expected to be issued for the facility in the immediate future. Apparently the chiller for this building is still not ordered, but there does not appear to be any major problem in obtaining delivery. A site work matter yet to be resolved is that of the paver installation. It is presently being reviewed with the city and apparently a decision is near.

- Corridor N - University of Michigan test and renovate existing parking deck at corner of Kearsley and Harrison - Work is completed for the winter and start up of activities again will be in May, 1985. This project will be dropped from our reporting list since it has little, if any, impact upon the downtown traffic circulation patterns.
- Corridor R - Construct parking ramp - A detailed plan and schedule for the project is currently in work and will be provided by the contractor soon. There was no detailed report on current progress at our session; however, we shall plan to regularly evaluate progress on the job at subsequent sessions.

It is still desired to get the parking deck in operation as early as possible particularly since the proposed parking facility area between First, Saginaw, Kearsley, and Harrison is probably going to be developed as a building site.

- Corridor T - Construct parking surface between First, Saginaw, Kearsley, and Harrison - As noted above, work on corridor T has been stopped.

Overall, the pavilion program is moving fairly well, although there is concern about the parking. This matter is being worked at on an ongoing basis by the entire project team. It was suggested at our session that there would be merit in having the pavilion operating management attend one or two of the planning and evaluation sessions, particularly as the opening date draws near. This would give them an insight into how the opening day festivities can be best integrated with the overall needs of the downtown area. The grand opening overlaps with other intense downtown activity periods, and it has been of help in the past to attempt closely knit planning between the private and public activity levels.

During our session the permit situation was discussed relative to tenants. It was pointed out that food service tenants will have to obtain permits from the county health department. Also, the State Department of Agriculture apparently must review the food facility plan.

Mr. Vyvyan mentioned that the building department would like to have a better feel than at present for the fabric material to be used in the tension structure. This information will be provided by the project team.

It was suggested that the Water Street Pavilion staff maintain close contact with the State of Michigan Department of Management and Budget to properly tie into the state office building at the desired time and location.

Flint Industrial Village

The contract for landlord package #1 is to be awarded January 15, 1985 (working day 265). Some tenant proposals have been received, and these are currently being submitted to the Flint Industrial Village owners. At present tax increment financing is available for the project, and most work seems to be moving relatively well. Again, to avoid delays in obtaining permits the procedural elements of plan submittals should be reviewed carefully. A permit will be needed for building work as quickly as possible.

We again discussed the advisability of preparing a network model for the construction work for landlord work phase #1. We shall plan to do a summary network of this program as soon as a contractor is on board and has the necessary information assembled.

So far as administrative elements of the program are concerned, there still is no formally approved UDAG agreement back from HUD. We also do not have a legally binding commitment (LBC). Since it is the intent to issue a contract with a limited amount of early expenditures, great care must be taken to insure that the expenditures are on a directed basis so that work put in place will be usable at any point in the future. It is assumed that this project will continue on but if there is any problem that develops in obtaining full approvals, then work should be kept at such a point that if stopped it can be resumed easily once approvals are obtained. This is another reason why we must be very careful in planning the project so as to make optimum use of early expenditures.

Buick City

We first made a brief review of phase #1 work remaining to be done. Items discussed included:

- The MBT pole is still in the Stewart right of way. The DPW will look into this.
- Wearing courses at Leith, Stewart, and North will be installed next spring.
- Landscaping and berm work has been stopped until spring, 1985.
- Some slope protection has been installed at the Wood Street head wall.
- The Consumers Power contract has been sent to Consumers.
- Buick is to handle completion of land acquisition at Newall Street.
- Buick is apparently acquiring the required land north of Leith between Industrial and North.
- The vacation of Newall Street will be held up pending resolution of Citizens Bank situation.
- The Broadway/Steever project is still on hold. Today we prepared a network model for the implementation of this program. It appears with the long period of time to make the appraisals, acquire the property and

building, relocate tenants, and demolish structures, that actual construction of Broadway/Steever may not be accomplished this year. Since it is a very important program, I recommend that the city management give it top priority attention depending upon the position in the time frame of improvements it occupies.

- The sale of Oak Park is presently being held due to problems with resolving the reversionary clauses.

The network model for Broadway/Steever improvement work is shown on sheet #158, Issue #1 dated January 15, 1985 (working day 265). We should carefully review this network model at each session to insure that the process is being implemented as rapidly as possible. The level of attention to be given this program is somewhat proportionate to the importance it occupies in completion of Buick City and related work. We shall discuss the program at subsequent planning and monitoring sessions.

To close out this portion of the meeting, we briefly discussed phase #2 corridors which are to be started in the very near future. It was noted that for corridors #53, #54, and #55, remodeling of Dayton, Rankin, and Warren, and construction of cul-de-sacs, that only a minimum amount of PASI work will be done prior to bringing tenants into the area. This is to minimize changes that might be made necessary by requirements of the facility to occupy the area.

Carriage Town

We reviewed the Carriage Town project briefly from network model Issue #1 dated December 20, 1984 (working day 249) sheet #157. Apparently work is moving relatively well although there appears to be some developing problems with the bridge across the Flint River. We reviewed the current proposed location for the bridge and inspected the site to see how the bridge alignment impacted upon the south bank facilities. There is some concern that the south bank abutment is a potential interference to improvements to the Beach Street bridge and also to existing utilities that are located on the west side of Beach at the south of the river.

Selection of a bridge location should be carefully done so that the entire project obtains quick approval from the Corps of Engineers. Preliminary contacts have been made with the Corps, and these will be intensified as alignment drawings and preliminary sketches are completed.

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

As of January 15, 1985 (working day 265) the project lags the network model Issue #1 dated December 20, 1984 (working day 249) sheet #157 by a current amount of about 6 working days. This lag is in the bridge design area. If it is still the intent to issue the bridge with the other PASI documents, then careful attention must be given to completion of the design and approval of the Corps just as quickly as possible. We shall discuss this matter in more detail at our next session.

General

Mr. Vyvyan will prepare an agenda for our next meeting on January 31, 1985 (working day 277) and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

February 9, 1985

Subject: Monitoring Report #195
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: January 31, 1985 (working day 277)

Actions taken:

- Reviewed status of Water Street Pavilion
- Discussed progress on new parking deck adjoining Water Street Pavilion
- Monitored Flint Industrial Village
- Began preparing network model for construction work at Flint Industrial Village
- Monitored Buick City phases #1 and #2
- Monitored Carriage Town phase #1 design work
- Inspected Water Street Pavilion area

Water Street Pavilion

A brief review of each corridor is given below:

- Corridor J - Construct Marketplace - Work continues to move well and the project is currently on schedule with a target completion date of June 27, 1985 (working day 381).

There was some discussion about available parking facilities and it was brought out that construction parking, interim parking, and permanent parking for the pavilion area all pose current problems. Of particular interest is the minor difficulty of maintaining control over construction parking spaces. This matter is being worked on by the project team.

Ongoing studies of interim parking available for the grand opening of the Water Street Pavilion are in progress. Permanent parking in the parking deck under construction will be available upon partial or total completion of the deck.

This work is still being planned and scheduled and no definitive information was available at this meeting of the delivery date for the deck.

There is to be nearly 120-car public parking lot opened in the near future, and this should help alleviate some of the current parking problems in this area.

At the building proper, the chiller was due to be delivered January 31, 1985 (working day 277). After the chiller is set the floor slab at the chiller area will be completed. Close in of glass areas is continuing and should be able to maintain desired schedules. The matter of site paver installation is not yet resolved although there are ongoing discussions about this item. Brick pavers at the drop-off area are potentially a difficult procurement item and the project team is currently looking at this matter and attempting to resolve it. There has been little, if any, progress on the skating rink and the maintenance and concession building over the past two weeks, although this area is still expected to be available for the grand opening in June, 1985.

- Corridor R - Construct parking ramp - There was no detailed discussion of this project at the meeting. Planning and scheduling of the field work is still in progress.
- Corridor T - Construct parking surface between First, Saginaw, Kearsley, and Harrison - No current word was available on the status of this area relative to the proposed building improvements.

The pavilion project continues to move generally well with some concern about the ability of construction at the pavilion and maintenance and concession building to keep pace with the main facility. Tenant work is not yet in full swing. It should be kept in mind that there remain only about 104 working days to the grand opening. It will be critical to provide tenant area working drawings, obtain building permits, and of course, to award contract for interior work. Apparently the developer has had considerable experience in this leasing arrangement and foresees no major difficulties at present. However, approvals and permits are matters that should be given careful and ongoing attention by the design and construction team.

Information about test results was discussed and the city requested that test results be provided as needed on the project so as to permit the requirements of the building department to be met. This matter is being addressed by the project team.

Flint Industrial Village

A contractor has been selected for the landlord phase #1 work. The selection was made at the January 15, 1985 (working day 265) board meeting and final contracts should be executed by February 6, 1985 (working day 281). Some design work still remains to be approved on the mechanical contract documents but these will be submitted immediately to the Water Department and the fire marshall for their review and approval. Also, it is necessary to get a building permit and this is expected to be issued about February 11, 1985. Funds should be freed up in sufficient amount to initiate construction by February 11, 1985 (working day 284). This is the current target for the contractor to mobilize and move on the site. Meanwhile, it will be necessary to get HUD review and approval on the revised UDAG agreement so as to complete, prepare, and execute the legally binding commitment, and to submit this to HUD to free up additional funds.

At our session today we began preparing a summary network model for construction of the project. It seems presently that a major problem may come in getting early delivery of critical materials such as hollow metal frames and hardware. This matter is being given careful attention by the contractor and should be resolved shortly. The intent is to work first in the industrial space and then to move to the office space. It is desired to be able to obtain a partial certificate of occupancy for the industrial space by late May, 1985. This is very important since the conditions of the grant make it imperative that a tight time schedule be observed and met.

We shall continue to prepare the network model for construction at our next session. Meanwhile, the initial plan of work shown on sheet #159 Issue #1 dated January 31, 1985 (working day 277) has been printed and will be issued to those involved.

Buick City

A brief review of the remaining phase #1 items is given below:

- The MBT pole is still in the Stewart right of way.
- Slope protection remains to be completed at the Wood Street head wall.
- The Consumers Power contract has been returned to the city.
- There is no current word on Buick land acquisition at Newall, and north of Leith between Industrial and North.
- Newall Street has been vacated.

- There is no current word on the Broadway/Stever project. We reviewed the need to get this program off and running. The various parties involved in Buick City will follow up on decisions needed.
- There is no word on the sale of Oak Park.

We spent a portion of the meeting doing some additional work on the summary plan for phase #2 shown on sheets #152 and #153 Issue #3 dated January 1, 1985 (working day 277). Land acquisition is expected to begin actively by March 19, 1985 (working day 310) with the first properties being acquired to permit work on the Leith widening. The contract documents for the Leith widening will probably be finished about March 19, 1985 (working day 310) as an early finish. However, since property acquisition will govern when the Leith widening can occur, there is no current urgency about completing these working drawings. We shall continue to quantify the network model for the project at subsequent sessions and try to get a better planning structure for the work to be done in the phase #2 area.

Carriage Town

The design development package has been submitted to the DCD, the DPW, the mayor's office, Consumers Power, Michigan Bell, and Comcast for review and approval or comment. Not all comments or approvals are back as yet, and some revisions are being made on elements of the project. It is necessary to resolve the matter of the brick pavers, and this is in work at present. Meanwhile, preliminary bridge drawings have been sent to the Corps of Engineers and a review is expected to be completed by the Corps on February 5, 1985 (working day 280). This puts the project work relative to the Corps of Engineers comments on the bridge about 11 working days later than had been anticipated by the network model on sheet #157 Issue #1 dated December 20, 1984 (working day 249). This is the major current lag, and if it is still the intent to issue all PASI documents together including the bridge drawings, then work on the bridge area will have to be expedited. Preparation of PASI contract documents is also in progress, and presently appears to lag by about 17 working days although this lag could be recaptured in part if required.

The present target for printing and issuing the PASI contract documents for proposals is March 6, 1985 (working day 301) as shown on the sheet #157 Issue #1 dated December 20, 1984 (working day 249). We will further evaluate the feasibility of meeting this target date at our next monitoring session.

The current point being held for start of construction is May 20, 1985 (working day 254). This date is a good seasonal date to begin work in the field, and slippage past it should be avoided if possible since it tends to push the project too far into the later part of the year and possibly into colder weather.

It was cautioned that a constant check should be made on permits for the program, and this should be given careful attention by the project team.

At our next session it might be advisable to have present, if possible, those involved in the bridge design review and approval including the architect/engineer and a representative of the Corps of Engineers. The bridge program is a critical element in the entire PASI design, and constant attention must be given it to insure that it does not hold up the project.

General

Mr. Vyvyan will prepare an agenda for our next meeting and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps/gmy

To: Mr. Ray Vyvyan

February 15, 1985

Subject: Monitoring Report #196
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: February 11, 1985 (working day 284)

Actions taken:

- Monitored Water Street Pavilion
- Reviewed progress on Water Street Pavilion parking deck
- Reviewed progress on Flint Industrial Village
- Continued preparing network model for construction of Flint Industrial Village
- Reviewed Buick City phases #1 and #2
- Monitored Carriage Town phase #1 and design work
- Briefly inspected Buick City area

Water Street Pavilion

Corridor discussions are given below:

- Corridor J - Construct Marketplace - Landlord work continues to move well and a target completion of June 27, 1985 (working day 381) is being held. Apparently the problem with construction parking has been resolved and at present no difficulties are being encountered.

Interior finishes are being installed with drywall taping and sanding in work. Painting is to start about February 13, 1985 (working day 286), and east side tenant spaces have been released for tenant work. It should be cautioned that between today, February 11, 1985 (working day 284), and the grand opening on June 27, 1985 (working day 381) there is only 97 working days. The time to opening is growing short and there are considerable tenant activities to be accomplished. I have urged the project team at these sessions to call attention of the developer and the tenants

already released to the increasing urgency to get their design work completed, obtain building permits, place orders for long lead time items, and to insure that construction is put into the field in the fashion.

The chiller is now on the job and placed in the basement of the main building. Paver problems are partially resolved. However, there is no definite decision presently as to whether or not brick pavers are to be used at the dropoff area or not. The superintendent will follow this matter.

No major work has been done on the skating rink or the maintenance or concession building over the past two weeks due to heavy winter weather. However, it is the intent to complete these buildings to the greatest degree possible so they are available for the grand opening.

Again, I strongly recommend that representatives of the developer and their operating staff attend these meetings on an occasional basis to insure that all necessary information is being considered for the required grand opening ceremony. These ceremonies affect outside agencies other than the facility staff and frequently problems are best worked out by having close communication with the other groups involved.

Water Street Pavilion parking deck

Work is still in progress on pile caps although there was no representative at the meeting that could discuss job progress. One matter that should be addressed immediately is the use of Brush Alley in the late spring, 1985 and after the grand opening. The superintendent for the construction manager said that he will be starting floor tile in the Water Street Pavilion building on March 1, 1985 (working day 298). In addition, installation of aluminum and glass entries will probably start in the near future. When these finish trades are installed, it will be necessary to use Brush Alley for bringing materials to the job site. Also, after the grand opening, the Brush Alley loading facility is the main service entrance for merchandise and supplies to the main building. It is to be pointed out that there also is construction work on the parking deck to be maintained above Brush Alley; thus, potential for serious physical conflicts in the use of this thoroughfare exists. Ownership of the thoroughfare is with the DDA, and I highly recommend that discussions be initiated immediately to determine how the various operations that will

be concurrent at the parking deck and at the Water Street Market Building are to be carried out. This is a complex problem and probably will exist from spring, 1985 through early fall, 1985. We should continue to address this matter at our regular meetings since it does impact upon traffic patterns surrounding the site.

Flint Industrial Village - (Monitored from Issue #1 dated January 31, 1985 (working day 277) sheet #159 and Issue #2 dated February 11, 1985 (working day 284) sheet #159

Field work is not yet started on the project, and there still are some problems that must be resolved. These were generally identified as follows:

- Complete and execute construction contract. Presently the contractor and Durant Four are engaged in negotiations as well as discussions with affected agencies about how the contract should be written and executed. In addition, it will be necessary, for many reasons, to clarify the facility ownership for the various parties to construct this facility.

It is hoped that all barriers to executing the contract can be cleared away by the end of this week, and that construction will be allowed to begin by February 15, 1985 (working day 288).
- Acquisition of building permits - Most permit problems have been cleared away and it is presently expected to have a building permit within the next two or three days.
- Revisions to components on the job - Two elements, hollow metal frames and wood doors, are being reviewed for delivery constraints. Some changes are being suggested that will allow these elements to be brought to the job site on dates better corresponding with schedule demands. This matter must be reviewed with the architect/engineer and the owner to determine the appropriateness of the solution. It should be done immediately.
- Paint colors - Color schedules should be set immediately since the intent at this time is to complete finish work up to the start of painting within the next five to eight weeks.
- Revisions to existing toilet room - Since occupancy of the industrial space is expected early the existing toilet room probably will have to be remodeled to

a unisex facility. This remodeling will require ceramic tile, traditionally a long lead time item. The tile should be selected now and of a color that permits ease of procurement.

- Roofing repairs - It appears that there are roofing repairs needed to insure the building is weather tight. No specific information was available except that there are severe leaks that must be repaired at the electrical equipment room before activation of any electrical equipment.

In addition, there may be some difficulties with the supporting structure primarily wood planking at the roof. Since taping and sanding interior drywall is expected to be in work within a month after start of construction it will be necessary to get the building closed in properly. Early attention to roof repairs must be a high priority issue.

- Rehabilitative unit heaters - It was originally the intent to remove, inspect, rehabilitate, and reinstall the several unit heaters on the job at present. However, there has been some discussion of possibly installing new unit heaters to minimize problems that might be encountered in the rehabilitation. This decision must be made immediately if new heaters are to be purchased. Also, it might be that some of the existing unit heaters will not be able to be reused, in which case, orders should be placed for the replacement units now.
- Fire line size - There is some question about the size of the fire line entrance into the building relative to the main water line in the street. There is no present plan to immediately install a new water line in Saginaw, and therefore careful checks should be made to insure that the present line can be used to provide fire protection to the facility.

Also important is to insure that the industrial space can be sprinklered from the sprinkler system without having the office area sprinkler system complete. This is an important item relative to sequencing of the work.

- Intersections of partitions and metal deck - A minor problem that should be easily resolved but must be done early is how partitions that extend to roof deck are to be finished against the metal deck. The contractor was not aware of any detail on this closure, although there may be one specified. It should be checked.

The above problems each in themselves is not overly serious except for one or two but in the aggregate they represent a formidable array of items that must be done and done quickly if we are to get the project under way and complete for the first phase. It should be remembered that the amount of time available from February 11, 1985 (working day 284) to May 31, 1985 (working day 362) is 78 working days, about three and a half months. This is a very short time, and we are now using float time in large chunks and very rapidly.

At our session, we went into more detail than was perhaps justified, but it was felt that this project is important and that careful attention must be given now to getting it under way immediately due to grant commitments and other considerations.

Buick City

A brief review of the remaining phase #1 items is given below:

- The MBT pole was still in the Stewart right of way as of Friday, February 8, 1985 (working day 283).
- Slope protection at the Wood Street head wall will be completed next spring.
- Consumers Power contract will be approved by city council on February 11, 1985 (working day 284)
- Buick will take over the land acquisition at Newall and north of Leith between Industrial and North. This will not be reported on further.
- There was no current word on the Broadway/Steever project. Presently it lags our latest plan of work by about five working days, and it is becoming increasing apparent that construction must be planned for 1986 unless immediate action is taken on the project go ahead.

We also reviewed the phase #2 summary plan on sheet #152 and #153 and established some additional intermediate points where work on the Baker Street widening and resurfacing of Newall could start. It is anticipated presently that council approval will be given on February 11, 1985 (working day 284) to the retention of phase #1 appraisers and they will immediately begin work on early appraisals required for this project. We also added in durations to these network models and they will be printed and distributed to those concerned.

I suggest we initiate regular discussions in our meetings regarding the method of development of phase #2 properties for the intended use. Mr. King was at our meeting briefly today, and it would be helpful if he could attend on an occasional basis to update us and review the overall progress so as to closely relate sale of the properties to the phase#2 PASI installation.

Carriage Town

Initial reviews of the design development document has generally been completed and second reviews are being conducted by various organizations involved including the Bureau of Historical Preservation of the State of Michigan. Preparation of contract documents is presently about 13 working days behind the network model sheet #157, Issue #1, dated December 20, 1984 (working day 249). However, Consumers Power and Michigan Bell Telephone proposals are expected back by the target date of February 19, 1985 (working day 290).

