GODFREY DETROIT

DETROIT, MICHIGAN

SCHEMATIC DESIGN PROGRESS PRICING SET

APRIL 17, 2020

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DOCUMENTS INCLUDED

- PROJECT MANUAL (DESIGN NARRATIVE) DATED APRIL 17, 2020 - 81 PAGES

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Revisions

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Job Number
2020011
Title
SHEET INDEX

Sheet
A001

4/20/2020 8:59:52 AM | PROJ. NO 2020011

MATERIALS LEGEND

- GLASS
- STEEL
- ALUMINUM
- CONCRETE
- MORTAR/GROUT/SAND
- MASONRY - CONCRETE BLOCK
- GRAVEL
- EARTH
- STONE
- RIGID INSULATION
- SEMI-RIGID INSULATION
- GYPSUM-PLASTER
- PLYWOOD
- SOLID STOCK WOOD
- SHIM
- WOOD BLOCKING
- BATT INSULATION
- RUBBER TILE
- WOOD FLOOR

SYMBOLS LEGEND

DEMOLITION LEGEND

- DASHED LINE INDICATES EXISTING WALLS TO BE DEMOLISHED
- EXISTING DOOR TO BE DEMOLISHED

CONSTRUCTION LEGEND

- SHADED AREA INDICATES BASE BUILDING, CORE ELEMENTS, & AREAS NOT IN SCOPE
- INFRASTRUCTURE, N.I.C.
- EXISTING WALL TO REMAIN
- NEW WALL
- VESTIBULE / 1001A — SPACE/ROOM TAG: SPACE NAME, SPACE NUMBER
- EA — PARTITION TYPE KEY
- 3 / A300 — BUILDING SECTION KEY: DRAWING NUMBER, SHEET NUMBER
- 1 / 101 (NOTE) — WALL SECTION KEY: DRAWING NUMBER, SHEET NUMBER
- 3 / A600 — ENLARGED PLAN DRAWING KEY: DRAWING NUMBER, SHEET NUMBER
- 1 / 101 — DETAIL KEY: DRAWING NUMBER, SHEET NUMBER
- 1 / 4 A101 2 / 3 — INTERIOR ELEVATION KEY
- 1 / A100 — EXTERIOR ELEVATION KEY: DRAWING NUMBER, SHEET NUMBER
- Top of Steel / EL = 23' - 0" — SECTION/ELEVATION TAG: ELEMENT/SURFACE, ELEVATION ABOVE GRADE OR FINISHED FLOOR
- FIRST FLOOR / EL = 3' - 0" — PLAN/ELEVATION TAG: SURFACE, ELEVATION ABOVE GRADE
- 100A — DOOR TAG
- W-3 — WINDOW/GLAZING KEY
- L-3 — LOUVER KEY
- 25 — ACCESSORY KEY
- ST-1 — FINISH/MATERIAL ONLY KEY: REFER TO FINISH KEY LEGEND FOR ADDITIONAL INFORMATION
- G / WHT / 8' - 0" — CEILING FINISH TAG: TYPE, COLOR, HEIGHT
- PT- / WD- / CPT- — ROOM/SPACE FINISHES TAG: WALL, BASE, FLOOR
- A — ALIGN
- 1 — REVISION TAG
- 13.8 — COLUMN GRID IDENTIFICATION