Preliminary bridge sketches have been submitted to the Corps of Engineers and are being reviewed by the Corps. Discussions are expected to be held this week on comments about the bridge design. There still is some concern within technical units of the city departments about the current bridge alignment. These concerns are fundamentally technical in nature, and I recommend highly they be discussed in depth by all parties responsible. It should be realized that the Flint River is a navigable waterway; it is governed to a large extent by Corps of Engineers requirements, and approvals of the Corps are important to all facilities that must cross over or encroach upon the river right of way. Thus, any differences of opinion, particularly technical differences, should be resolved before final presentation of approval information to the Corps of Engineers. This is an important matter. Since it is presently the intent to issue working drawings in the very near future the situation should be addressed by all involved immediately.

A suggestion was made to the project team at our meeting that they meet soon to resolve major and minor questions. It is still the intent to get this project completed this year, and with the current plan of work, even with the delays that occur, there is a chance at least to complete PASI work, even though bridge work may be delayed into late winter and possibly to early next year, 1986. However, it is going to take some rapid action particularly in approvals and reviews to insure that this schedule is met.

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RALPH J. STEPHENSON, P.E.
CONSULTING ENGINEER

At our next session we should plan to update the network model Issue #1 dated December 20, 1984 (working day 249) sheet #157. It still might be very well to have at one of our near future sessions the bridge designer and a representative of the Corps of Engineers. Often a face to face discussion can do much more than can be accomplished in phone calls or written communication.

General

Mr. Vyvyan will prepare the agenda for our next session and distribute it to all those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

March 19, 1985

Subject: Monitoring Report #197
 City of Flint Improvement Program
 Flint, Michigan
Project: 83:14
Date of Monitoring: March 11, 1985 (working day 284)

Actions taken:

- Monitored Water Street Pavilion project
- Reviewed Flint Industrial Village
- Monitored Buick City phase #2
- Monitored Carriage Town phase #1 and design work
- Inspected Water Street Pavilion project
- Inspected Industrial Village remodeling project

Water Street Pavilion

Landlord work continues to move very well, and to all present appearances will be complete on or before June 27, 1985 (working day 381). It is expected to have a preopening affair about one week before the grand opening and it also appears that the landlord work will be ready for this. Much interior finish work is presently being installed and tenant spaces are rapidly being brought to a point where tenant improvements could begin.

It should be noted that to the grand opening, June 27, 1985 (working day 381), there remains 77 working days from today. This is an extremely short amount of time for what appears to be the work that must be done to bring the project into an opening mode. Tenant work for the project has not yet begun although there have been some initial inquiries about building permits. However, there was no authentic report at this session on where the tenant work design, approvals, procurement, or other elements stand.

One item that has been mentioned previously and should be re-emphasized is the possibility of requiring security

provisions to separate tenant spaces from main public mall areas. The conventional type security gate used on a center of this kind is a long lead time item, and there is no information presently if orders have been placed for these gates. If the gates are not to be installed, and there are tenants either in business or constructing space, provisions may have to be made to protect the interior of the store from those using public spaces at hours other than store hours. In addition, barricades will be required at unleased or space in construction separating them from public areas and from lease areas that are open. This matter should be given careful attention since a good appearance at the storefront line is imperative for a successful grand opening.

There are several types of temporary partitions that have been used including fiberglass panels and plywood panels painted with the logo of the facility. It is common practice to barricade these storefront areas so as to prevent people from wandering into them or getting into the construction areas where work is under way. It also contains construction dust being generated within the places under construction and prevents this dust from getting into the occupied areas. This is particularly important where food is being served.

Again, on a matter of permits care should be taken to check to see what county health department requirements must be met and whether any formal approvals have to be obtained from this group.

Plans for the grand opening have not yet been formulated, but apparently are to be made soon. I recommend highly that members of the developers and operators staff attend our meetings on an occasional basis to better knit together what has to be done on the opening with the requirements of the city and other governmental agencies. This invitation has been extended in the past, and is an open invitation at any time.

Traffic signals at Saginaw and Union are yet to be finally located; however, it appears presently that there is no problem with equipment such as controllers or lightpoles. However, again, because of the critical nature of this signalization the matter should be reviewed to insure there are no loose ends. Parking requirements for the center will be satisfied with surface lots surrounding the facility. There is some consideration that the parking deck being built on the adjoining property will be available earlier than the present contract completion date in late 1985. However, there is no authentic word on when this might be.

Relative to construction of the parking deck, it is to be stressed again that undoubtedly construction of the overhang at Brush Alley will require shoring and supports to be in place for concrete decks above. Unless special care is taken in the design of the form work, there will be interferences with the use of Brush Alley for through traffic or service traffic while this shoring is being used. Now is the time to solve this problem and insure that all parties to the project are aware of the need for keeping this alley clear and are making plans for how this is to be done. Deliveries to other parts of the facility, particularly at the Saginaw Street side, could prove very difficult once finishes the area are in place and the facility is in operation. At present, floor tile is being laid at the entrances and undoubtedly heavy traffic will be discouraged by the construction manager.

The site paver sub-base problem apparently has been resolved by an agreement as to the type of sub-base to be used. However, there seems to still be lacking a formal communication which will allow work to proceed in an approved fashion. At present, the construction manager is again requesting that if there are to be brick pavers at the dropoff area, this revision be made to the contract documents. There has been some talk of using brick pavers, but present plans are to install concrete paving at the dropoff area. This will have to be changed soon if brick pavers are to be obtained in time for the opening.

Another item relative to service traffic, use of the dropoff area, and other such miscellaneous sections of the project is signing required. These signs should be established and located now for opening day traffic.

The end wall of the facility at the south is probably going to be given a special Water Street Pavilion logo treatment. No application for a sign permit has been made as yet, and it is entirely possible that this will have to be done prior to starting work. It should be given careful attention. Another item, traditionally a difficult procurement item, is tree grates, of which there are a large number. Tree wells are going to have to be built soon, and it will be necessary to have the grates there in order to complete the work properly.

It would be well to consult with the Parks Department re the interface at the north boundary between the development area and the Flint River Park. This is a very critical aesthetic interface, and in order for it to be properly designed care should be taken to identify the mutual responsibilities for the work.

The tension structure foundations are being completed and the foundation for the maintenance and concessions building is almost complete. These two buildings will be given a good deal of attention over the next few months, and are still expected to be erected and in place by the grand opening. This makes it important to be able to restore or reconfigure the north boundary so as to be suitable both to the developer and to the adjoining property owned by the City of Flint. This is under the control of the Department of Parks & Recreation.

The major share of actual site work construction on the project deals with extensive amounts of concrete flat work. Flat work is sensitive to weather, and therefore, should be put into work just as soon as the condition of the sub-base permits. There is some indication that our spring may be a wet one this year, and it would be well to get as much flat work in just as quickly as possible and during any clement weather that we have that permits work to proceed.

Also to be mentioned is that the permit for the tension structure has still not been signed by the contractor. This matter should be taken care of although it is a routine item.

In general, a major consideration that should be given and bears repeating is that some method of access must be maintained for contractors, tenants, and others who must bring materials, equipment, and merchandise into the building. The projected inteference potential at the Brush Alley entrance makes it imperative that other methods of accessing the building be available. In all likelihood, the dropoff area at the front of the building will be primarily used for the intended purpose of customer access. This reduces the usable access points to a degree where it may be difficult to service the facility properly during the opening.

Water Street Pavilion parking deck

It appears that most work on pile caps is complete with lower level foundation walls being built. Some fill is being brought in at present to use for filling and fine grading. No forming of supported decks in the building has yet begun. Completion of construction for the parking deck is being held at late November to mid-December, 1985. Again, all concerned would like to see this deck completed at any earlier date for total or partial occupancy. However, there is no current word on whether this will be possible or not.

Flint Industrial Village

Monitored from Issue #2 sheet #159 dated February 11, 1985 (working day 284).

The transfer of land to Durant Four should be completed by Tuesday, March 4, 1985 (working day 305) and should allow additional funding for the remainder of landlord work construction. HUD has approved the UDAG agreement and it will be executed March 28, 1985 (working day 317). City council is expected to approve the agreement April 8, 1985 (working day 325).

The administrative work for completion of contract award has been done with the exception of the bond information. This will be provided when funding for construction is available. The contractor has mobilized and moved on the site and demolition is well along. Sprinkler piping and new pipe for unit heaters is being installed. Sheet metal duct work is also being installed at the industrial area. The size of the sprinkler feed to the building has been revised to conform to the size of the feed from Taylor into the building. Electrical switchgear has been ordered and is presently expected on the job by April 1, 1985 (working day 319). All light fixtures are anticipated to be on the job by April 15, 1985 (working day 329). A decision is presently being made on whether or not unit heaters should be rehabilitated or whether new heaters should be provided. Eighteen of the units tested would not start, ten of them cannot be repaired, and eight can be repaired but only on a marginal basis and probably would have to be unwarranted. New units could probably be available by early May, 1985. A decision on whether new units will be used or not is to be made today March 11, 1985 (working day 304).

Rooftop equipment, which primarily goes into the office building, will be delivered eight weeks after approval of shop drawings. Shop drawings are in for review. There is a makeup air unit to be installed at the industrial area. This will also be delivered eight weeks after approval of shop drawings.

A critical decision is to be made quickly on roofing, since there is a scheme of possibly installing temporary patching to the existing roof while a decision is being made. However, the possibility of having to do very extensive patching and at a high cost may make it more desirable to install a new roof immediately. There are indications that as much as 40% of the roof would have to be patched and reworked. The urgency of the

problem is in that studs and drywall for interior partitions are on the job, and studs are ready to start. In order to hang, tape, and sand gyp board it will be necessary to insure the building is weather tight. Present plans are to start hanging board on March 25, 1985 (working day 314). This is only 10 working days from today and thus, close in decisions are critical.

Painting in the building has already begun, and it, too, will be affected by the roofing decision. There is also a possibility that the roof planking under the existing roofing may have to be repaired in part. The sooner this work can start, the sooner the building can be closed to weather.

A decision has been made on hollow metal frames and doors. The matter is resolved and present indications are that these items will be on the job and in place by the target completion date for the industrial area of May 31, 1985 (working day 362). With the delay to approval of the UDAG agreement, it is possible that the completion date for the industrial area could be extended to June 15, 1985 (working day 373) and for the office area remodeling to July 15, 1985 (working day 392). Color schedules are due to be issued on the project very shortly and should not hold up the project.

We briefly discussed the intersections of partitions on the metal deck, and this matter is being addressed by the contractor and the architect/engineer.

Bulck City

A brief review of the remaining phase #1 items is given below:

- The MBT pole is still in the Stewart right of way.
- Slope protection at the Wood Street head wall will be completed probably in late April or May.
- Consumers Power contract has been approved by city council; however, it has not yet been executed.
- The Broadway/Steever project is still not approved for a start. There was no word available on when it will be approved. It should be pointed out that the current network model for Broadway/Steever Issue #1 dated January 15, 1985 (working day 265) sheet #158 shows that in order to complete pre-construction work and allow construction to

begin by March, 1986, the course of action for proceeding should have been decided about one month ago. There is still no authentic word on when this release will occur and therefore, we can assume now that construction probably will not begin until late spring, 1986. Any further delays to releasing the project probably will move the start in corresponding amounts later than mid-April, 1986. If extensive redesign proves necessary, there may be some additional delays since the property acquisition program might have to change.

I requested that the matter of when funding for the Broadway/Steever program expires be looked into. We will discuss this at our next session.

In the Buick City phase #2 program, appraisers are being brought on board to complete appraisal work. It is going to be critical to be able to award these appraisal contracts promptly to allow work to begin for early acquisition. The first two projects to be worked on are the Leith widening and the Baker Street improvements. Present plans are to have the properties for Leith Street totally available for start of construction by August 22, 1985 (working day 420) and for the Baker project by September 24, 1985 (working day 442). Another critical item is to provide releases on work orders for the DPW to start their technical work on this program. Apparently the DPW is starting a major work program this summer on public improvements, and will need to have a release on their contract document preparation for Leith and other areas as soon as possible. This matter will be reviewed in more detail at subsequent sessions.

Carriage Town

The Corps of Engineers is currently reviewing the preliminary bridge sketches, and should comment by about March 18, 1985. It was stressed here that the Corps' comments should also be solicited relative to location of foundations of the bridge and the tie back anchors used for the seawall along each bank of the river. Once Corps' comments have been obtained on the appropriateness of the design and on location, the final bridge contract documents can be completed and submitted to various agencies including the Corps of Engineers, the EDA, the DPW, and the Michigan Bureau of History. It is presently anticipated that the Corps of Engineers final review could take as much as one month which would put the final bridge contract documents into the last revision stage about April 24, 1985 (working day 336). At this point, the process for

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

soliciting proposals and awarding contracts can be initiated, and it is possible that if we can get Corps approval on the job by April 24, 1985 (working day 336) that construction could begin by early or mid July, 1985. This could bring bridge steel to the job sometime in late October or mid-November, 1985.

Other materials for the bridge are relatively straightforward including the wood decking and accessories. Probably no difficulty would be encountered in obtaining these as needed.

Of critical importance is to insure that the foundations of the new bridge do not interfere with the utilities at the south side of the river. A detailed utility plan is now being prepared by the architect/engineer and should be available for final review by city agencies this week. It will be important to make engineering provisions for any interferences that might be encountered with these utilities with the bridge footings. I strongly recommend that constant discussions be conducted with the various approving agencies to insure that once the Corps of Engineers has given the project their approval the other approvals will fall in line easily.

If construction on bridge foundations can be initiated by late summer, then careful planning of the vehicular and pedestrian circulation patterns should be made so that minimum interference is encountered at the foundation work. This is a matter that should be addressed by the design team and ultimately by the contracting organizations. The Parks Department will have a strong interest in this matter, and should also be a part of the discussions.

General

Mr. Vyvyan will review the agenda for our next session and prepare a meeting outline to be distributed to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER
April 2, 1985

Subject: Monitoring Report #198
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: March 25, 1985 (working day 314)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Flint Industrial Village program
- Monitored Buick City phase #2
- Monitored Carriage Town phase #1 PASI design work
- Inspected Water Street Pavilion project in field
- Briefly inspected exterior of Industrial Village facility
- Briefly inspected Carriage Town north bridge site

Water Street Pavilion

Landlord work is moving well at the pavilion proper, and exterior masonry erection has started at the maintenance and concession building. Abutments and supports for the tension structure are substantially complete; however, the fabric tension structure will not be erected until just before use. Apparently all materials are available for it.

There was a water main break at the site Friday afternoon, March 22, 1985 (working day 313). The site was inundated at the north end but has been pumped and is drying now.

Tenant work for the first major food tenant, Figlio's, has started and present plans are to have a soft opening of the Pavilion in early June, 1985. The June 27, 1985 (working day 381) opening is also scheduled as a soft opening and present indications are that that date will be met.

There still is considerable tenant work to be accomplished particularly in execution of leases, preparation of tenant design drawings, obtaining tenant space building permits, and the actual construction itself.

There was no additional authentic information on the methods of maintaining security at the tenant areas although apparently the tenant coordinator has said that canvas protection covers will be available for each of the exposed areas. It is hoped that some of the Water Street pavilion on site staff can be at our next meeting to review interfacing with the city on the soft openings in June, 1985.

The construction fence along Saginaw is to be moved out to the curb line soon which will allow the dropoff area to be paved with concrete, the hydrant at the dropoff area to be relocated, and tree wells installed. In all likelihood, pedestrian traffic at that point will have to be routed to the west side of Saginaw since there is no pedestrian walk area available on the east side at the site. On the matter of tenant construction permits, it was again brought out that all tenants should check with the county health department since food operations constructing new facilities are required to have a county health permit. This is an important point to remember since the time from today, March 25, 1985 (working day 314) to the soft opening on June 27, 1985 (working day 381) is only 67 working days. The time is growing short for administrative processing of work related to tenant spaces and attention should be given this matter now.

There was no additional information on the south wall treatment of the pavilion; however, it is still the intent to provide the background painting under landlord work, and in all likelihood, a separate contract will be awarded for the feature logo to be put on this wall.

Interfaces at the north end with the River Park is being maintained during construction and as soon as the dividing fence is completely removed, there will be free access from and to each site.

Bids for ice rink piping are due in tomorrow, and it is still expected that the majority of the work at the skating rink will be completed by the June, 1985 opening. The paver problems with sub-base construction have been resolved and an agreement reached as to the sub-base type. Apparently all permit problems for landlord work at the tension structure, the maintenance and concession building, and the main pavilion structure have also been resolved.

Water Street Pavilion parking deck

Work is continuing on the deck pile caps and walls. No supported floors have been started, but it appears that this work will begin in the near future. It is still to be

cautioned that construction of parking deck slabs over Brush Alley will require shoring and reshoring in the alley. Depending on how far across the alley these structures extend, they could interfere considerably with traffic in Brush Alley. There are several factors to be considered in respect to Brush Alley traffic including fire access, store delivery access, construction access for tenant space work, and the space needed to repave the alley or resurface the existing roadway.

The city's concern here deals with maintenance of easements and, to whatever degree the city is obligated, to provide access for public health and safety. Also important, however, is maintaining the ability to service the Water Street Pavilion facility from its loading areas. This matter continues to be one of concern to all involved on the project, and it must be dealt with in the very near future if a proper resolution is to be obtained. The matter has been brought to everyone's attention, and we will continue discussions at our next meeting.

No detailed schedule of operations for the parking deck was available at this session.

Flint Industrial Village - Monitored from Issue #2 dated February 11, 1985 (working day 284) sheet #159

Work continues on demolition, rough mechanical and electrical work, and stud work. About to start is drywall hanging, taping, and sanding. Mechanical work at the industrial space is about 80% complete, electrical work is not yet into full production in the field. Stud work is about 45% complete at the industrial section with drywall to begin March 25, 1985 (working day 314). Land transfer from the City of Flint to Durant Four is not complete as yet; however, it is expected that it will take place by the end of this week.

Several items were brought out during this session in respect to various construction elements. These are reviewed below at random with numbers to allow for easy reference:

1. Switchgear delivery is still being held at April 1, 1985 (working day 319).
2. A decision has been made to purchase new unit heaters. No discussion was held on delivery of these items.
3. Color schedules for both the office and industrial sections have been issued.

4. Elevator shop drawings will be submitted this week. They will be reviewed and approved immediately. Delivery is expected within 20- 25 working days after shop drawing approval.
5. A roofing decision is being made presently. The contractor has additional information from the roofer and, in all likelihood, roofing activity should be able to start within the next week. This matter is becoming very important, since with the initiation of drywall construction interior trades susceptible to weather are being installed. As the roof is repaired, patched, and the substrate replaced where necessary, this roof will have to be opened up to weather from time to time. Therefore, it is imperative that construction of the patched roof be started immediately.
6. It is the intent to apply for and receive a partial certificate of occupancy so that the industrial section (IS) can be occupied early. I suggested a full checklist of elements needed to obtain such a partial certificate of occupancy be prepared and that it be distributed to those in charge of the project for constant use.
7. Toilet rooms at the office space are expected to be available so that the unisex toilet stage will not be necessary.
8. Administration of the job and processing of paperwork is being expedited to the greatest degree possible by the architect/engineer's representative on the job. Although, to date, it appears that that there are many questions to be answered and discussed, the method of doing this is apparently working reasonably well.
9. Tenant improvements to each of the spaces, as necessary, will be carried out as the spaces are occupied. Most of the space interiors are very simple with little additional tenant work beyond landlord work.

10. There is a need to address telephone service to the building. A complete review of the phone system is in order, and will be made shortly.
11. The method of handling the intersection of the partitions at the metal deck was discussed. No resolution on the detail as yet.

Buick City

A brief review of the remaining phase #1 items is given below:

- The MBT pole in the Stewart right of way has been relocated.
- Slope protection at the Wood Street head wall will be completed in late April and early May, 1985.
- The Consumers Power contract has been executed and is now being distributed.
- There is still no word on the Broadway/Steever project start. The program is now about 84 working days past the latest network beginning point which would have permitted construction to start by March 10, 1986 (working day 558). The lack of a go ahead on this project is causing construction concern in that it is pushing construction much later than desired into 1986. If any considerable new design is necessary, and if additional hearings are required, there is a possibility that the project may not be able to be initiated in 1986.

Another consideration here is that the DPW workload is going to be considerable this summer, and if a redesign is necessary it is possible that there may be some staffing difficulties encountered.

Appraisal work for Buick City has started and is ongoing. The initial efforts will be to appraise, acquire, and make ready for developments the fifteen lots needed for the Leith Street area including clearing and grubbing. This entire process must be restudied carefully since present indications are that the decision to release funds for work orders to DPW may not be made until after all appraisals are in. At the present rate of progress, this could be as late as July 23, 1985 (working day 398) including all appraisal reviews and analysis. Meanwhile any delay in releasing design could defer its start until early winter of 1985 which might hold up start of construction work in the field. We discussed several alternatives at our meeting, but it was decided, due to the

complexity of the matter, that we should rediagram the summary plan of action shown on sheet #152, Issue #4 dated February 11, 1985 (working day 284). I suggest that at our next meeting the decision making management group be invited as a part of the meeting since the course of action for phase #2 of Buick City is important to plot accurately. At present, there are various views on how the work might best be done and decisions are needed to avoid getting the entire acquisition, design, construction operation out of synchronization.

A further consideration is that there are some expectations on the part of Buick that the Leith Street widening and the Baker Street work will be completed in 1985. Under present conditions, as of our discussion today, this is not considered to be feasible. Therefore, discussion of the matter is of critical importance. There are solutions to the problems, but they must be addressed at all levels of project management and addressed in the very near future.

Carriage Town

The Corps of Engineers has made their initial review and has commented on the bridge alignment. Presently a revised set of preliminary bridge drawings will be submitted to the Corps on March 28, 1985 (working day 317) for final review and approval of the overall bridge design. Concurrently the DPW is expected to review the bridge design along with the recently submitted utility plans at the south bank.

Once the Corps of Engineers' review and the DPW review is complete the final contract documents for the bridge will be completed and submitted to EDA, the DCD, and the Michigan Bureau of History for final review and approval. These drawings should be available for this final submittal by April 18, 1985 (working day 332).

Once the EDA, the DCD, DPW, and Michigan Bureau of History have reviewed and approved the contract document package all final revisions to the entire package will be made, the drawings will be printed and issued, and proposals received. Proposals are presently due back by June 5, 1985 (working day 365).

A review will be made of these proposals, the contractor selected, and a contract executed. Under this arrangement, construction could start about the early part of August, 1985. This should give the selected contractor adequate time to get footings in and possibly bridge steel up by the end of the year.

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

Installation of the PASI work will be starting at a very critical time of the year, and it is important that the project team give it every attention possible to insure that as much as possible is done prior to the winter of 1986. There seem to presently be few, if any, external roadblocks to starting the work.

General

Mr. Vyvyan will prepare an agenda for our next session and distribute it to those concerned. The next meeting is set for April 12, 1985 (working day 328).

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER
April 19, 1985

Subject: Monitoring Report #199
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: April 12, 1985 (working day 328)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Flint Industrial Village program
- Monitored Buick City phases #1 and #2
- Monitored Carriage Town phase #1 PASI design work
- Inspected Water Street Pavilion project
- Inspected Industrial Village facility

Water Street Pavilion

Landlord work continues in fairly good shape with the major exterior concentration now being on the skating rink and the maintenance and concession building (Pavilion Park). The opening of the facility is still planned for June 27, 1985 (working day 381), 53 working days from today. The developer's marketing staff attended the session and outlined the events planned for the opening. These are being reviewed with various parties in the city responsible for the planning of functions in Riverbank Park. It is critical that all activities planned be tied together with other events that will be in progress at that time. Since the opening is relatively close to the July 4, 1985 holiday weekend, care must be taken to see that interferences are kept to a minimum.

Of particular importance is obtaining adequate parking prior to the opening and perhaps even as much as two weeks ahead. Present plans are to move the construction trailers off the south site by May 15, 1985 (working day 351) and to complete grading and paving this lot for the opening. It should provide parking for about 330 automobiles.

The marketing people for the Pavilion are meeting on a regular basis with other organizations such as the Hyatt and Auto World staff so work on each of these can be knit together as patronage at the facilities increases. It is estimated that parking needs for the opening and for some time after the opening will be considerably more than is apparently available now. Thus, a search is on for extra parking spaces. There is

some possibility that early facilities might be available at the parking deck now under construction although this will not be for some time yet. It may be necessary to operate shuttle buses to remote lots if the patronage is high enough to warrant this.

So far as tenant work is concerned, we discussed this in some detail insofar as it involved the city. The city involvement is primarily in the matter of issuing permits. To date only one permit has been issued. This is a partial permit for the food tenant, Figlio, for whom work is now under way. Again, it should be emphasized that the review and issuance of permits could be time consuming particularly if many are submitted for concurrently. Thus, permit applications should be spread out over a graded period of time. Also, it should be kept in mind that for food operations it will be necessary to obtain approval and possible permits from the county health department. These also are time consuming, particularly with the short staff available in most of the permit offices to process applications.

At the exterior of the building, these are several considerations to be kept in mind. Of prime importance is to insure that smooth traffic flow around the facility is properly maintained. The major problems that may occur during and subsequent to opening deal with possible reductions in thoroughfare widths at Saginaw, Kearsley, New Union (at the north end of the parking deck) and later, on Harrison. Although these would be temporary restrictions they could cause some serious traffic congestion in the vicinity of the Water Street Pavilion and reduce the impact desired during the opening weeks of the Center.

Contributing to a potential problem is the need to construct the cantilever decks for the parking deck over the Brush Alley area. This matter has been discussed previously, and today we had present at the meeting the parking deck contractor and the superintendent for this contractor on the project. It appears presently that form work will be in the Brush Alley area for these cantilever decks from middle or late May, 1985 on through to possibly the end of August, 1985. In addition, it will be necessary to use Brush Alley after that for erection of masonry and precast at the alley side of the parking deck. Thus, it can be expected that there will be construction shoring or a flow of construction traffic in Brush Alley from now until possibly late November, 1985. This matter must be reviewed in great detail and where required solutions found and implemented that will permit the alley to be used as a proper service facility. Alternatives are to service the Water Street Pavilion ongoing operation as well as the tenant construction operation from one or more of the other sides of the facility. On Saginaw Street the only area of availability

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• MANAGEMENT CONSULTING

RALPH J. STEPHENSON, P.E., P.C.

CONSULTING ENGINEER

15064 WARWICK ROAD

DETROIT, MICHIGAN 48223

PHONE 273-5026

• PLANT LOCATION for such operations is the drop off area which is planned for customer use primarily. Thus, if any other use such as for construction or ongoing deliveries is made of the Saginaw Street areas, there are probably going to be disruptions to Saginaw traffic flow.

Another point made by the parking deck contractor at our session was that in order to reach the far edges of the parking deck during construction, a very large capacity crane may be needed, based in Harrison. Harrison is a four-lane thoroughfare heavily used particularly during rush hour traffic and providing a major connection from south to north. The hoisting equipment being proposed could require as many as three lanes to be blocked on Harrison. It was pointed out to the contractor that this would be literally impossible to allow and that careful planning for the actual amount of reduction in the Harrison Street right-of-way on a temporary basis must be reviewed very early. He will get together with the DPW traffic department to resolve the needs and requirements.

It can be seen from the above that the potential for difficult traffic interferences at the site are considerable and must be given early and continuous attention. The owner's and developer's construction representative is aware of the problems and said that he would have a full plan of operation for resolving these difficulties by Friday, April 19, 1985 (working day 333). It was urged that he meet immediately with the parking deck contractor, however, to see if the problems could not be addressed earlier and a quicker selection of a course of action to be followed made.

Water Street Pavilion parking deck

Foundation work is nearly complete and from our inspection of the job today it appears that the form contractor is beginning to deliver form tables (slab form work) to the job. Thus, supported deck forming should be able to start soon. As noted above, the matter of interferences in Brush Alley with construction and merchandising operations of Water Street Pavilion expected from form work at the overhang at Brush Alley on the parking deck are being addressed now by key management parties.

Flint Industrial Village

Our discussion today indicated that the job, within the scope of work defined, is running reasonably well with full expectation presently that target completion dates will be met. These target completions at present are June 15, 1985 (working day 373) for the industrial area and July 15, 1985 (working day 392) for the office area remodeling.

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City of Flint Improvement Program
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15064 WARWICK ROAD
DETROIT, MICHIGAN 48223

• MANAGEMENT CONSULTING

PHONE 273-5026

• PLANT LOCATION
Covering the points described in Monitoring Report #197 on
pages 3, 4, and 5 below is a brief review of each:

1. There is no current word on whether switchgear is on the job or not; this matter will be checked.
2. The new unit heaters were purchased and have been delivered to the job site. Many are installed.
3. No problem currently with color schedules.
4. Elevator shaft work will start Monday, April 15, 1985 (working day 329). The floor slab on grade has been broken out and the excavation for the pit has been completed. Delivery of the elevator is expected by May 20, 1985 (working day 352).
5. The office area was re-roofed and roofing patches made on the selected areas at the industrial section. The building is now relatively water tight.
6. It is still the intent to apply for a partial certificate of occupancy at the industrial section (IS). The checklist discussed at our previous session has not yet been prepared. Again, it would be wise to prepare this checklist and confirm it with the city to insure there is no holdup in obtaining the partial certificate of occupancy.
7. The toilet room situation has been resolved in that the office building toilet room will be available for the early opening. If circumstances prevent this then the single toilet room in the industrial section can be equipped with a door lock to make it a unisex bathroom.
8. The architect/engineer and the contractor appear to be working well together with inspection help three days a week serving to provide prompt answers to questions.
9. The tenant improvements were discussed briefly and again the owners reminded that the tenant improvement construction, if it involved structural changes or substantial revisions to the space, would have to be submitted on drawings to the city for permits. This is quite important and should be given careful attention now since the time for early occupancy on June 15, 1985 (working day 373) is growing near.

10. Telephone service will be reviewed with the contractor by Michigan Bell Telephone in the very near future. A field inspection is slated for next week.
11. The architect is presently addressing the matter of sealing the space at the intersection of partitions and the metal deck roof.

Within the industrial space the drywall will be complete by the end of next week. Doors are due April 19, 1985 (working day 333) and wall painting is starting in the IS areas. Ceiling painting is 85% complete at the the industrial space.

At our meeting there was some discussion of how the contractor was to bill for stored materials. This matter was reviewed in detail and should be clarified just as quickly as possible.

Buick City

A brief review of remaining phase #1 items is given below:

- Slope protection at the Wood Street head wall will be installed as soon as the Flint River level drops so access can be maintained to the outfall.
- The Consumers Power payment has been given to Consumers and this matter is now clear.
- The Broadway/Steever project work was authorized by the city just recently and work will now be initiated on the program, with a meeting to be arranged with the Michigan Department of Transportation. Present indications are that this project will probably move into construction next year in late spring or early summer and be complete by late fall or early winter.

Consumers Power and Michigan Bell Telephon have a fair amount of work to do in the Broadway/Steever project area and as soon as a design is fixed proposals will be provided by the utility companies. I will update the small network model for the Broadway/Steever project design work and issue it at our next session or earlier.

For phase #2 work, appraisals are presently being made at the Leith Street and Baker Street program areas. These are being sent to the reviewing appraisers for approval of the estimated property costs. All further PASI design work will be held until the appraisals are made and approved. Thus, engineering on the PASI program for phase #2 will probably not start until fall, 1985. Buick has been told that this work will be done in phase #2 next year (1986) and are aware of the present proposed schedule.

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

15064 WARWICK ROAD
DETROIT, MICHIGAN 48223
PHONE 273-5026

• PLANNING LOCATION
We were not able to complete rediagramming the phase #2 summary operation at this session, but will concentrate on it at our next meeting. It is important that we do get a satisfactory plan of action established so that the program can be predicated with greater certainty than is presently the case.

There is, on this phase #2 work, what we call a critical transition point where the work emphases will shift from the public area site improvements (PASI) design and installation to design and construction of occupant space. We are rapidly approaching this transition point, and I recommend strongly that those members of the DCD project team for Buick City that are responsible for the sale, design, and construction of the improvements to phase #2 areas begin attending our sessions on a regular basis. Mr. Ursuy will talk to those in charge of the development phase and arrange to have them at the appropriate planning session. Before closing our discussion of the field work on phase #1 and #2 it was also mentioned that the matter of utility interferences at the Industrial Street loading areas being built by Buick still must be addressed. We should review the status of these at our next session.

The corridors for phase #2 were reviewed in some detail at this session and their descriptions will be updated and available for our next meeting. There still remain work on elements of phase #1 corridors, and both phase #1 and phase #2 work yet to be done is listed below in summary:

- 22.01 - install storm sewer in Dartmouth (now corridor #51)
- 24 - install 24" water main in Saginaw, Leith to Hamilton (now corridor #52)
- 28 - complete resurfacing Leith from Industrial to North
- 28.01 - widen Leith from North to Saginaw
- 29 - construct berms and install phase #1 landscaping
- 31 - construct Broadway/Stever one way pair
- 33 - install wearing surface on North from Leith to Hamilton
- 34 - install asphalt wearing course on Stewart from Andrews to North Saginaw
- 37 - clear and grub phase #2 areas

- 39 - acquire phase #2 properties
- 40 - relocate phase #2 occupants
- 41 - demolish phase #2 structures
- 42 - widen Leith from North to Saginaw
- 44 - widen Baker Street
- 46 - resurface Newall Street
- 47 - refurbish Saginaw Street from Leith to Hamilton
- 48 - vacate Parkland, Old Taylor, and the alley
- 49 - Consumers Power remove or relocate utilities
- 50 - MBT remove or relocate utilities
- 51 - install storm sewer in Dartmouth (was 22.01)
- 52 - install 24" water main in Saginaw, Leith to Hamilton (was 24)
- 53 - construct cul-de-sac at various roads in phase #2 work

We shall address each of these corridors in turn during our diagramming work for phase #2.

Carriage Town

The Corps of Engineers has provided a preliminary review of the plan and apparently commented favorably upon the location of the bridge and its abutments. Discussions have been held with the city engineering staff and a decision on the alignment has been made. Presently the bridge contract documents are being revised and will be completed, ready for submittal to the formal approving agencies by April 29, 1985 (working day 339). At that point the documents will be reviewed by EDA, DCD, the DPW, the Michigan Bureau of History, and the Corps of Engineers. The final review should be ready for return to the city by May 10, 1985 (working day 348). Two days will be required to revise the contract documents and three days to print and issue these for proposals. Fifteen working days is to be allowed for preparation and submission of proposals, which brings these to the city by June 10, 1985 (working day 368). Selection of contractors and execution of

• CRITICAL PATH PLANNING

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City of Flint Improvement Program
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• LAND PLANNING
• MANAGEMENT CONSULTING

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• PLANT LOCATION
The contract and issuance of a notice to proceed should be complete by July 12, 1985 (working day 391). Construction should be able to begin on the project July 25, 1985 (working day 400). This will allow the project to proceed through most of the weather sensitive work by winter time.

It is important that the work proceeding now be given careful, continuous attention to insure that the narrow window for good weather construction is hit. The late July, 1985 start makes maintenance of a rigorously controlled field operation by the contractor essential, since the time to colder weather is very short. We shall discuss this in more detail as the project proceeds toward solicitation and proposals for field work.

There is another matter that must be reviewed in some detail, and that is the disposition of the area formally to be used for hard surface parking. There must be some changes to this design and these changes are now under consideration by the architect/engineer and the DCD. We should plan to review the impact of this matter on job progress at our next session.

General

Mr. Vyvyan will review the desired agenda with the various parties involved for our next session and issue it to those concerned. Of particular importance is to focus on the interfacing of the Water Street Pavilion project with the surrounding areas during the period of the opening festivities. This matter should be given careful attention at each of our sessions from now through the opening.

Ralph J. Stephenson, P.E.

RJS:sps

May 2, 1985

Subject: Monitoring Report #200
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: April 25, 1985 (working day 337)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Flint Industrial Village program
- Monitored Buick City phases #1 and #2
- Monitored Carriage Town phase #1 PASI design work
- Inspected Water Street Pavilion project
- Inspected Industrial Village facility

Water Street Pavilion

The landlord portion of the project is still moving well with work proceeding on the skating rink and maintenance and concession building. There is a gala affair planned for June 22, 1985 (working day 378) at which a sizable evening party will be held at the site. For this affair, it would be desirable to have as much parking available as possible. At present, plans for the south parking areas are being revised and construction is being held. These revised plans are to be available Monday, April 29, 1985 (working day 339) and it expected that they will be submitted to the planning commission for the commission meeting on May 14, 1985 (working day 350). Meanwhile, it is possible that a portion of the parking improvements could be constructed now but the extent to which this could be done is not fully determined as yet. The investigation of parking is ongoing since estimates are that from 300 to 400 spaces will be needed during the opening festivities.

Many of the staff members of the Water Street Pavilion attended this meeting, and it was emphasized with all concerned how important a knitting together of the activities in downtown Flint will be during the opening of Water Street

Pavilion. Apparently some staff changes are anticipated among those who are most familiar with the downtown summer schedule. This makes it imperative that intense, early attention be given to the planning so advantage can be taken of the knowledge of those who are leaving.

Still of serious concern is the access to the project during construction of the parking deck. A plan of the conditions that are expected to exist was submitted at this meeting and was reviewed briefly by the contractor's field personnel. However, it does not appear there is full agreement on this plan dated April 19, 1985 (working day 333), and I urge everyone concerned to again discuss this matter in depth to determine how the main pavilion building is to receive and ship materials during work construction and work operation. It was recommended at the session to consider providing temporary access at the south end of the project. This suggestion has been made several times by various parties and is being reviewed. Although there are shortcomings to it, it does appear to be a solution worthy of serious consideration.

We also discussed the progress of tenant work particularly in respect to the city's role in the project. It will be necessary for tenants to obtain building permits prior to starting construction work in the field. In addition the food operations will have to obtain a county health permit. As of our meeting date, April 25, 1985 (working day 337) one partial permit had been issued by the city, one full permit has been issued, and one is presently being reviewed. There are anticipated nearly 46 separate tenants who will need permits for construction of early spaces. At present, there is a formal opening plan for June 27, 1985 (working day 381). From April 25, 1985 (working day 337) to the opening date there remain only 46 working days. This is a very tight window into which the amount of construction expected is to be compressed. Very serious attention is being given this matter by all levels of management at the pavilion, the DDA, and those city agencies that might be able to help.

Due to the critical nature of the various problems that are being identified as we near opening, I recommended to the Water Street Pavilion management that they identify every problem presently outstanding that must be resolved. These should be incorporated into a detailed checklist, and each matter should be assigned a priority. Next, specific assignment of responsibility for resolving that problem should be made to an individual so that every item that must be accomplished is accounted for and assigned to some individual capable of bringing the problem to solution.

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

So far as the city is concerned the major concerns they have deal with traffic and other physical conditions in the surrounding area from the opening on. At present, it appears that with the problem outstanding with access to the facility, there is a potential for some serious congestion on Saginaw Street, Kearsley, Harrison, and certainly in new Union adjoining the present state office building. It also should be noted that under the present construction sequencing that resurfacing old Brush Alley will be difficult until late this fall or possibly even into 1986.

Also to be noted is that there are several utility lines under this alley that are very critical to proper functioning of the downtown utility network. Care should be taken not to damage these due to the difficulty in any repair work that might be needed at this location. Full information on these utilities is available to those who would like to check out their location.

It is urged that representatives of the DDA, the Water Street Pavilion, and the garage contractor meet in the very near future to resolve the difficulties that appear to be on the horizon for traffic access to the pavilion. This has been recommended to all parties repeatedly and is something that should be accomplished now.

One other problem has arisen that may complicate the project. This is the strike of teamsters which has stopped in city delivery of concrete. There is no current word on whether this will be a short or long strike, but meanwhile it is restraining concrete work at both the pavilion and the parking deck. There is considerable flat work yet to be installed at the concession and skating rink area. Therefore, some consideration should be given to what might happen if concrete surfaces are not able to be placed in time for the opening celebration. The strike environment is not totally clear as yet, and although the stoppage may end early and allow this work to be done in May and early June, there is no present assurance that this will happen.

Water Street Pavilion parking deck

Most of the items that relate to the deck relationship with the Water Street Pavilion have been discussed above. Presently work is proceeding on filling and fine grading the interior of the deck and form work is being installed for early concrete floor pours. Once a production activity is initiated, it is expected that deck forming will proceed at a very rapid pace.

There is, of course, the present concrete driver's strike which will hold up placement of any concrete, but if this is settled early, the concrete frame is expected to move on up rapidly. There will be a need for some heavy hoisting equipment to be placed in Harrison, and negotiations are presently in work with the city to obtain space in this right-of-way.

It was noted again by the contractor that they will need access to Brush Alley during construction for various kinds of construction equipment. Access will be essential according to the contractors if they are to maintain their present schedule. It should be emphasized that there seems to be no general approval of the contractor on the access scheme suggested in the marked up drawing of April 19, 1985 (working day 333). If this is the case, then again, an alternate scheme should be evolved, if appropriate, and instituted in the very near future. Our next meeting in Flint is May 13, 1985 (working day 349). We shall continue to follow that matter at that session.

Flint Industrial Village

Work apparently continues to move well with the contractor still holding completion targets for the industrial space at June 15, 1985 (working day 373) and for the office space July 15, 1985 (working day 392). An inspection of the facility shows that drywall is nearing completion and wall painting is ready to start. Painting of overhead areas is nearly complete. Light fixtures are on the job, switchgear is on the job, and overall the program seems to be moving quite well. There is some delay presently being experienced in pouring out the elevator pit due to the concrete driver's strike. However, this pit is formed and ready for concrete whenever it becomes available.

A brief review of the points described in Monitoring Report #197 on pages 3, 4, and 5 is given below:

1. Switchgear is on the job and being installed.
2. Nearly all new unit heaters are installed.
3. No problems currently exist with color schedules.
4. Elevator foundation is in, the pit walls are formed, and waiting for concrete. These are being delayed by driver's strikes.

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5. Roofing work on the office and industrial areas is substantially complete.
6. The checking of items needed for the partial certificate of occupancy is being handled by the superintendent and the building inspections staff. They apparently have this items well under control.
7. Toilet rooms will be available for opening whether unisex or regular.
8. The architect/engineer and the contractor appear to be continuing to work well.
9. Tenant improvements to various areas will be nominal. It was again stressed that if there are any structural, mechanical, or electrical substantive changes to the space that permits will be needed.
10. No progress has been made on installation of the revised telephone service. This matter is being studied by the parties involved.
11. Ceiling space at the intersections of partitions and the metal deck is being done by a firesafing material. It is apparently satisfactory.
12. The matter of billing for stored materials is resolved to everyone's satisfaction.

It was suggested that we meet once more at our next session to confirm that the project is going to be able to meet its present target deadline. Subsequent to that we probably can drop the review from our agenda. However, I shall continue to field inspect the project as may be appropriate.

Buick City

Appraisal and land acquisition is concentrating on the Leith Street and Baker Street areas, with acquisition to start about May 1, 1985. The city is having some difficulty with bringing appraisers on board to complete the appraisal work for phase #2, but this matter is being worked on on an ongoing basis. Our major work activity today was to conduct comprehensive discussions of the phase #2 work and to rediagram whatever activities are necessary to incorporate into the plan. We had done an earlier diagram of phase #2 work on sheets #152 and #153, Issue #4, dated February 11, 1985 (working day 284). As we discussed the phase #2 work today, we made efforts to

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determine if this network was still appropriate. In general it is, but we will add to it the additional items that were discussed in our meeting today or those that have not yet been diagrammed.

Mr. Ursuy asked that the corridor analysis be updated as soon as possible, and I shall work on that in the very near future. Meanwhile, we added several corridors to the list identified on pages #6 and #7 of Monitoring Report #199. For ease of review, the full number set is duplicated below. Note that corridors 22.01 and 24.00 have been removed and replaced by their new designations - 51.00 and 52.00 respectively.

- 28.00 - Phase #1 - Complete resurfacing Leith from Industrial to North
- 28.01 - Phase #2 - Widen Leith from North to Saginaw
- 29.00 - Phase #1 - Construct berms and install phase #1 landscaping
- 31.00 - Phase #2 - Construct Broadway/Steever one way pair
- 33.00 - phase #1 - Install wearing surface on North from Leith to Hamilton
- 34.00 - Phase #1 - Install asphalt wearing course on Stewart from Andrews to North Saginaw
- 37.00 - Phase #2 - Clear and grub phase #2 areas
- 39.00 - Phase #2 - Acquire phase phase #2 properties
- 40.00 - Phase #2 - Relocate phase #2 occupants
- 41.00 - Phase #2 - Demolish phase #2 structures
- 42.00 - Phase #2 - Widen leith from North to Saginaw
- 44.00 - Phase #2 - Widen Baker Street
- 46.00 - Phase #2 - Resurface Newall Street
- 47.00 - Phase #2 - Refurbish Saginaw Street from Leith to Hamilton
- 48.00 - Phase #2 - Vacate Parkland, Old Taylor, and the alley

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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

- 49.00 - Phase #2 - Consumers Power remove or relocate utilities
- 50.00 - Phase #2 - MBT remove or relocate utilities
- 51.00 - Phase #2 - Install storm sewer in Darmouth
- 52.00 - Phase #2 - Install 24" water main in Saginaw, Leith to Hamilton
- 53.00 - Phase #2 - construct cul-de-sacs at various roads in phase #2 work (location to depend upon redevelopment plans)
- 54.00 - Phase #2 - Planning Commission review and approve street vacations
- 55.00 Phase #2 - Planning Commission and city council review and approve redevelopment parcels
- 56.00 Phase #2 - Parks and Recreation survey existing trees
- 57.00 Phase #2 - Construct berms and install phase #2 landscaping
- 58.00 - Phase #2 - Relocate civil defense siren on Saginaw

We also reviewed the Broadway/Steever project, and it appears that the go ahead has been given to meet with the state to discuss a future course of action. This meeting is to be held on April 30, 1985 (working day 340). Following that, active work on the project can be initiated. Presently the lag over the Issue #1 network model dated January, 1985 appears to be about 60 working days. This puts the potential start of construction in early June, 1986. This is still adequate time to finish the program within good weather. However, the constant erosion of time on this program is serious and definite steps should be taken immediately to initiate the work necessary for construction if it is desired to finish the work in 1986.

At our next session we shall again address the planning of phase #2 work and identification of conditions surrounding each of the corridors.

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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

Carriage Town

The final contract documents will be issued for review and approval May 1, 1985 (working day 341). These will be provided to the EDA, the DCD, the DPW, the Michigan Bureau of History and the Corps of Engineers for each agency's sign off. It is expected that this sign off could be in hand by May 15, 1985 (working day 351) which would give a start of construction in late July, 1985. This is further into the year than had been originally been desired, and it is going to be necessary to give the project special attention to assure that it does not slip further. We should make a full review of the project at our next session since the final drawings sets should be in the hands of those reviewing it and some response should have been obtained to indicate when the full drawings can be issued.

General

Mr. Vyvyan is preparing an agenda for our next session on May 13, 1985 (working day 349). This will be forwarded to those concerned. It will be important for the contractor on the parking deck at Water Street Pavilion, and I suggest a special announcement be sent to him.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

- CRITICAL PATH PLANNING
- LAND PLANNING
- MANAGEMENT CONSULTING
- PLANT LOCATION

8314

RALPH J. STEPHENSON, P.E., P.C.
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May 5, 1985

Ken Collard, P.E.
Kathy Stoughton
Tom Ecklund, P.E.
Ray Vyvyan, P.E.
City Hall
City of Flint
1101 S. Saginaw Street
Flint, Michigan 48502

Re: Reinstitution of executive session for review of
critical planning issues

Dear Mr. Collard:

Some time ago we had a practice of holding short half-hour executive discussions prior to the main business meeting at our regular Flint downtown development sessions. These executive discussions formed a base from which high level and often confidential material could be reviewed with the top management of the city technical staffs without exposure to the regular attendees. It made it possible to review this material in detail and then to incorporate important points into the day's discussion as seemed desirable and necessary.

Due to the impact of recent programs in Flint, which could have benefited from such executive attention, I recommend we consider reactivating these briefing sessions either at the start or end of the regular Flint downtown development meetings being held approximately every two weeks.

This recommendation has been given a great deal of thought by me, and I feel that it is desirable at least for a period of time, to once again bring certain items that come before us in the regular planning meetings to the attention of key department heads and upper management of the city.

It would also be well for the group to whom this letter is addressed to consider inviting someone from the mayor's staff to these sessions.

RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

Ken Collard, P.E.
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Our next regular meeting is on May 13, 1985, and I shall discuss this matter then in more depth with Mr. Vyvyan who is my prime city contact. If any of you would care to get in touch with me directly on this matter or would like to attend the next meeting with the idea in mind of gaining a better flavor for what is being done at our sessions, your presence is always welcome. Thank you for your consideration.

Sincerely,

Ralph J. Stephenson, P.E.

RJS:sps

May 17, 1985

Subject: Monitoring Report #201
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: May 13, 1985 (working day 349)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Flint Industrial Village program
- Monitored Buick City phases #1 and #2
- Monitored Carriage Town phase #1 design work
- Inspected Water Street Pavilion project

Water Street Pavilion

Landlord work is being completed, and is to a point where tenant work can proceed without any major interference. Tenant work has continued somewhat sporadically over the past three weeks, and there is some active construction in process. Fifteen tenant building permits have been applied for, thirteen have been issued, one of these a partial and two are to be issued by May 14, 1985 (working day 350).

It was hoped that 46 tenants would be available for opening so this leaves another 31 permits to be obtained and all spaces to be constructed if the Pavilion is to open with a relatively full complement of tenant stores. Again, because of the staffing problems in providing proper review and approval on permits, it is urged that the applications be submitted for as many tenant stores as quickly as possible. Apparently county health department approvals are being gained as the permits are being issued.

There was no current information on which tenants were to be opened by the gala affair for June 22, 1985 (working day 378) or for the main opening on June 27, 1985 (working day 381). However, there is going to have to be much work done for the center to be in the kind of condition that obviously is desired for it by June 22, 1985 (working day 378).

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City of Flint Improvement Program
Page two

RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

Parking is still a problem, and it is expected that on the planning commission meeting May 14, 1985 (working day 350) an approval will be given for completion of the south parking lot. Some flat work concrete is being installed at this area, but main work apparently is being held until approval is received. In addition, the construction trailers presently occupying the north end of the south parking site, must be moved in the very near future.

Concrete work at the Pavilion Park area is in progress. The teamsters strike against concrete ready mix companies lasted about one week and did disrupt activities temporarily. However, full work has now resumed on concrete, and work on the pavilion paving is in progress.

The tension structure steel is to start up in the near future, but the actual meshing of this work with the concrete slab installation below was not discussed at our session today. However, indications are that the superstructure of the tension building will be erected within the next five to ten working days. Careful meshing of concrete slab work with this erection will be essential to permit proper hoisting and setting of the tension structure, structural steel, and fabric.

Representatives of the developer's staff and the operating group of the pavilion were present at our meeting, and said the cooperation and interrelationship of planning for the opening with other events going on in downtown Flint is being accommodated and taken care of. They also said that the City of Flint has been extremely cooperative in helping expedite installation of tenant work and complete the remaining building work.

The contractor for the parking deck was at the meeting, and a major discussion was again held about access at the Brush Alley area for both tenant deliveries and construction traffic for the remaining tenant work once opening day has passed. There was a second scheme presented today as an alternative to the plan dated April 19, 1985 (working day 333). In this alternative a small loading space would be provided at both the north and south ends of Brush Alley with truck parking available at a very limited area near the south end. Trucks would be put in waiting queues on Harrison Street as required. This traffic situation would be difficult to accommodate and the suggestion was again made that the area at the south be used to a greater extent for internal site truck and service traffic circulation with loading to be done within the south area vacant property. Representatives of the Water Street Pavilion said that this scheme would be again reviewed and discussed with a decision to be made in the very near future.

The parking deck contractor pointed out very strongly that Brush Alley must be kept available for construction traffic particularly hoisting and access for the full time of construction of that portion of the deck. This need is expected to extend through until November, 1985.

Again, the operators of Water Street Pavilion have stressed their desire to cooperate with all concerned, and they will provide a traffic dock marshall to control the traffic. There is no accurate traffic count on how many vehicles might be expected to use the loading and unloading facilities each day but it could be as many as 20, 30, or possibly more. This density of traffic will have to be carefully regulated since presumably much of it will come at certain times of the day. Again, the Water Street Pavilion staff will review in detail the suggestions brought out at this session to see if some satisfactory solution can be found. This is a very important item and continues to be given high priority attention.

In addition, the fire department representative stressed a need for emergency vehicle access to the project. Discussions about this are ongoing and will be conducted with the fire department by Water Street Pavilion operating staff. A fire lane will probably have to be maintained through Brush Alley. This is also being worked out with the staff.

Water Street Pavilion parking deck

As noted above, the problem of limited traffic in Brush Alley is still being addressed by all parties.

At the deck proper, two supported floors have been poured out, and work is proceeding well on lower slabs on grade and construction of the lower level walls is nearly complete. There were no projections of end dates at our session today, and we will review the project carefully as work proceeds to maintain a view of target occupancy dates expected.

Flint Industrial Village

The industrial section (IS) of the project may be complete by the end of May, 1985 with the office area (OA) target now being set for early July, 1985. Most of the points described in Monitoring Report #197 through #200 have been cleared, and there is no major difficulty apparent at present with any of these items.

It has been tentatively decided that the toilet rooms will be unisex toilet rooms but this poses no problem to completion. There is some difficulty with the telephone system, and the

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Page four

RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

owner is working directly with the phone company and its consultants to devise a system for the facility that will be acceptable to all. Installation of phone and phone conduit should be done early enough so it does not damage the integrity of the various spaces nor the finishes that have been applied.

The next phase of the work consists of renovating the exterior skin of the building and also installing and improving the parking facilities available. This work will not delay completion of phase #1 work for the industrial section and the office area. Because some of this skin work will be weather sensitive, it is important to get it under way prior to the onset of colder weather. This matter is being addressed presently by the owner and the architect/engineer.

Apparently leasing of space is going reasonably well with several commitments already in hand and the prospect good of having many of the spaces filled shortly after the completion of the industrial section.

At the office area, the elevator pit has been poured out and some shaft walls erected. Delivery of the elevator is anticipated within the next two weeks although there was no assurance that this would be the case. I suggest a careful check by made on elevator delivery to insure it is going to be on the job. The elevator supplier has been at the project reviewing the field conditions and making field observations.

So far as security systems are concerned, there was no current word, but it is likely that the owner will use a card opener system for the main gate and the same card system for the main door of the industrial section building. This matter should be addressed soon if security is to be provided as soon as the project is occupied.

Since the project is well along and apparently moving to the satisfaction of the owner and others, we will not review this program at subsequent sessions unless there is special request for a discussion on the job.

Buick City

The main work on Buick City phase #2 is now concentrated on completing appraisals, particularly between Leith and Baker. It is anticipated these appraisals will be available by mid-September, 1985. At present, appraisal reviews are complete for the Leith Street to Baker Street acquisition, and actual acquisition will start May 14, 1985 (working day 350). According to our Issue #4 network model sheet #152 dated February 11, 1985 (working day 284) this acquisition was due to

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have begun no later than March 19, 1985 (working day 310). Thus, the current lag there is about 40 working days. All appraisers have now been retained and will be working on a concentrated basis generally in the direction as set by the DPW and the DCD. We discussed this matter at our meeting, and a point was brought up that there was some concern that Buick expects the Leith Street widening and the Baker Street improvements to be completed by fall, 1985 when the plant reopens and the parking areas are being used to their full design capabilities. A smooth flow of traffic is essential in order to make shift changes quickly and safely. Without the Baker and Leith Street improvements, traffic flow could be somewhat congested since the only major unrestricted access route would be south on North to Hamilton and out on Hamilton.

A decision is presently in effect that no work orders for design funding in DPW are to be issued until after all appraisals are in. Present plans are to have these appraisals complete by late November, 1985 which means that design work probably will begin in December, 1985. Thus, we are now looking at construction of Leith and Baker in 1986 as opposed to 1985 as had been planned. This matter should be reviewed carefully by the DPW and the DCD for validity. It was not clear whether or not GM has been made fully aware of the revised schedule. Apparently there are some differences of opinion as to the extent of knowledge GM has of present target completion dates. It would be well to check this once again with all concerned.

The Broadway/Steever project is now being reviewed, and it is expected that the state will release funds for acquisition by September 3, 1985 (working day 427). This puts the start of construction about one year later in September, 1986. Thus, it is possible that completion of the Broadway/Steever one way pair might not be fully realized until early 1987. This is another matter in phase #2 that should be reviewed with all parties concerned since the Broadway/Steever project has been a very important and critical element of the total plan.

Phase #2 corridor data has been assembled, and the first issue dated May 12, 1985 (working day 349) was discussed at our meeting and will be used as a basis for future planning. I will update this corridor data matrix and provide it to Mr. Vyvyan for distribution prior to our next session. It should be noted for those who have not used the material previously that dates are given in the following format - year/month/day of month. This is done for sorting and analytical reasons.

In addition, Mr. Ursuy is preparing a Buick City implementation schedule for phase #2 in which he will address the items with additional information provided.

• CRITICAL PATH PLANNING

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• PLANT LOCATION

It might be mentioned that there is a possibility of some redesign necessary on the Broadway/Steever program. Since that program depends to a large extent upon proper land acquisition, the redesign must be studied early and carefully to insure that land acquisition can proceed without delay once funding is agreed to in early September, 1985.

Carriage Town

The internal area design for the Carriage Town Square area has been reviewed by the city administration, and they requested a restudy of the area to provide better multi-use space utilization. These restudies are presently being prepared, although there is no current word on when they might be available. This redesign is not expected to affect the design of the bridge over the Flint River. However, the working drawings on the bridge will not be released until working drawings are completed for redesign of the square. Construction is now expected to get under about August 26, 1985 (working day 422). This makes it doubtful that all bridge foundation work and superstructure can be completed this year. This matter will be studied in more detail once a firm date for release of construction documents is obtained.

General

Mr. Vyvyan is preparing an agenda for our next session, and will provide it to those concerned. We probably will drop the Industrial Village from our agenda. Water Street Pavilion should be kept on since there are ongoing concerns at this project that should be addressed. Buick City should also be reviewed in some detail, and we will plan to complete the phase #2 network model. Carriage Town should, of course, be reviewed again to make certain the current revised schedule is still valid.

I suggest the parking deck contractor for the Water Street Pavilion project be again invited to our session for an ongoing review of the traffic handling method to be used for Brush Alley.

RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

15064 WARWICK ROAD
DETROIT, MICHIGAN 48223
PHONE 273-5026

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

June 22, 1985

Subject: Monitoring Report #202
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: June 13, 1985 (working day 371)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Carriage Town phase #1 PASI design work
- Monitored Buick City phases #1 and #2
- Inspected Water Street Pavilion

Water Street Pavilion

The current major work effort is aimed for the gala affair on June 22, 1985 (working day 378) and for a moderate opening on June 27, 1985 (working day 381). Present projections indicate that ten tenants, two of which will be food and eight of which will be other types of retail operations, will be open on June 27, 1985 (working day 381).

As of our meeting today 25 permits have been issued and tenant work is in full swing at the facility. There still remain some difficulties with obtaining county health department approvals, but meetings are ongoing to resolve this matter.

With the increased intensity of work at the project site, there appear to be, from our inspections, some difficulties with parking and access to the building. At present, the parking deck overhang at Brush Alley is being constructed, and this blocks Brush Alley from through access and from access at the south. There is considerable congestion in the vicinity of the project at present.

I urged the project team to meet with Water Street Pavilion staff immediately to determine the traffic plan of action the Pavilion is hoping to use once the facility is opened. It will be essential that a careful pattern be worked out so to minimize interference with street traffic. The boundary streets- Saginaw, Kearsley, Union, and Harrison- are heavily used and any additional imposition of unusual construction or delivery stacking on these thoroughfares could prove serious.

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At the pavilion park area, the flat concrete work is in progress with the concrete ready mix company strike having been settled. Piping is being laid for the freezing system at the rink, and although the general pavilion area is presently difficult to access, work there by the gala openings should be in fairly good shape.

The fabric tension structure is being erected, and overall work at the pavilion with the exception of the site work is in reasonable shape.

There were no representatives of the Water Street Pavilion at our meeting; however, after the session they were contacted and meetings to discuss the critical traffic problems were set up. Also, very important is provision of fire and access lanes to the facility. Fire department representatives are presently meeting with the Water Street Pavilion staff to establish the optimum emergency access to the building. This is an important element of the traffic circulation pattern and must be addressed and solved prior to the opening. Signing might be required for emergency designation.

Water Street Pavilion parking deck

Work on the parking deck has picked up considerably over the past month, and decks are being poured in a regular sequence. Forming is presently up to the 2nd level of the pavilion structure, and the work is apparently moving quite well. As noted above, shoring for cantilever decks over Brush Alley area block alley traffic at present, and it is doubtful whether any major traffic circulation use can be gained from the alley while work overhead is in progress. This matter still must be addressed, and ongoing efforts are presently in work insofar as this difficulty affects external circulation patterns on downtown right of ways.

Flint Industrial Village

Not monitored at this session.

Carriage Town

The contract documents are being revised to provide more flexibility of land use and will be issued on June 28, 1985 (working day 382). Following issue of the documents, they will be reviewed by the EDA, DCD, DPW, the Michigan Bureau of History, and the Corps of Engineers. This review is expected to be complete by July 15, 1985 (working day 392) after which minor revisions will be made and the documents printed and

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RALPH J. STEPHENSON, P.E., P.O.
CONSULTING ENGINEER

issued for proposals. Proposals are expected back by August 12, 1985 (working day 412). Concurrent with submission of proposals it will be necessary after the drawings are printed and issued to advertise for one month to five weeks.

It is presently anticipated that a contract will be executed with the city by October 7, 1985 (working day 451) and that construction could begin by October 18, 1985 (working day 460). There is some doubt that much work will be done in the field this year due to the time of year at which the contract will be awarded. However, the award will allow procurement of materials to proceed over the winter months particularly for the bridge.

At present, there appears to be no major difficulties with the bridge design although final Corps of Engineer approval still must be obtained. I suggested that the bridge contract documents be submitted immediately for review by the Corps to permit as much time as possible.

In glancing at the site plan, it appears there is a Michigan Bell Telephone line very close to the stair retaining wall footings. The nature of this line should be investigated, and a determination made as to whether any disruption of service is expected. This will be done by the architect/engineer.

Buick City

The main work done today on Buick City was to completely update corridor descriptions for phase #2 work and to identify the various components of the project that are to begin over the next one to two years. Mr. Ursuy has prepared a Buick City phase #2 implementation schedule in which the work items are numbered 1 through 21. These correspond to previous implementation schedule information given in our early monitoring reports. I shall revise the corridor numbers and insert the additional information for the Buick City phase #2 corridor data in the near future.

The corridors identified and their new numbers are as follows. These are listed only by number since additional date information and supporting data is given in Mr. Ursuy's implementation schedule and in the corridor data sheets that will be issued soon.

<u>Corridor #</u>	<u>Work Item</u>
1	Acquire phase #2 properties
2	Relocate phase #2 occupants
3	Demolish phase #2 structures
4	Planning commission review and approve street vacations
5	Vacate Parkland, Old Taylor, and the alley
6	Remove or relocate MBT utilities
7	Remove or relocate Consumers Power utilities
8	Parks & Recreation survey existing trees
9	Planning Commission review and approve redevelopment parcels
10	Relocate civil defense siren on Saginaw
11	Construct phase #2 berms and install landscaping
12	Construct Broadway/Steever one way pair (with MDOT funding)
13	Widen Leith from North to Saginaw
14	Clear and grub phase #2 areas
15	Install storm sewer in Dartmouth
16	Install 24" water main in Saginaw, Leith to Hamilton
17	Widen Baker Street
18	Resurface Newall Street
19	Refurbish Saginaw Street from Leith to Hamilton (requires EDA grant)
20	Construct cul-de-sacs in various roads in phase #2 work(location to depend upon redevelopment plans)
21	Design phase #2 landscaping

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We had considerable discussion about the Broadway/Steever project since there is presently little word on its current status. It appears with the current time framework that start of construction has now been moved back to as late as August, 1986, with any delays in addition to those already experienced moving it still further back in the year. We are rapidly approaching the time when it might not be possible to construct this facility in 1986, and the program will be then rescheduled for a 1987 construction period.

Those involved in the program are aware of the critical nature of this work particularly if any major redesign and redefinition of parcels to be acquired is necessary. Apparently the responsible parties involved are also well aware of the present time schedule, and are seriously considering how to best get the project under way. We shall continue to review its status at subsequent meetings.

General

Mr. Vyvyan is preparing an agenda for our next session and will provide it to those concerned. We will probably complete our discussions of the Water Street Pavilion and continue a review of the Buick City phase #2 work. It might be wise to consider diagramming the major corridor operations for Buick City to insure that we have a plan of operation for each major component. I shall, meanwhile, prepare a corridor description for each of the 21 phase #2 Buick City corridors and issue this in the near future.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

- M*
- CRITICAL PATH PLANNING
 - LAND PLANNING
 - MANAGEMENT CONSULTING
 - PLANT LOCATION

RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

15064 WARWICK ROAD
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July 3, 1985

Subject: Monitoring Report #203
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: June 27, 1985 (working day 381)

Actions taken:

- Monitored Water Street Pavilion project
- Monitored Buick City phases #1 and #2
- Inspected Flint Industrial Village site
- Inspected Carriage Town site
- Inspected Water Street Pavilion site

Water Street Pavilion

Today was the day of the soft opening and all project personnel were concentrating on work at the site and for the opening. Therefore, our discussions were primarily in relation to the observed status of the job and conditions at the site now and expected in the future.

It was hoped to have 20 shops open for the initial grand opening on June 27, 1985 (working day 381). Between 28 and 30 of the shops have permits at present. Health Department permits still are pending in some cases, although apparently some permits have been granted, and certain facilities were to be open for the June 27, 1985 (working day 381).

Work on the project has been very intense over the past week, and observations at the site indicate that the opening of the facility was quite successful.

Traffic congestion, however, was sizable and a well thought out plan of traffic management is essential to continued affective operation of the Pavilion.

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At present it appears to be the intent to service the entire facility from the small stock piling area at the south. The scheme will involve traffic stacking on Kearsley, as well as on Harrison, but this is being worked out now between the city and the Water Street Pavilion staff.

Brush Alley is completely blocked by construction of the parking deck, and it is apparently not the intent to utilize this alley for access in the near future. Saginaw Street is being used extensively for construction and delivery parking. The emergency access routes have not yet been fully worked out and these are at present in the process of being reviewed and studied.

For the opening, Saginaw Street was closed between Kearsley Street and the river, and limited traffic was being permitted on Kearsley, both east and west from Saginaw Street.

The project opening was a very exciting affair and those that participated in construction of the project are to be complimented for completing the basic work on the facility by its target date. There still are problems that must be resolved but these are being worked on continuously by the Water Street Pavilion staff in conjunction with the city and others.

Water Street Pavilion Parking Deck

Work continues on the parking deck and progress has been fairly good over the past two weeks. We do not have a plan of work by which to monitor construction of the deck and I suggest that sometime in the near future it would be well, if conditions warrant, that we review the planned sequence of construction from here out with the contractor. This is important to the city so Flint staff can make plans to minimize traffic congestion presently being caused by the access problems to Water Street Pavilion.

Flint Industrial Village

We inspected the project during this session on an informal basis. It does not seem that there are any tenants yet in the facility. Some problems apparently have been encountered with getting the elevator on the site and as of June 24, 1985 (working day 378) elevator work is not yet started.

Work in the office is moving fairly well and the contractor anticipates having most of his base work under the initial phase of the contract done within the next few days.

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Carriage Town

No office monitoring of the project was made at this session since there was a mix up on the dates of the monitoring. However, the project staff contacted by phone, informed us that work is proceeding much as was reported in previous monitoring reports.

The drawings for the bridge have been submitted to the Corps of Engineers, although there is no current word on when these can be expected to be approved.

Buick City

Phase 1 work is nearing its close out point and our efforts from here on will focus on phase 2 work while still tracking remaining work in phase 1. Land acquisition is moving well and there appears to be no major delays to obtaining properties in phase 2 areas. We discussed the detailed planning for phase 2 and it was decided that wherever possible we would prepare network models for each of the corridors as listed in Monitoring Report #202, dated June 22, 1985, on page 4.

As part of our work today we prepared a network model for vacation of streets in phase 2 area. It is anticipated that the vacation process from the point where the streets are selected on through to where the vacation is recorded, should require about 36 working days, or a little more than a month and a half. We will use this date as to when to plan the latest point at which we must determine which streets will be vacated.

Some discussions were held relative to how utility contracts are to be prepared and it was mentioned by Mr. Ursuy that he would prefer to have the work as well defined as possible by Consumers Power Co. before contracts are negotiated for relocation or installation of utilities. This matter will be looked into and defined in more detail over the next few weeks.

Active marketing of Buick City phase 2 is apparently in work, although there was no detailed information about the process available at our session. It would be well to ask DCD representative in charge of marketing the facility to attend meetings in the near future to knit the marketing plan to other improvements to the area.

A brief discussion of each phase 2 corridor was held at the

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meeting, although most of the efforts were focused on the preliminary diagram for corridor 4, Planning commission review and recommend street vacations; Corridor 5, Vacate Parkland, Old Taylor, and the alley; and Corridor 12, construct Broadway/ Stever one way pair.

We also reviewed the refurbishing of Saginaw Street from Leith to Hamilton and discussed the allocation of funds for that project. It was mentioned that the potential for EDA financing of projects is highest for the following corridors:

- 13 Widen Leith from North to Saginaw
- 15 Install storm sewer in Dartmouth
- 16 Install 24" water main in Saginaw, Leith to Hamilton
- 17 Widen Baker Street
- 18 Resurface Newall Street

It was requested that the DPW prepare a detailed check list of items to be done in corridor 19, refurbish Saginaw Street. This is to permit a more accurate evaluation of the needs of the project.

The Broadway/Stever project is still generally on hold, awaiting administrative policy decisions. However, it is expected it will be release sometime in the near future.

At present the project is going to be somewhat difficult to construct in 1986 and may possible be pushed into completion by 1987. Depending upon the seriousness of the project and the needs of the program, this item should be reviewed carefully in the near future to determine the desires of the various policy making groups in the City of Flint government. We shall continue to monitor the job at our sessions.

Corridors are now identified for all Buick City phase 2 and we shall proceed to put these into a corridor statement form similar to one used for phase 1. I shall issue this in the near future.

General

Mr. Vyvyan is preparing an agenda for our next session and will distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:gmy
To: Mr. Ray Vyvyan

July 24, 1985

Subject: Monitoring Report #204
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: July 11, 1985 (working day 390)

Actions taken:

- Monitored Buick City, phases #1 and #2
- Made brief inspection of downtown and near downtown areas
- Monitored Carriage Town PASI work
- Reviewed downtown programs with Mrs. Sybil Goldberg, interim director of the DDA

Water Street Pavilion

The project is open and tenants are gradually coming on line. No further monitoring of this project will be made unless a special need arises.

Water Street Pavilion parking deck

The project continues to move reasonably well and no detailed monitoring was made at this session. At some point soon, it might be well to review the planned sequence of work with those involved to determine the amount of time necessary before the adjoining rights-of-way are available. I will discuss this with Mr. Vyvyan in the near future.

Buick City

A brief review of the corridors discussed at this session is given below. These corridors are as tabulated in Mr. Ursuy's phase #2 implementation schedule dated June 13, 1985 (working day 371) and the corridor description outline dated July 3, 1985 (working day 385). These documents will be updated as the need arises.

- Corridor #1 - Acquire phase #2 properties - This is in work and moving on schedule according to Mr. Ursuy. We will discuss the matter in depth at our next monitoring.

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- Corridor #2 - Relocate phase #2 occupants - To follow as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - To follow as phase #2 acquisition proceeds. This corridor action will be kept separate from clearing and grubbing in phase #2.
- Corridor #4 - Planning Commission review and recommend street vacations - Will be done as required for redevelopment. The network model prepared for this activity is shown on sheet #162 Issue #1 dated June 27, 1985 (working day 381) and will be used as a model for future monitorings.
- Corridor #5 - Vacate Parkland, the alley and Taylor - Will be vacated as required for redevelopment.
- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - MBT has a contract for the work and will proceed as areas become available.
- Corridor #7 - Consumers Power remove or relocated utilities - A contract has not yet been executed between the Consumers and the City of Flint. Consumers Power will provide a letter of information on which the work will proceed. The city would like an estimate of the cost of work as soon as possible.
- Corridor #8 - Parks and Recreation survey existing trees - This activity is to be reviewed. It may be deleted from the phase #2 work
- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment plans unfold.
- Corridor #10 - Relocate civil defense siren on Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - Work to proceed as phase #2 streets and utilities are installed. Landscaping should be meshed carefully with adjoining work to avoid duplicating efforts and unnecessary damage to installed work.

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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

- Corridor #12 - Construct Broadway/Steever one way pair -
We rediagrammed this work based upon current information. It presently appears we will be able to start construction in mid or late August, 1986. The major initial need is for acquisition funds to be released and the property required for the project to be put under city control. We shall continue to monitor the project from the current network model, and plan on its starting in the field as noted above in mid or late August, 1986.
- Corridor #13 - Widen Leith from North to Saginaw -
No change in current status.
- Corridor #14 - Clear and grub phase #2 areas - To
be done as properties are acquired.
- Corridor #15 - Install storm sewer in Dartmouth -
To be done in late 1986.
- Corridor #16 - Install 24" water main in Saginaw,
Leith to Hamilton - This work will probably start in early 1986 and continue on through to about November, 1986. The project will require a 35' easement east of the east right of way line.
- Corridor #17 - Widen Baker Street - Baker will be
closed for the full period of construction. It should be noted that a new water main is to be installed across Baker at Saginaw.
- Corridor #18 - Resurface Newall - No current work on
this project.
- Corridor #19 - Refurbish Saginaw Street from Leith
to Hamilton - The work scope for this project still is to defined. Mr. Ursuy will work with the DPW to establish the work to be done.
- Corridor #20 - Construct cul-de-sacs at various roads -
Location and timing is fundamentally dependent upon redevelopment plans. The work includes installing required underground utilities.
- Corridor #21 - Design phase #2 landscaping - A decision
has to be made in this matter as to whether or not the work is to be done by a design firm or is to be installed by a landscape contractor from the master plan.

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RALPH J. STEPHENSON, P. E., P. C.
CONSULTING ENGINEER

We again reviewed marketing of the project area, and it was recommended that the group responsible for disposal and development of the land be involved in our meetings so that direction can be tracked relative to the work to be done. We shall discuss this in more detail at subsequent sessions.

Carriage Town

We prepared a network model basically updating sheet #157 to Issue #5 dated July 11, 1985. In this network model, construction and procurement was shown as being able to start October 16, 1985 (working day 458). Presently the Corps of Engineers is reviewing the contract documents, concurrently with the DPW. Documents will be issued for proposals in late July, 1985 with proposals due back about August 22, 1985 from the proposing contractors. We shall continue to monitor this project at subsequent meetings.

General

During our afternoon session, Mr. Collier introduced Mrs. Sybil Goldberg to the group attending the meeting. Mrs. Goldberg has been appointed the interim director of the downtown development authority replacing Mr. William Whitney who recently left for another location. We reviewed each of the major projects presently in work and discussed the methodology and procedures we use to accomplish various activities that are the responsibility of this group.

Mrs. Goldberg will probably attend the meetings on a regular basis whenever time permits. It would be helpful to have her at our sessions since many activities of the DDA are directly related to the planning and monitoring work we are doing.

It would be well to consider Mrs. Goldberg's thoughts on the short, medium, and long range planning for the future of the DDA since this is a critical element of the entire Flint development program.

Mr. Vyvyan has prepared an agenda for our next session on July 25, 1985 (working day 400) and has distributed it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

July 30, 1985

Subject: Monitoring Report #205
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: July 25, 1985 (working day 400)

Actions taken:

- Monitored Buick City phases #1 and #2
- Monitored Carriage Town phase work
- Prepared summary network model for Carriage Town PASI construction work

Water Street Pavilion parking deck

No major evaluation was made at this session.
We shall not report on this project in future reports unless specially requested.

Buick City

A brief review of phase #2 corridors is given below:

- Corridor #1 - Acquire phase #2 properties -
Progress on land acquisition is good and we are now at a point where it would be well to identify parcels needed for specific corridors. This definition is tied closely to the potential for obtaining EDA grants due to time limitations on using EDA monies. The corridors for which these grants might be possible are #13, #15, #16, #17, and #18 (see below for corridor details). Therefore, we prepared an acquisition network by which to identify and follow progress of acquisitions, relocations, demolition and clearing and grubbing for each potential EDA corridor. This material was given to Mr. Ursuy for further review and we shall discuss the method of tabulating it at subsequent sessions.
- Corridor #2 - Relocate phase #2 occupants - To follow as properties as acquired.

- Corridor #3 - Demolish phase #2 structures - To follow as phase #2 relocation proceeds.
- Corridor #4 - Planning Commission review and recommend street vacations - To be done as required by redevelopment.
- Corridor #5 - Vacate Parkland, the alley, and Taylor- Will be vacated as required for redevelopment.
- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - To be done as areas become available.
- Corridor #7 - Consumers Power remove or relocate utilities - Consumers will provide a letter of information outlining the cost basis upon which their work will proceed. This letter has not been received and Mr. Ursuy will follow.
- Corridor #8 - Parks and Recreation survey existing trees - There is some thought that the DCD will do this work within their department. Mr. Ursuy will discuss with the director of the Parks and Recreation Department.
- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment proceeds.
- Corridor #10 - Relocate civil defense siren in Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - Landscaping design work will probably be awarded within the master plan concept to a landscape architect. They will then prepare working drawings and proposals will be received for the field work. No firm decision has been made as yet as to how this work will proceed. It is important to realize that landscaping can become a very important part of early improvement work so as to buffer the view of undeveloped areas from Saginaw Street and North Street. We shall discuss this matter in more detail at subsequent monitoring sessions.

- Corridor #12 (monitored from Issue #4, July 11, 1985)
Construct Broadway/Steve one way pair-
No authentic word was available at this session about current status, although it is understood that the city of Flint is preparing a response to the public hearing for the state.

It should be noted that construction of the Broadway/Steve project by late 1986 is dependent upon MDOT releasing acquisition funds by September 10, 1985 (working day 432). This is a critical operation since acquisition of property is a long process and is critical to the job.

Also of importance is selection of a plan to be used for the street geometrics. This is still under consideration and must be an integral part of the early decision making.

- Corridor #13 - Widen Leith from North to Saginaw -
No design has started yet on this project.
- Corridor #14 - Clear and grub phase #2 areas - No
contract document preparation has yet been initiated for the project. These should be nominal and available when required.
- Corridor #15 - Install storm sewer in Dartmouth -
No preparation of contract documents started as yet.
- Corridor #16 - Install 24" water main in Saginaw,
Leith to Hamilton - This project has been designed. However, modifications may be required. To be kept in mind is the need for a 35' easement east of the east right of way line. The routing of the water main must take into account the present location of the incubator building in the Buick City phase #2 area.
- Corridor #17 - Widen Baker Street - No design work started.
- Corridor #18 - Resurface Newall - No design work started.
- Corridor #19 - Refurbish Saginaw Street from Leith to
Hamilton - No contract documents started. The work scope for this project is yet to be defined by the DPW.

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- Corridor #20 - Construct cul-de-sacs at various roads -
WORK to proceed as redevelopment plans are prepared.
- Corridor #21 - Design phase #2 landscaping - A request
for proposal for design work will probably go out
sometime late in 1985. The design will be prepared
based on the master plan documents prepared during
phase #1.
- Corridor #22 - Cable TV (Comcast) remove or relocate
utilities - This work is to proceed slightly ahead
of Michigan Bell and Consumers Power in the rights
of way. The DCD will contact the cable TV company
in the very near future. This could be a very
important relocation problem and should be resolved
early in phase #2 work. Mr. Ursuy will follow
this activity.

As a part of our work today, I reissued the corridor analysis
and we will continue to update the analysis as additional
information is made available.

Carriage Town (monitored from Issue #5 July 11, 1985)

The Corps of Engineers and the DPW have reviewed and approved
the contract documents which have been printed and issued for
proposals. Bids on the work are due August 21, 1985 (working
day 419) with expectations that contracts will be let by
October 3, 1985 (working day 449). Work is to begin in the
field in mid-October, 1985.

As part of our work today, we prepared a summary network model
for the Carriage Town PASI construction. It appears presently
the PASI work including the bridge could be completed and
turned over sometime in early June, 1986. This network model
shown on sheet #157 was given to Mr. John McGarry. He will
review it with the architect/engineer and we will monitor the
project as it proceeds on through contract awards and
construction from this network as modified.

It appears presently that the project is moving reasonably
well; however, we should continue to monitor it as it moves
through the contract award and into field stages.

DDA

Mrs. Sybil Goldberg came to our meeting for a brief session
in the late afternoon. She reviewed downtown parking
facilities with Mr. Tom Ecklund, Mr. Ray Vyvyan, and Mr. Don
Derry. Apparently they will resolve the parking difficulties

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RALPH J. STEPHENSON, P.E., P.C.
CONSULTING ENGINEER

that are being encountered with Mrs. Goldberg. It would be helpful if the DDA could plan to attend our sessions regularly to assist in launching their near and moderate future programs. At an early date, we should discuss future planning of the DDA programs since they are closely knit together with other development work in Flint.

General

I shall print and send to Mr. Vyvyan, in fanfold form, the network models for land acquisition in Buick City phase #2 and for Carriage Town construction.

Mr. Vyvyan is preparing an agenda for our next session and will distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

August 19, 1985

Subject: Monitoring Report #206
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: August 8, 1985 (working day 410)

Actions taken:

- Monitored Buick City phase #2
- Monitored Carriage Town PASI work
- Completed information network model for Carriage Town
 PASI construction
- Reviewed DDA activities with Mrs. Sybil Goldberg

Buick City

Our main work at this session was to review the real estate progress and to prepare network models for land acquisition and selected construction in phase #2. We completed models for:

- Leith Street widening - Corridor #13
- Dartmouth storm sewer installation - Corridor #15
- Saginaw Street water main installation - Corridor #16
- Baker Street widening - Corridor #17

Networks were also prepared for landscaping at Newall and Hamilton - corridor #11, and at North Street - corridor #11. Durations were not assigned to these two diagrams. We will determine the time frame for them in subsequent meetings.

Present target completion dates exclusive of final landscaping for the four corridors above are:

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Corridor	Early finish	Late finish
Leith Street widening corridor #13	August 5, 1986 (working day 662)	November 3, 1986 (working day 725)
Dartmouth storm sewer corridor #15	June 13, 1986 (working day 626)	November 3, 1986 (working day 725)
Saginaw Street widening corridor #16	October 15, 1986 (working day 712)	October 15, 1986 (working day 712)
Baker Street widening corridor #17	August 19, 1986 (working day 672)	November 3, 1986 (working day 725)

Generally, work in progress is moving fairly well on Buick City phase #2. At some near future point I recommend we begin discussing the actual development of the project area through construction of facilities on the parcels.

Mr. Ursuy and Mr. Hungerford both mentioned the need to have an attorney available as land acquisition proceeds. This is apparently an important resource and is critical to gaining control of properties and should be made available at an early date.

Another item of importance is that the State related turnaround process will probably not be used to refurbish Saginaw Street, corridor #19. It is still necessary for the DPW to define the detailed scope of work for this corridor in more detail.

No major discussion was held on the Broadway/Steever project, corridor #12. However, there is still no authentic indication as to where the project stands in relation to start of property acquisition. In the network model for the project, Issue #4, dated July 11, 1985 (working day 390) land acquisition was shown as having to start by September 10, 1985 (working day 482) to meet a start of construction date of August 28, 1986 (working day 679). It does not appear likely at present that these dates will be met.

Carriage Town - Monitored from Issue #6, dated July 25, 1985

Working drawings and specifications for PASI work have been issued and proposals are due back April 21, 1985 (working day 419). It is expected to award a contract for construction by October 2, 1985 (working day 448) and to start active field work by October 15, 1985 (working day 457). Utility contracts

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CONSULTING ENGINEER

with Consumers Power, Michigan Bell Telephone and Comcast are in work, with Consumers Power and Comcast to submit proposals and the City of Flint still to execute the submitted Michigan Bell contract. There is no delay expected in installation of utilities, but I recommend contract arrangements be completed soon to insure timely field performance.

At our session we completed preparing a summary construction network model for installation of the PASI work. This is shown on sheet #157, Issue #7, dated August 8, 1985 (working day 407). The network was printed and issued to Mr. McGarry and Mr. Vyvyan for their use and distribution as required.

The completion date for PASI work on the first phase of Carriage Town has been set at August 11, 1986 (working day 666). The date appears feasible to meet and we shall use this as our current completion target pending receipt of proposals and award of contract. It is suggested that the field work be monitored carefully, preferably through the use of a network model prepared by the contractor or by the contractor with the city. We shall discuss this in more detail in subsequent sessions.

DDA

We met with Mrs. Sybil Goldberg, interim director of the DDA, to review miscellaneous matters in which the DDA is involved. Her main thrust at present is to get a medium and long range look at the activities of the DDA and at the same time to complete current project being managed by the DDA.

Leasing of Water Street Pavilion was discussed briefly along with the number of building permits for tenant space work that have been issued by the Building Department. Also reviewed was construction of the surface parking lot and the multi-story parking deck adjoining the Water Street Pavilion. Progress on the parking structure has been good and it is hoped that some space in the deck will be available for early use. There was no accurate projection as to when partial occupancy would be possible at this session. It would be good to meet with the parties involved in the construction soon to make a complete review of completion schedules.

A brief discussion was also held about the advisability of a downtown parking study to be done by the University of Michigan. This study is under consideration and there was not enough information available about its intended content to recommend a course of action. It would be appropriate to

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CONSULTING ENGINEER

review the intent of the study since there have been several parking studies made for the downtown. Any new study should be designed to accomplish specific purposes and be aimed at specific problems.

General

Mr. Vyvyan will prepare and distribute an agenda for the next meeting as appropriate.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

September 5, 1985

Subject: Monitoring Report #207
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: August 28, 1985 (working day 424)

Actions taken:

- Monitored Buick City phase #2
- Monitored Carriage Town PASI work
- Continued preparation of network models for Buick City phase #2
- Reviewed DDA activities with Mrs. Sybil Goldberg
- Inspected Broadway/Steever project area

Buick City

At this session we made a complete review of the Buick City phase #2 project and corridors #1 through #22 for phase #2. A brief review of each is given below:

- Corridor #1 - Acquire phase #2 properties - In work and moving well. We have incorporated property acquisition work into single diagrams shown on sheets #152 and #153. These are being put into final form as information becomes available. Copies of the land acquisition networks are being provided on an ongoing basis. Progress on land acquisition is reported below under the appropriate project corridor.
- Corridor #2 - Relocate phase #2 occupants - To be done as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - To be done as phase #2 relocation proceeds.
- Corridor #4 - Planning Commission review and recommend street vacations - To be done as required for redevelopment. The network model being used to gauge this work is that shown on sheet #162 Issue #1 dated June 27, 1985. This network will be incorporated into the overall phase #2 project diagrams on sheets #152 and #153.

- Corridor #5 - Vacate Parkland, the alley, and Taylor -
To be vacated as required for development.
- Corridor #6 - Michigan Bell Telephone remove or
relocate utilities - Michigan Bell will use their
existing contract for phase #1 extended. This
contract is now in place.
- Corridor #7 - Consumers Power remove or relocate
utilities - A letter has been provided to the city
by Consumers. The work will be done on a similar
basis to that in phase #1.
- Corridor #8 - Parks and Recreation survey existing
trees. We discussed this item in detail and a laundry
list for tree survey was prepared and is shown
presently on sheet #152. The survey is to be done by
the DCD and will be diagrammed and incorporated on
sheets #152 and #153 at a near future meeting.
- Corridor #9 - Planning Commission and the City of
Flint council review, recommend, and approve
redevelopment parcels - To be done as redevelopment
plans proceed.
- Corridor #10 - Relocate civil defense siren in Saginaw-
To be done in 1986.
- Corridor #11 - Build berms and install phase #2
landscaping - This work is now being tied into the work
for each of the improvement corridors. Portions of it
are shown on sheets #152 and #153.
- Corridor #12 - Construct Broadway/Steever one way pair -
Monitored from Issue #4 dated July 11, 1985 - The
letter from the city to the Michigan Department of
Transportation is being forwarded presently and will be
reviewed and commented upon the state and federal
agencies involves. Once agreement on the project
has been reached acquisition funds should be released
and the city can begin acquiring beneficial control.
It is possible that we may now have to acquire
approximately 36 properties compared to the original
16. This will increase the time of acquisition,
relocation, and demolition to about 11 months or 235
working days. This now moves the probable start of
construction to early spring, 1987. Continuing
evaluation of the project will be made to see if an
earlier start of construction is possible.

- Corridor #13 - Widen Leith from North to Saginaw - For the Leith Street widening 17 parcels are required with 8 under real estate control as of August 28, 1985 (working day 424). An attorney to assist the real estate division has been identified and legal help will probably be provided in the near future. This work is currently meeting targets between early and late starts and finishes. Preparation of the Leith widening contract documents is expected to begin in early December, 1985 once all appraisals are in and a work order is issued to the DPW. There appears to be no major difficulty with having the contract documents prepared in time for construction presently planned to start between May 1, 1986 (working day 596) and July 31, 1986 (working day 659). This will bring the latest finish of construction to about November 3, 1986 (working day 725).
- Corridor #14 - Clear and grub phase #2 areas - To be done as properties are demolished.
- Corridor #15 - Install storm sewer in Dartmouth - Design work on the Dartmouth storm sewer will start sometime in early November, 1985 with the start of construction presently scheduled between May 1, 1986 (working day 596) and September 22, 1986 (working day 695). Completion of work on the storm sewer is planned for early to late fall, 1986.
- Corridor #16 - Install 24" water main in Saginaw, Leith to Hamilton - Appraisals for land acquisition are not yet complete, with about eight additional yet to be made. Of the 29 parcels required, five are under real estate control. This work is currently lagging slightly although it does not appear to be a serious delay at the present time. Design work for corridor #16 will start sometime in late fall, 1985.
- Corridor #17 - Widen Baker Street - Of 34 parcels needed for the Baker Street widening on both sides, six are under control as of August 28, 1985 (working day 424). Appraisals are complete for both sides of Baker. The work is presently meeting targets between early and late starts and finishes.

Preparation of contract documents will begin near December 2, 1985 (working day 490) with construction to begin between May 5, 1986 (working day 606) and July 31, 1986 (working day 659). Completion of work is expected by mid-fall, 1986.

- Corridor #18 - Resurface Newall Street - This work will be included with the Baker Street widening.
- Corridor #19 - Refurbish Saginaw Street from Leith to Hamilton - The work scope for the project is not yet defined and should be worked on just as soon as possible. The DPW will do this definition in conjunction with Mr. Ursuy. The time is growing near when design work for the project will have to be initiated. I recommend the scope of activities be defined immediately.
- Corridor #20 - Construct cul-de-sacs at various roads - Location and timing of this construction is dependent upon redevelopment plans. Work includes installation of required underground utilities.
- Corridor #21 - Design phase #2 landscaping - Apparently the decision is presently to retain a landscape architect to do the detailed design in accordance with the master landscaping plan. We will monitor this on an ongoing basis.
- Corridor #22 - Cable TV (Comcast) remove or relocate utilities - This work will be done in conjunction with Michigan Bell and Consumers Power. The three organizations will work together to do what is needed with minimal contact directly with the City of Flint.

So far as marketing of the area is concerned, the DCD is to meet with the Buick staff September 9, 1985 (working day 431) to reestablish contact with Buick and to identify potential suppliers who might like to move into the area. To this date, we are still working with the site plan dated October 25, 1984 (working day 210) and will proceed with that plan until a different direction is indicated.

Meanwhile, there are several questions that should be addressed soon relative to further development of Buick City phase #2. Some of those discussed in the meeting and that should be considered by the DCD Development Staff include:

1. What is the development timetable?
2. What is the present schedule for implementation of a public relations and advertising program?
3. When does the transition occur between the public area site improvement project and the marketing and private use of the land?

4. How is this interface between construction and marketing to be handled?
5. What should be planned for the physical development so that the interim appearance of the project is maintained adequate to interest potential developers?
6. What is the current status of covenant preparation?
7. How are street closings to be managed relative to adjoining property approvals?
8. What utility improvement are to be made?
9. What is included in the Saginaw Street refurbishing (this must be worked on jointly with the DPW and the DCD)?
10. What is the future land use of each of the areas in accordance with present planning and thinking?
11. A thorough check should be made of the zoning of the entire area to insure it is properly zoned.
12. How is the commercial block between Newall and Hamilton to be handled for redevelopment?

There probably are other questions that will arise as we draw closer to the point where the properties will be disposed of. A running tabulation should be made of these and answering them be made an ongoing process.

Carriage Town

Proposals have been received for Carriage Town. They have come in considerably higher than had been desired. Presently serious efforts are being made to reduce costs by reviewing the alternates and exploring other avenues of cost saving. There is no current word on when a contract will be let; however, in accordance with our Issue #7 network model dated August 8, 1985 (working day 410) it was intended that a contract could be in place by October 15, 1985 (working day 457). Presently it appears that this may be forced to a later date. As part of our technical discussion, it was pointed out that a building permit would be needed for work not in the right of ways. Also it was pointed out that the pile driving necessary for bridge embutments should be studied carefully to insure that utilities near the embutments are not disturbed. This is a very serious matter, and attention should be given in conjunction with the contractor to insure that proper safeguards are taken for these utilities. Mr. McGarry will check this.

DDA

We met briefly to discuss DDA activities with Mrs. Sybil Goldberg, interim director of the DDA. A parking study is under consideration for the downtown area with the idea that ultimately it might be extended to the total community of Flint. In this there is a chance that the University of Michigan would participate in collecting data on demographics and other elements affecting parking demands. There was no current work on when this might start or be complete.

At the parking deck for Water Street Pavilion, work is proceeding reasonably well. It is still felt it will be almost two months before the alley adjoining the pavilion will be cleared of construction equipment and shoring. Paving of this alley will be very important, although there is no current word on when such paving will occur.

There was some discussion about electrical duct presently underground at the site. It was not totally clear what the concern was but a check should be made to see if any problems exist with this duct.

So far as permits for space in Water Street Pavilion, 33 have been issued as of August 28, 1985 (working day 424) and it is expected that 45 spaces will be opened by October 15, 1985 (working day 457). For all intents and purposes, our reporting on Water Street Pavilion is complete except for the parking deck. We shall continue to evaluate general parking deck progress on a time to time basis as appropriate.

General

Mr. Vyvyan will prepare the agenda for the next session and distribute it to those concerned. I suggest we continue to concentrate on the detailed planning for Buick City phase #2. I also recommend that those responsible for marketing the project be asked to attend these meetings since it is now becoming important that the marketing plan be meshed with actual physical construction activities.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

September 24, 1985

Subject: Monitoring Report #208
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: September 16, 1985 (working day 436)

Actions taken:

- Monitored Buick City phase #2
- Monitored Carriage Town PASI design and construction work
- Continued preparation of network models for Buick City phase #2
- Inspected Water Street Pavilion parking deck area

Buick City

A brief review of the phase #2 corridors is given below:

- Corridor #1 - Acquire phase #2 properties - A detailed report was not available at this session concerning property acquisition. Apparently the acquisition process is moving reasonably well, although there has been some difficulty in the appraisal procedures. These are being addressed at present.
- Corridor #2 - Relocate phase #2 occupants - To be done as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - To be done as phase #2 relocation proceeds.
- Corridor #4 - Planning Commission review and recommend street vacations - To be done as required for redevelopment.
- Corridor #5 - Vacate Parkland, the alley, and Taylor - To be vacated as required for development.

- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - Michigan Bell will work under their contract for phase #1 as extended.
- Corridor #7 - Consumers Power remove or relocate utilities - The agreement with Consumers Power will be in place shortly.
- Corridor #8 - Parks and Recreation survey existing trees - The DCD will do the tree survey. Aerial photos and maps of the area have been acquired, and the DCD has consulted with the Parks and Recreation staff about the survey. We have prepared a detailed laundry list for this survey, and as deemed necessary, will incorporate it into a plan of action.
- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment plans proceeds.
- Corridor #10 - Relocate civil defense siren in Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - Landscaping work will be tied to each specific phase of operations. A request for proposals on landscape design will probably be issued in late November or early December, 1985.
- Corridor #12 - Construct Broadway/Steever one way pair - Monitored from Issue #5 dated August 28, 1985 (working day 424) - This network presently shows a start of construction on April 30, 1987 (working day 850). With the increase in the number of properties to be acquired along with delays to initiating the program, it has now become difficult, if not impossible, to complete all land acquisition and other activities required to get the project into the field in 1986.

We shall, however, continue to evaluate the probability of getting an early start on the job at each of our sessions. Depending upon the desirability of this course of action we will give it a high degree of attention.

Presently the Michigan Department of Transportation (MDOT) is reviewing the total project and its design and general location. The job is being followed closely by the DPW and Mr. George Ursuy.

- Corridor #13 - Widen Leith from North to Saginaw - No word was available on acquisition of properties, and as of today we are assuming that 8 of 17 are under real estate control.

The contract document preparation will resume on December 2, 1985 (working day 490) which should provide adequate time to get the project into the field and under construction by May 1, 1986 (working day 596).

- Corridor #14 - Clear and grub phase #2 areas - To be done as properties are demolished.
- Corridor #15 - Install storm sewer in Dartmouth - Design work will be initiated in early November, 1985 with construction expected to start in early spring, 1986.
- Corridor #16 - Install 24" water main in Saginaw, Leith to Hamilton - Acquisition of land is in work and as of August 8, 1985 (working day 410) five of 29 parcels are under real estate control. This project was grouped for functional reasons at our session with corridor #19, Saginaw Street refurbishing. It is possible that funding for the work can be provided under DDA auspices. See corridor #19 for additional details.
- Corridor #17 - Widen Baker Street - No authentic word was available relative to real estate acquisition at our session. It is still planned to begin contract documents for the Baker and Newall program on December 2, 1985 (working day 490).
- Corridor #18 - Resurface Newall Street - This work is now combined with the Baker Street widening, corridor #17.
- Corridor #19 - Refurbish Saginaw Street from Leith to Hamilton - We spent considerable time on the definition of this project since it appears to be a major element of phase #2 work. Several

points came out of our discussion, all of which are summarized in a document entitled, Laundry Lists for the City of Flint, Buick City phase #2. Copies of this laundry list were distributed at our session and are available as required. Several points were made as the laundry list was prepared. These included at random:

1. The City of Flint has no current obligation to finish any Buick City phase #2 work by the end of 1986 or any other year.
2. It might be best to reidentify this entire phase #2 program so as to begin tying it to future land use and occupant operations. It may be best to rename the project area.
3. The project work scope for the program should be defined and the work schedule then budgeted. This is an essential ingredient in applying for an EDA grant.
4. To acquire an EDA grant, the following steps must be taken:
 - a. Prepare and submit an EDA pre-application to the regional office, for that office to approve the pre-application, and to provide a notice of approval or rejection. Once the pre-application has been accepted, the DCD will prepare and submit forms for a full EDA application. These must be returned to the EDA 30 calendar days after approval of the pre-application and must have council approval.

Also needed with this full application is the modified work scope, the private investor employment projection forms, a description of how the work is to be contracted, a detailed budget, and the City Flint council approval of local matching funds with their resolution.

Another item of importance on the full application deals with certification of site control along with formal approval of the work by MDOT.

- b. EDA regional office review, comment, and approve full application.
- c. Washington office review and approve full EDA application.
- d. EDA Washington forward grant agreement to the City of Flint.
- e. City of Flint execute grant agreement and provide council approval. Note that the City of Flint must have the executed grant agreement and council approval back to the EDA regional and central offices in 14 calendar days. This agreement will include acceptance of the grant agreement along with appropriation of project funds.

There is a very large amount of work involved in this Saginaw Street refurbishing, and at our next planning session we intend to prepare a network model for the front end work using the laundry lists prepared at this session with the helpful assistance of the DCD.

- Corridor #20 - Construct cul-de-sacs at various roads-
This work will be installed as redevelopment plans unfold.
- Corridor #21 - Design phase #2 landscaping - The request for proposal for design will probably be issued in late November or early December, 1985.
- Corridor #22 - Cable TV (Comcast) remove or relocate utilities - Work will be done in conjunction with MBT and Consumers. They will provide the necessary contact with the cable TV organization.

We next turned to a continuing discussion of the marketing of the area, and reviewed each of the 12 questions listed on pages #4 and #5 of Monitoring Report #207 dated September 5, 1985. To this list was added two additional questions. These are:

- 13. How is redevelopment of property to relate to the total Saginaw Street corridor?
- 14. How is dumping of trash and waste on the phase #2 area to be controlled while the land is being marketed and disposed of?

(It should be noted that in Monitoring Report #207 on page #5 question #7, that the word owner should be placed in front of the word approvals. This question should read, "How are street closings to be managed relative to adjoining property owner approvals?" Please make this change to your copy of Monitoring Report #207.)

We went through each of the questions to see if they are still valid. However, since no one involved in the marketing effort was at the meeting we were not able to discuss the questions in detail. I firmly believe that the addressing of these questions and planning of the property use is very important as a near future activity. Plans for the development of PASI work are proceeding as is property acquisition. Once the clearing and installation of improvements begins, the property will be vacant and relatively unprotected. To avoid excessive use of the site as a disposal area and to maintain development of the entire sector in a manner that will be attractive, and be a credit to the City of Flint, it is essential that plans for the future of Buick City phase #2 property be closely tied to the property acquisition and PASI work installation.

Carriage Town

Proposals have been received for construction of PASI work and present considerations revolve around a reduction in cost of the project. Various alternative are being explored to bring costs better into line with early estimates. There is no current word on when construction might start. Care should be taken to note the length of time for which proposals are able to be held.

The network model for the project currently in use is Issue #7 dated August 8, 1985 (working day 410). Work on the program is still substantially in alignment with this network model, with present schedule calling for an award of contract and issuance of notice to proceed no later than October 2, 1985 (working day 448).

Consumers Power is to submit their proposal for utility work in about one week. At that time the proposals from Consumers Power, Michigan Bell, and Comcast will be put in appropriate form and submitted to the City of Flint for their review and execution.

We next had a detailed discussion of the bridge abutment location relative to various utilities that pass nearby. On the south abutment a 66" sanitary sewer is in close proximity to the bridge footings as designed. On the north, a 24" high

pressure water main is near the abutment location as designed. We prepared a decision tree based upon several different approaches to accurately identifying the needs of the project and from it decided that the best present action would be a full review of the structural conditions to determine potential problems and the most appropriate course of action. This is being done by the structural engineer at present.

At our next session we shall plan to review the decision tree and identify what the most appropriate procedure is. Copies of the decision tree were distributed to all those involved and concerned who attended the meeting.

DDA

No review of DDA activities was held at this session.

General

Mr. Vyvyan will prepare the agenda for our next session and publish it to those concerned. I recommend we continue concentrating on details of the Buick City phase #2 work particularly the refurbishing of Saginaw Street, corridor #19, and addressing the marketing questions posed in this report and in Monitoring Report #207.

Ralph J. Stephenson, P.E.

RJS:sps

To: Mr. Ray Vyvyan

October 24, 1985

Subject: Monitoring Report #209
City of Flint Improvement Program
Flint, Michigan

Project: ~~84-13~~ 83:14

Dates of Monitoring: October 2, 1985 (working day 448) and
October 17, 1985 (working day 459)

Actions taken:

- Reviewed alternative courses of action for Buick City corridor work and for City of Flint water system improvements
- Monitored progress of Buick City phase #2
- Discussed Buick City phase #2 progress with various DCD, DPW staff members
- Had general discussion with Sybil Goldberg re DDA activities

General Summary

This monitoring covers two meetings for the Flint development and improvement program. The first was held on October 2, 1985 (working day 448) and the second was on October 17, 1985 (working day 459). The meeting on October 2, 1985 (working day 448) was concentrated upon preparation of a decision tree for Buick City phase #2 public area site improvements, and collaterally, an analysis of the impact of water system improvements on Buick City corridors, particularly the Saginaw Street refurbishing (corridor #19).

Some discussion of this decision tree was held with staff members of DPW and DCD to review the possibilities of the various alternatives. Copies of the decision tree sheet #163 Issue #1 dated October 2, 1985 (working day 448) were provided Mr. Vyvyan for distribution as he saw fit. Further discussion of the decision tree was held on October 16, 1985 (working day 458). This focus concentrated on a review with Mr. George Ursuy relative to our regular monitoring of the Buick City phase #2 program.

At the October 16, 1985 (working day 458) meeting we made a detailed monitoring of Buick City phase #2 including an

evaluation of real estate progress and the status of each of the main corridors. In addition, we also prepared a network model for obtaining an EDA grant. The data for preparation of this network model was obtained from the discussion held at our meeting of September 16, 1985 (working day 436) in which the detailed steps for obtaining such a grant were discussed. This procedure was reviewed in Monitoring Report #208 dated September 24, 1985, on pages #4 and #5. A copy of the procedure diagram was left with Mr. Vyvyan for his use and distribution.

At the meeting on October 16, 1985 (working day 458) we also reviewed progress on the Carriage Town program, and discussed briefly with Sybil Goldberg, the acting director of the DDA, work of the DDA in related downtown areas.

A brief review of each major point covered in the two sessions is given below:

Buick City

The decision tree relative to Buick City phase #2 and the water system was prepared since there was some concern that the refurbishing of Saginaw Street corridor #19 was influenced by considerations that perhaps had not been evaluated recently. Therefore, in the decision tree an effort was made to relate it to installation of a new water main in Saginaw. This new main was one of the prime moving projects that triggered the concept of an entire Saginaw Street refurbishing. The tree prepared shows that corridor #19 work could proceed on up through to a point where a decision on implementation and scope of work could be made relative to Buick City field operations. At that point, there was an interface with the City of Flint water systems improvements relating to the county's decision to install or not install a new water loop. A decision on the water loop influenced what improvements might be appropriate to either or both the water transmission system, the water treatment system.

Since county and city decisions relative to the water system are probably very time consuming, dealing with technical as well as political considerations, it is possible that the deliberations might impact upon what is planned to be done in corridor #19. This matter was discussed in detail with various key members of the DPW at the October 2, 1985 (working day 448) meeting, and with the DCD staff on October 16, 1985 (working day 458). There was no major decision made in either of these two discussions about the course of action to be followed.

It is important to point out here that such consideration must be brought into focus soon if Saginaw Street corridor work is to be considered a project to be completed under the present schedule by October 15, 1986 (working day 712).

This brought up a further consideration relative to funding for the program. If EDA funding is to be sought, then there is a long period of time between the decision to apply and when funding is actually available. This period of time could be as much as 300 to 400 working days and could very easily extend the funding availability point out to early or mid-1988. Thus, it is important, in my opinion, to address in the very near future the role of this corridor and the improvements to be made in the Buick City phase #2 program.

Another element of importance that has been mentioned frequently deals with private improvements to be made once the public area site improvements have been completed. Marketing of the property will be an important part of the total development, and will be especially important here because of the need to improve the area on an ongoing basis to avoid typical vacant land uncared for appearances. As has been mentioned previously, it would be well to develop some network models for the marketing of Buick City phase #2 even if it is possible to dispose of the property to one user. I shall continue to discuss this with Mr. Ursuy and the DCD staff including Mr. Richard King.

The network model we prepared for EDA funding on Saginaw Street refurbishing is shown on sheet #164 Issue #1 dated October 178, 1985 (working day 459). We shall continue to refine this network model in our subsequent meetings to assure it is accurate and truly reflects the sequence necessary for obtaining EDA funding. A copy of this network model was left with Mr. Vyvyan for distribution as he feels appropriate.

A brief review of the other corridors in phase #2 is given below:

- Corridor #1 - Acquire phase #2 properties - Property acquisition is moving relatively well except that the need for legal assistance to acquire remaining properties is quite critical. At present this assistance is needed in practically all of the remaining corridor property acquisitions.

Details of the current status of property acquisition is covered in the appropriate corridor reviews below.

- Corridor #2 - Relocate phase #2 occupants - To be done as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - To be done as phase #2 relocation proceeds.
- Corridor #4 - Planning Commission review and recommend street vacations - To be done as required for redevelopment.
- Corridor #5 - Vacate Parkland, the alley, and Taylor - To be vacated as required for development.
- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - To be accomplished as work proceeds in each corridor.
- Corridor #7 - Consumers Power remove or relocate utilities - To be accomplished as work proceeds in each corridor.
- Corridor #8 - Parks and Recreation survey existing trees - Work is moving well on the tree survey. In progress at present is a DCD report which will be submitted to Parks and Recreation. This report will then be reviewed and commented upon by other involved agencies and ultimately submitted to the landscape architect for his use and information.

There was some discussion about covenants and their impact on tree removal or conservation. It would be well as the marketing plans for Buick City phase #2 area properties materialize to insure that proper covenants are written into the purchase or lease agreements to maintain landscaping in the area as is desired by the city.

- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment plans are implemented.
- Corridor #10 - Relocate civil defense siren in Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - Landscaping work is to be made a part of each specific operation. In all likelihood, request for proposals on landscaping design will be issued in November or December, 1985.

- Corridor #12 - Construct Broadway/Steever one way pair-Monitored from issue #5 dated August 28, 1985 (working day 424).

It is still planned to begin construction on this program in early May, 1987. As yet there is no word on MDOT's approval of work so that funds can be released for property acquisition. It should be noted that in order for the target dates presently being used to be achieved that funds for the program were to be released sometime between October, 1985 and February, 1986. It is critical we hold adequate time to acquire beneficial control of the properties since the City of Flint certification of beneficial control of the property is a necessary prerequisite to MDOT releasing contract documents for advertising and for proposals.

The present plan is to have the final contract documents in MDOT's hands by February 3, 1987 (working day 788) for final review in order to meet a target construction start date of April 30, 1987 (working day 350). We shall continue to follow this program from information as it is available to us in our regular meetings.

- Corridor #13 - Widen Leith from North to Saginaw - For the Leith Street widening, 19 parcels are to be put under control. Of those, nine are under control as of October 17, 1985 (working day 459). Relocation is just starting. It is re-emphasized that legal help is needed in acquiring the remaining properties in the Leith Street widening corridor.

Design work for preparation of contract documents was released by the DCD to the DPW on October 15, 1985 (working day 417). Design work is expected to begin sometime in November, 1985.

- Corridor #14 - Clear and grub phase #2 areas - To be done as properties are demolished.
- Corridor #15 - Install storm sewer in Dartmouth - Not monitored at this session.
- Corridor #16 - Install 24" water main in Saginaw, Leith to Hamilton - There are 25 parcels to be acquired for installation of the water main. Five of these have been acquired, and three are

under option. Here, again, the need exists for additional legal help to complete real estate acquisition. Additional details of corridor #16 are incorporated in the earlier discussion of the Saginaw Street refurbishing.

- Corridors #17 and #18 - Widen Baker Street and resurface Newall Street - 35 parcels will have to be acquired for this work. As of October 17, 1985 (working day 459) nine are under control and six are under option.

We had some discussion about the release of design work on the Newall resurfacing since only Baker Street design has been released. The Baker Street contract documents were authorized to be put into work on October 15, 1985 (working day 457). The Newall resurfacing is not as complex a program as is the widening and a method of handling this release of documents for the resurfacing will be reviewed by the DPW with the DCD.

- Corridor #19 - Refurbish Saginaw Street from Leith to Hamilton - Work here was discussed in detail at the beginning of the Buick City phase #2 section.
- Corridor #20 - Construct cul-de-sacs at various roads - To be installed as redevelopment plans are implemented.
- Corridor #21 - Design phase #2 landscaping - Not monitored at this session.
- Corridor #22 - Cable TV (Comcast) remove or relocate utilities - To be done in conjunction with Michigan Bell Telephone and Consumers Power.

I should like to call attention to the series of fourteen questions listed on pages #4 and #5 of Monitoring Report #207 dated September 5, 1985 and on page #5 of Monitoring Report #208 dated September 24, 1985. These questions deal with the marketing aspects of Buick City phase #2, and in my opinion, should be addressed just as quickly as possible. At our next planning and monitoring session I feel we should cover them in detail and would appreciate having someone from the DCD available to review progress on these points.

Carriage Town - Monitored from Issue #7 dated August 8, 1985
(Working day 410)

Apparently the contractor has been selected to do the work and may be authorized to start by October 24, 1985 (working day 464). Construction in the field could begin as early as October 28, 1985 (working day 466). In our Issue #7 network model dated August 8, 1985 (working day 410) construction and procurement was due to begin no later than October 15, 1985 (working day 457). Thus, the project lags by about 9 working days.

Utility proposals are all available and the council will act on the three of them October 28, 1985 (working day 466). These sets of actions should allow the project to move into procurement and field activity by late October, 1985 and to be completed by the present target desired date of August 11, 1986 (working day 666).

At our next planning and monitoring session it is expected to have the contractor available to review the construction activities planned on for the next several months. We shall prepare a network model of these activities for use by all parties concerned.

DDA

Mrs. Sybil Goldberg, acting director of the DDA, was able to visit with us for a few minutes and review the current activities of the DDA relative to the downtown development program. Under construction is a parking lot on the north side of the Flint River adjoining Carriage Town. This lot is being graveled and ready for use. It was mentioned that the construction boundaries for work on the Carriage Town north bridge abutment should be checked carefully to insure that they do not encroach upon the parking area.

At the Water Street Pavilion parking deck, present plans are to begin cleaning up, particularly in Brush Alley, about November 15, 1985. This clean up, of course, is critical to getting the alley in good condition for use over the winter time. If at all possible, it would be desirable to restore the alley to a usable thoroughfare just as soon as possible. Efforts are being made in this respect.

General

I strongly recommend we address the matter of Buick City phase #2 marketing soon to avoid having any serious time gap between

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clearance of the property and full development of the parcels. As is well known, these time gaps tend to encourage misuse of the property and certainly detract from its appearance and marketability.

Another item covered in our meeting that should be considered on an ongoing basis is the overall view of City of Flint planning direction in its development process. We began outlining some of the key factors relative to various developmental programs, particularly the Oak Park program, at our session today. Other issues that should be reviewed periodically deal with preparation of the City of Flint master plan, capital improvements programs necessary to implement the master plans, and freeway related projects including Broadway/Steever and Beach Church.

Mr. Vyvyan will prepare the agenda for our next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

November 25, 1985

Subject: Monitoring Report 210
 City of Flint Improvement Program
 Flint, Michigan

Project: 83:14

Date of Monitoring: November 18, 1985 (working day 481)

Actions taken:

- Monitored Buick City phase #2 PASI work program
- Discussed Buick City phase #2 marketing and land sale program in detail
- Monitored Carriage Town PASI field work
- Inspected Buick City phase #2 area
- Inspected Broadway/Steever area
- Inspected Carriage Town area

Buick City phase #2

A brief review of each corridor in phase #2 is given below:

- Corridor #1 - Acquire phase #2 properties - Property acquisition continues to move relatively well. Some legal assistance is now available, and this should help considerably in processing work. Details of property acquisition are covered in the appropriate corridor reviews below.
- Corridor #2 - Relocate phase #2 occupants - In work presently and to continue as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - Some in work and to be continued as phase #2 relocation proceeds.
- Corridor #4 - Planning Commission review and recommend street vacations - To be done as required for redevelopment.
- Corridor #5 - Vacate Parkland, the alley, and Taylor - To be vacated as required for development.

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CONSULTING ENGINEER

- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - To be done as work proceeds in each corridor.
- Corridor #7 - Consumers Power remove or relocate utilities - To be done as work proceeds in each corridor.
- Corridor #8 - Parks and Recreation survey existing trees - The DCD is taking responsibility for most of the landscaping work in phase #2. Presently the draft of the tree report is being prepared for distribution to Parks & Recreation, Richard King, Fred Kump, and Don Berry. In all likelihood, the DCD will also prepare a detailed design for final landscaping of the phase #2 area.
- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment plans are implemented.
- Corridor #10 - Relocate civil defense siren in Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - As noted above, all landscaping design will now probably be done by the DCD staff. No word on how landscaping is to be installed.
- Corridor #12 - Construct Broadway/Steever one way pair - Monitored from Issue #5 dated August 28, 1985 (working day 424).
No current word was available at our session re progress on Broadway/Steever. Apparently the material submitted several weeks ago is still at MDOT for review and approval. It should be pointed out that for the program to be constructed in 1987, land acquisition funds should be released no later than February 18, 1986. This is only 63 working days from the current date and time is growing very short for start of acquisition of beneficial control of the properties. This is a critical element in the entire program, and if the project is to be built in 1987, must be initiated on time. We shall continue to monitor progress on this matter in subsequent meetings.
- Corridor #13 - Widen Leith from North to Saginaw - No active work has yet restarted on preparation of Leith Street contract documents. Property acquisition

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is moving reasonably well with nine pieces acquired and one under option. Relocation of people in the area is proceeding with land acquisition.

There are some miscellaneous price and title problems but with legal assistance on board to assist the DCD these should be able to be resolved in the near future. Overall, Leith Street widening is meeting targets between early and late starts and finishes.

- Corridor #14 - Clear and grub phase #2 areas - To be done as properties are demolished.
- Corridor #15 - Install storm sewer in Dartmouth - Not monitored at this session.
- Corridor #16 - Install 24" water main in Saginaw, Leith to Hamilton - Installation of the water main in Saginaw Street is still under consideration. However, at our meeting it was decided that the property acquisition and design process would incorporate an approximately 30' or more easement on the east side of Saginaw to accommodate future utility construction that may be desired. This permits breaking the water main and other utility installation away from the Saginaw Street refurbishing program, and allows judgements to be made on each independent of the other.

So far as the properties to be acquired for the easement, of the 25 total, eight have been acquired and two have been optioned.

- Corridors #17 and #18 - Widen Baker Street and resurface Newall Street - No active work has yet begun on design, and the scope of work is still being discussed by the DPW and the DCD.

Apparently there may be considerable curb work to be reinstalled as the resurfacing of Newall proceeds. This matter should be addressed at an early date.

So far as land acquisition is concerned, 15 of the 35 properties needed have been acquired and two are under option.

- Corridor #19 - Refurbish Saginaw Street from Leith to Hamilton - A detailed discussion was held of the scope of work for refurbishing Saginaw Street and, as noted above, it was decided to break away installation of the utility easement from the actual refurbishing process itself.

It is imperative to note here that the decisions on Saginaw Street refurbishing should be an integral part of the development of Buick City phase #2 PASI work and the marketing and land disposal effort. The Saginaw Street right-of-way is a prime viewing point for Buick City phase #2 land. There will be a berm along Saginaw Street screening the property from total view. However, it is difficult to break any refurbishing effort away from improvements to the adjoining properties.

If EDA financing is to be utilized in the refurbishing process, it is important that this funding acquisition be started immediately. An analysis in previous meetings showed that it could require as much as 420 to 450 working days to acquire such funding. This could put start of construction into mid or late 1987. Thus, it is possible the improvements would not be completed until mid or late 1988.

Depending upon the importance of these improvements to the total development, it is critical an ongoing evaluation of work to be done be made and that a decision on the Saginaw Street refurbishing be resolved in the very near future. No decision apparently has yet been established, and again I recommend that the rationale behind the entire program be carefully studied to make such determination now, so the program can either proceed or be held until an appropriate starting point is established.

- Corridor #20 - Construct cul-de-sacs at various roads - To be installed as redevelopment plans are implemented.
- Corridor #21 - Design phase #2 landscaping - Detailed design of landscaping will probably proceed under the direction of the DCD.
- Corridor #22 - Cable TV (Comcast) remove or relocate utilities - To be done in conjunction with Michigan Bell Telephone and Consumers Power work.

As part of our discussion today we also reviewed the 14 points listed on pages #4 and #5 of Monitoring Report #207 dated September 5, 1985 and on page #5 of Monitoring Report #208 dated September 24, 1985. These questions deal with the marketing aspects of Buick City phase #2. A brief review of each of the points using their corresponding numbers is given below:

1. What is the development timetable? As yet there is no visible decision on the timetable for this work. I strongly recommend that irrespective of how valid or invalid the timetable may be, that some direction be given now to what appears to be at least a currently desirable schedule of development. We will continue to review this point at subsequent meetings.

2. What is the present schedule for implementation of a public relations and advertising program? There have been some general brochures and flyers prepared relative to total development opportunities available in Flint. However, there does not appear to be any promotional work designed specifically for the Buick City area. It would be well at some near future point to review this matter, and possibly to work with the utility companies to begin planning a public relations and marketing campaign to get information out to the developers and users about Buick City phase #2 opportunities. Developers normally do not seek out opportunities of the type offered by the Buick City phase #2, and my experience is that it is best to consider an aggressive campaign to call their attention to the opportunity so they then can be looking around for development opportunities that will allow them to be involved in the purchase of such land.

3. When does the transition occur between the public area site improvement project and the marketing and private use of the land? This presently does not appear to be a technical issue since major physical improvements to the area are scheduled to be complete by the end of 1986 or sooner. There are some exceptions to this such as the refurbishing of Saginaw Street, and the somewhat related development of the Broadway/Steever area. Therefore, decisions that must be made relative to this marketing process and when it interrelates with physical development becomes a decision influenced by other than the physical development process.

Again, for clarification and direction in the long range planning for disposal of the site, I suggest decisions be made just as quickly as possible relative to the method of proceeding through this transition point. It would be well timed to have a top level City of Flint staff planning meeting about Buick City phase #2 in the near future. I believe a well structured agenda covering a discussion of the 14 points under consideration here would be appropriate and helpful.

4. How is the interface between construction and marketing to be handled? No information was available re this matter.

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5. What should be planned for the physical development so that the interim appearance of the project is maintained adequate to interest potential developers? This matter has been given casual and ongoing attention but no specific program of maintaining the appearance of the property after PASI work is complete has been developed. As has been the experience in Flint, dumping of trash and other refuse on abandoned sites is common practice. To do this here would be detrimental to the marketing effort and certainly incur the displeasure of residents of the area. I believe this problem should be given immediate attention along with other points that concern physical appearance of the property.

6. What is the current status of covenant preparation? There has apparently been no major progress on preparing drafts or final copies of the covenants to be used.

7. How are street closings to be managed relative to adjoining property owner approvals? No decision has yet been made on these closings.

8. What utility improvements are to be made? No decisions have yet been made on internal utility improvements. However, it does appear that the surrounding utilities supplying the area are adequate for whatever land use might be made within the area.

9. What is included in the Saginaw Street refurbishing? This matter has not yet been addressed fully within the staff.

10. What is the future land use of each of the areas in accordance with present planning and thinking? The only planning work that has been done is that relative to the Oak Park renewal plan.

11. A thorough check should be made of the zoning of the entire area to insure it is properly zoned. The area is apparently presently zoned heavy industrial. Mr. Ursuy will review this item in detail to insure it is a compatible zoning with what is desired for construction.

12. How is the commercial block between Newall and Hamilton to be handled for redevelopment? There are currently no well defined plans for redevelopment of this area except that it will be commercial.

13. How is redevelopment of property to relate to the total Saginaw Street corridor? There was no answer to this

problem at our meeting except that it was felt the interrelation of the two is important to consider at all times.

14. How is dumping of trash and waste on the phase #2 area to be controlled while the land is being marketed and disposed of? No plans have yet been made for this particular matter. As noted above, it is important that this dumping be controlled so that the area does remain clean and physically marketable.

Carriage Town PASI work

Mr. Steve Funck of Posen Construction attended the session and participated in the preparation of a preliminary network for PASI field work. This work is shown on sheet #165, Issue #1 dated November 18, 1985. We were able to prepare a network model for work on the project up through erection and trimming out of bridge structural steel. At present this steel is due to be in place and ready for following work by March 27, 1986 (working day 571). It should be pointed out that sheet #165 is a preliminary network for review and comment and will be updated and revised as additional information becomes available.

The work plan anticipates starting layout on north and south bridge abutments as soon as the 66" sanitary sewer is located and exposed. Following layout, mass excavation will be completed for the south abutment and wall footings will be built followed by the north abutment work.

Auger cast piling will be installed at the south after which the footings will be constructed, then the walls and abutments, and backfilling completed. It is hoped to complete backfilling at south walls by as early as December 19, 1985 (working day 503) and the north walls by January 7, 1986 (working day 514). This, of course, takes the backfilling work into winter weather, and it may not be possible to complete proper filling and compacting until warmer weather.

As we discussed the project it was mentioned by the contractor that there is a Michigan Bell Telephone line that should be located and marked. This is going to be done immediately and if there are any interference problems they will be identified in the very near future.

Meanwhile, contract awards are proceeding, and it appears that the work is well under way. We shall plan to complete diagramming the project at our next session and maintain on ongoing monitoring of the field work. A copy of the network

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model sheet #165, Issue #1, dated November 18, 1985 (working day 481) was given to the contractor and to the DCD staff. Additional copies were also distributed to those concerned.

Review of sequencing at Buick City #2 project

Over the past several months there have been ongoing discussions about how the marketing and property sale at Buick City #2 was to be integrated with PASI work construction. We touched on that earlier in this report but at this session we began an in depth review of the impact of one phase of the activity upon the other. It seems that there presently is a growing potential gap between four elements of the program.

1. Completion of public areas site improvements (PASI), presently planned to be substantially in place including landscaping by the end of 1986.
2. Marketing of Buick City phase #2 parcels. Apparently there is presently no master timetable for bringing the developed park on line.
3. Refurbishing Saginaw Street (corridor #13). This is a complex project which has not yet been totally defined.
4. A distant but related project involving improvement of the Broadway/Steever area thoroughfare pattern.

These four programs have a potential for considerable discrepancy in their completion dates. This in itself is normally not a serious problem. However, with the important geographic location of Buick City phase #2 and its visibility and impact particularly upon the surrounding neighborhood, it would appear that the four elements mentioned above should be tightly interrelated. The impacting forces upon the four elements are such that I recommend careful attention be given each now and that a specific interrelationship between them be planned so that the entire physical improvement program is brought on line in a planned and relatively predictable manner. Obviously, it is impossible to predict all happenings that affect projects that deal with sale of land or with political decisions and interagency impacts. These types of influences upon a project are, at best, only moderately identifiable. However, I recommend that a course of action be charted for the projects and that whatever actions are taken be made to happen within the framework of the desired timetable to the greatest extent possible. This is a creative planning approach that is proactive as opposed to a reactive approach where events occur as reactions to other events that

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may influence them. In other words, this program, in my opinion, because of its importance and key locations should be a driving force relative to surrounding development rather than being driven by the unpredictable elements that could influence it.

There are many points of view on this matter and certainly the above approach may not be necessarily the most appropriate. However, in my opinion, what is needed at Buick City phase #2 right now is an aggressive planning program that will create direction and give a development framework by which the entire improvement can be guided. I suggest the management of the DCD, the DPW, and the administrative staff of the city have a near future meeting relative to this matter to discuss it in detail. I would be more than pleased to contribute whatever I might to the discussion and, if appropriate, will prepare an agenda of the key items for discussion.

Meanwhile, at our regular meetings we shall continue to monitor and plan the program as well as we can. Presently land acquisition is moving extremely well. Most of the design work with the exception of the Saginaw Street refurbishing and Broadway/Steever has been released, and it appears that we will have the public area site improvements installed by near Buick City phase #2 present desired target. However, the other programs mentioned have yet to be initiated and could cause some serious disruption to newly installed work, could provide the opportunity for unauthorized dumping, producing a visual eyesore at the area, and could influence difficulty of access to the area on surrounding public right of ways.

General

Mr. Vyvyan will prepare an agenda for our next session and distribute it to those concerned.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan

December 30, 1985

Subject: Monitoring Report #211
City of Flint Improvement Program
Flint, Michigan

Project: 83:14

Date of Monitoring: December 19, 1985 (working day 503)

Actions taken:

- Reviewed Carriage Town PASI field work
- Monitored Buick City phase #2 work
- Inspected Carriage Town PASI field work

Carriage Town PASI work - Monitored from Issue #1 dated November 18, 1985 (working day 481)

There has been some difficulty on foundation construction, and at this point it appears that much of the concrete work for the footings, walls, and abutments will be done next spring, starting probably in early or mid May, 1986. There have also been revisions made to the foundation work which must be reviewed and approved by the city council. This review is in progress presently and the revisions are expected to be released by January 7, 1986 (working day 514).

Also, there still is no full building department approval. This has been caused apparently by some difficulty in communicating information between the contractor and the city. The information has now been delivered to the building department and they are presently reviewing it. Their review should also be completed by January 7, 1986 (working day 514).

Interferences at footing locations are still somewhat of a problem although most have now been resolved. The interferences include a 60" sanitary sewer on the south side, and a 42" storm sewer and a smaller water line on the north side. After excavating to some of these utilities, the decision was made to redesign certain of the footings. This has been completed and costs estimated. These are, as noted above, to be approved by council in early January, 1986.

The delays to expected progress on foundations and walls has set installation of structural steel bridge girders, wood deck, lighting, and painting back to a later date than

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originally intended. Present plans now are to have the bridge area ready for structural steel by May 30, 1986 (working day 616). Following erecting and trimming of bridge structural steel, the access areas to the bridge will be completed along with bridge finishing work such as wood deck, lighting, and painting. Present planning assumes a target of July 4, 1986 (working day 641) as the opening date for the bridge. Full completion of the area is targeted to a September 27, 1986 (working day 699) date, which is the centennial date of the GM organization at this site.

There presently does not appear to be any major technical difficulties with the project, except for approval on the method of bridging and protecting the utilities in the area. Apparently some approvals have been given to the method selected, but I recommend strongly that a full and official approval of the interrelation between footings and utilities be obtained so there is no question about the design for, or the location of, the original interferences. I also recommend that the city and the contractor plot and record locations and size of utilities and footings as they are revealed and as the footings are constructed. This information should go in the city engineering files for future reference. We have all too frequently encountered problems of this type even on recent construction where adequate records were not maintained and confusion existed about locations of underground installations.

I shall update network sheet #165, Issue #1, dated November 18, 1985 (working day 481) showing the field work on the Carriage Town project. This will be issued to Mr. Ray Vyvyan for distribution to those concerned.

Buick City phase #2

A brief review of each corridor in phase #2 is given below:

- Corridor #1 - Acquire phase #2 properties - Property acquisition continues to proceed well and the details of the number of parcels acquired are given under each of the appropriate corridor reviews below.
- Corridor #2 - Relocate phase #2 occupants - Relocation is in work and will continue as properties are acquired.
- Corridor #3 - Demolish phase #2 structures - Some demolition is in progress and will continue as relocation proceeds.

- Corridor #4 - Planning Commission review and recommend street vacations - Will be done as required for redevelopment.
- Corridor #5 - Vacate Parkland, the alley, and Taylor - To be vacated as required for redevelopment.
- Corridor #6 - Michigan Bell Telephone remove or relocate utilities - To be done as work proceeds in each corridor.
- Corridor #7 - Consumers Power remove or relocate utilities - To be done as work proceeds in each corridor.
- Corridor #8 - Parks and Recreation survey existing trees - Continuing in work.
- Corridor #9 - Planning Commission and the City of Flint council review, recommend, and approve redevelopment parcels - To be done as redevelopment plans are implemented.
- Corridor #10 - Relocate civil defense siren in Saginaw - To be done in 1986.
- Corridor #11 - Build berms and install phase #2 landscaping - No additional information currently on landscaping.
- Corridor #12 - Construct Broadway/Steever one way pair - Monitored from Issue #5 dated August 28, 1985 (working day 424)

There was no major information available except that the reviews of data forwarded to MDOT are in work. Again, it should be noted that completion of Broadway/Steever improvements are presently planned for a start in early May, 1987. Completion in 1987 depends upon acquisition funds being released no later than February 18, 1986 (working day 544). It is becoming doubtful whether this release date can be achieved. Therefore, I suggest we discuss at a near future session the implications of a later start and completion than presently planned for Broadway/Steever.

At our meeting there also was expressed concern about the time limit on funding available for the project. I again recommend that this funding be investigated to

see if it does have an expiration date and, if so, what impact that date has upon progress on the project. I also recommend that at our next session we update the network model currently being used for monitoring of the project.

- Corridor #13 - Widen Leith from North to Saginaw - Of the total of 19 parcels required, 11 are under control and relocation is proceeding. No work has yet begun on completion of contract documents. However, the DPW plans to reinitiate work on these in the near future. The late start on these documents was set at April 29, 1986 (working day 594). However, to avoid undesirable buildup in resource requirements it would be wise to put these into work just as quickly as possible.
- Corridor #14 - Clear and grub phase #2 areas - To be done as properties are demolished.
- Corridor #15 - Install storm sewer in Dartmouth - There is some question as to whether this work is needed. Mr. Donald Berry of the DPW will check this.
- Corridor #16 - Install 24" water main in Saginaw, Leith to Hamilton - Of the 25 parcels to be acquired, 10 are under control with one option in hand. Relocation is also under way in the area. A decision has been made that the water main is to be built on Saginaw Street within a 10' easement on the east side of the right of way. At the incubator building, the water line will be installed under the sidewalk. With this decision made, it is now increasingly important to decide upon the scope of work in refurbishing of Saginaw Street, corridor #19.
- Corridors #17 and #18 - Widen Baker Street and resurface Newall Street - No contract document preparation is in work yet. However, surveys are being made for the project. Of the 35 parcels needed for the Baker Street widening, 17 have been acquired and three are under option. The late start on preparation of Baker Newall contract documents is March 5, 1986 (working day 555) for a completion of field work in late fall, 1986. The time is now drawing near where these contract documents will have to be started, and I recommend careful attention be paid this matter over the next few weeks.

- Corridor #19 - Refurbish Saginaw Street from Leith to Hamilton - There is no further word on progress in defining the scope of work to refurbish Saginaw Street. We have, however, broken the project away from the installation of the water main corridor #16, and therefore, it can now be decided upon in a separate time framework. However, the decision as to whether or not, and to what extent the refurbishing should take place is still a critical decision. We will continue to maintain it on the agenda at each of our meetings.
- Corridor #20 - Construct cul-de-sacs at various roads - To be installed as redevelopment plans are implemented.
- Corridor #21 - Design phase #2 landscaping - No major word on this as yet.
- Corridor #22 - Cable TV (Comcast) remove or relocate utilities - To be done in conjunction with Michigan Bell Telephone and Consumers Power work.

We also reviewed the 14 points that are part of the ongoing discussion of marketing on Buick City phase #2. A brief review of each of the points using the corresponding numbers shown in Monitoring Reports #207 dated September 5, 1985, and #208 dated September 24, 1985 is given below:

1. What is the development timetable? - As yet no detailed timetable has been developed. However, as we went through the project it was apparent that a timetable was needed for both improvement and development stages. Even earlier, a timetable is needed for preparation of presentation material and marketing data. Many other timetables that are subtopical to the major development timetable are also required and these will be addressed as subjects under some of the other points.
2. What is the present schedule for implementation of a public relations and advertising program? - It is important to understand that the implementation of a public relations and advertising program is a major activity, that is absolutely essential to the successful marketing of a land area. This has been proven time after time in the past with parcels that the city desired to dispose of to encourage proper development. We made a laundry list of the items needed for the marketing effort. This was put together at random and is given below

in somewhat the same order as discussed. I suggest that each subject be developed in more detail and that priorities and a timetable be established by which they are interrelated.

The items of need noted were as follows:

- a. graphic material about the timetable of development and the site.
- b. brochures containing information about:
 - covenants
 - land costs
 - appearance intended for the site after improvements
 - information about building costs in the Flint area
 - site planning
 - information about utility improvements and availability
 - information about the incremental areas of land and how they could be sold (the
 - development areas presently being used are given below under another point
 - market analysis information about the site and about the City of Flint (an industrial market study of the Flint area is needed for this effort).
 - reasons why a business should locate in Flint
 - reasons why a business should locate on North Saginaw
 - information about the local and area thoroughfare patterns
 - information about land use and zoning in the city
 - information about the processes for street closing and other necessary items to occupy the site successfully

These are only a few of the items that must be presented in a brochure, but in order to get this material prepared it is necessary to start sometime. I suggest that this time is now.

3. When does the transition between the public area site improvement project and the marketing and private use of the land occur? - This transition is in progress at present and our meeting today was a major step forward toward outlining the activities necessary for the transition to be made. I suggest at one of our future meetings we prepare a network model for the marketing effort to give it structure and direction.
4. How is the interface between construction and marketing to be handled? - Not discussed in detail at this meeting.
5. What should be planned for the physical development so that the interim appearance of the project is maintained adequate to interest potential developers? - There were a few suggestions at our meeting as to how to keep the site clean as it was being marketed. These are listed below:
 - a. Keep the trees on the site to give the area a somewhat controlled appearance, and to provide some natural screening and obstacle for dumping.
 - b. Barricade the streets so that entrance by vehicles with loads would not be possible.
 - c. Maintain a higher than normal level of security in the area to control traffic.
6. What is the current status of covenant preparation? - There was no current data on preparation covenants.
7. How are street closings to be managed relative to adjoining property owner approvals? - There are no decisions as yet on street closing. This matter is somewhat routine but must be addressed as the properties are disposed of.
8. What utility improvement are to be made? - No decisions are yet made on internal utility improvements. However, as pointed out in the previous monitoring report it appears that the surrounding utilities are adequate for whatever land use might be made within the area.

9. What is included in the Saginaw Street refurbishing (this must be worked on jointly with the DPW and the DCD)? - No decision has yet been made on the scope of work for the Saginaw Street refurbishing. This is still a critical matter. We will continue to address it at each of our meetings.
10. What is the future land use of each of the areas in accordance with present planning and thinking? - The future land use will be in accordance with the planning for Oak Park renewal.

The site has been broken into four major areas. These are:

1. Development area #1 - Leith to Dartmouth
2. Development area #2 - Taylor to Baker
3. Development area #3 - Baker to Newall
4. Development area #4 - Newall to Hamilton

All of these are between Saginaw and North.

The total area of the site is 33.5 acres or under present planning about 2 acres per parcel. The area will be worked upon development area by development area. Presently the intent is that the council will extinguish the original plat and the land will be sold by parcels determined by a new survey.

11. A thorough check should be made of the zoning of the entire area to insure it is properly zoned. - No discussion on desired zoning for the future land use.
12. How is the commercial block between Newall and Hamilton to be handled for redevelopment? - No current word on how the commercial block is to be developed.
13. How is redevelopment of property to relate to the total Saginaw Street corridor? - No major word on relation of redevelopment to Saginaw Street improvements.
14. How is dumping of trash and waste on the phase #2 area to be controlled while the land is being marketed and disposed of? - See point #5 above.

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There was some additional discussion about the Buick City phase #2 operations, and these are identified below by letter to aid in reference. The points are given at random.

- A. It would still be wise to confer with the utilities - Michigan Bell and Consumers - to work out a mutually beneficial program of marketing. These utilities have long and extensive experience in industrial real estate and their respective development departments can be of help in identifying critical areas of the program and in helping to plan and schedule them properly.
- B. It would be well to collect as much information on a formal basis about all other industrial parks in the area. This would give the city ammunition for competitive selling of the Buick City phase #2 area to those who are interested. It is essential that the city be aggressive about marketing Buick City phase #2 since most developers have enough prospects so they frequently do not seek new opportunities as aggressively as might be thought by those holding real estate.
- C. The steps needed to getting a park rating by the State of Michigan should be reviewed. Even though the city has been through this before, it would be well to check the process to insure that all information is available.
- D. Surveys of the site, both topographical and boundary, should be made and available to those who express interest in buying or building there.
- E. It was decided that it would be well to keep the architectural review committee on the job to maintain control of the site appearance. This could be a part of the covenants.
- F. To pay for internal utility and road improvements, it might be well to consider escrowing an amount of money and prorating to each owner the costs according to the area of the site that owner occupy.
- G. Above all, it was felt by all concerned that in order to successfully market this area that some graphic excitement was needed to tell a story about the project and what could be done with it.

- H. The organizations interested in acquisition of sites should be listed and tabulated for ease of reference. A methodical and comprehensive effort should then be initiated to make these organizations aware of the property availability.

In closing our discussion about Buick City phase #2, it was strongly felt by all participating that the marketing effort for the site should start now, and be aggressively followed over the next few months. There is a current upsurge in business activity that warrants more than just usual day to day attention to bringing industrial development to Flint. In this, I concur and recommend that the matters we have been addressing relative to marketing and disposing of Buick City phase #2 be addressed intensively and immediately.

Review of sequencing at Buick City #2 project

This refers to the brief set of statements on page #8 and #9 of Monitoring Report #210, dated November 25, 1985. In this discussion I suggested there is a growing potential gap between the four elements of the Buick City phase #2 project. It still still my feeling that the points covered in that discussion must be addressed soon because site work is moving reasonably well and the site areas will be coming on the market in the relatively near future. The four programs consisted of:

1. Completion of public area site improvements
2. Marketing of Buick City phase #2
3. Refurbishing Saginaw Street
4. The Broadway/Steever improvements

It is still, in my opinion, essential that each Buick City #2 project be carefully planned and interrelated since they all impact one on the other. Discussion of these projects will be a part of our ongoing reviews.

General

Mr. Vyvyan will prepare a meeting agenda for our next session and distribute it to those concerned. Meanwhile, I shall update the Carriage Town PASI field work network and send copies of Mr. Vyvyan for distribution.

Ralph J. Stephenson, P.E.

RJS:sps
To: Mr. Ray Vyvyan