ABBREVIATIONS

℄	CENTERLINE	ID	INSIDE DIAMETER
"	INCH; DITTO (SAME AS ABOVE)	INCL	INCLUDED
#	NUMBER; POUND	INST	INSTALL, INSTALLED
&	AND	INSUL	INSULATION
<	ANGLE	INT	INTERIOR
@	AT EACH AT		
[	CHANNEL	JAN	JANITOR
d	PENNY	JT	JOINT
lb	POUND		
ø	DIAMETER; ROUND; PHASE	LAM	LAMINATE, LAMINATED
		LAV	LAVATORY
AB	ANCHOR BOLT	LF	LINEAR FOOT, FEET
ABV	ABOVE	LH	LEFT HAND
AC	AIR CONDITIONING	LOC	LOCATION
ACT	ACOUSTICAL CEILING TILE	LP	LOW POINT
AD	AREA DRAIN	LT	LIGHT
ADA	AMERICANS W/ DISABILITIES ACT	LT WT	LIGHT WEIGHT
ADAAG	ADA ACCESSIBILITY GUIDELINES		
ADD	ADDENDUM; ADDITION	M	METER
ADJ	ADJUST; ADJUSTABLE; ADJACENT	MAS	MASONRY
AFF	ABOVE FINISH FLOOR	MATL	MATERIAL
AHU	AIR HANDLING UNIT	MECH	MECHANICAL
AL	ALUMINUM	MEP	MECHANICAL/ELECTRICAL/PLUMBING
ALT	ALTERNATE	MFR	MANUFACTURER
AMP	AMP; AMPERE	MIN	MINIMUM
AMT	AMOUNT	MISC	MISCELLANEOUS
ANCH	ANCHORAGE, ANCHOR	MO	MASONRY OPENING
ANOD	ANODIZED	MTD	MOUNTED
APPROX	APPROXIMATE	MTL	METAL
ARCH	ARCHITECT; ARCHITECTURAL		
ATM	AUTOMATIC TELLER MACHINE	N	NORTH
AVG	AVERAGE	NA	NOT APPLICABLE
		NIC	NOT IN CONTRACT
B/	BOTTOM (OF)	NO	NUMBER
BC	BOTTOM OF CURB	NOM	NOMINAL
BD	BOARD	NTS	NOT TO SCALE
BIT	BITUMINOUS		
BLDG	BUILDING	OC	ON CENTER
BLKG	BLOCKING	OD	OUTSIDE DIAMETER
BM	BEAM; BENCHMARK	OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
BO	BOTTOM OF	OFOI	OWNER FURNISHED, OWNER INSTALLED
BOD	BASIS OF DESIGN	OH	OPPOSITE HAND; OVERHEAD
BP	BASE PLATE	OPP	OPPOSITE
BR	BEDROOM		
BRG	BEARING	PC	PRECAST CONCRETE
BTU	BRITISH THERMAL UNITS	PERIM	PERIMETER
BTUH	BRITISH THERMAL UNITS PER HOUR	PERP	PERPENDICULAR
BTWN	BETWEEN	PL	PLATE
BUR	BUILT-UP ROOF	PLAM	PLASTIC LAMINATE
BVL	BEVELED	PNL	PANEL
		PP	PUSH PLATE
C	CURB; CELSIUS	PR	PAIR
CAV	CAVITY	PT	POINT; PRESERVATIVE TREATED; PAINT
CCTV	CLOSED CIRCUIT TV	PVC	POLY VINYL CHLORIDE
CF	CUBIC FOOT, FEET		
CFM	CUBIC FEET PER MINUTE	QT	QUARRY TILE
CFMF	COLD FORMED METAL FRAMING	QTY	QUANTITY
CG	CORNER GUARD		
CIP	CAST-IN-PLACE	R	RADIUS; RISER
CIR	CIRCLE; CIRCULAR	RA	RETURN AIR
CJ	CONTROL JOINT	RCP	REFLECTED CEILING PLAN
CL	CLEAR; CLEARANCE	RD	ROOF DRAIN
CLG	CEILING	REF	REFERENCE
CLL	CONTRACT LIMIT LINE	REFL	REFLECTED
CLO	CLOSET	REINF	REINFORCED
CLR	CLEAR	REQD	REQUIRED
CM	CONSTRUCTION MANAGER	REV	REVISION
CMU	CONCRETE MASONRY UNIT	RH	RIGHT HAND
CO	CLEANOUT	RM	ROOM
COL	COLUMN	RO	ROUGH OPENING
CONC	CONCRETE	RTU	ROOFTOP UNIT
CONN	CONNECTION	RWL	RAIN WATER LEADER
CONST	CONSTRUCTION		
CONT	CONTINUOUS	S	SEALANT
CONTR	CONTRACTOR	SC	SOLID CORE
COORD	COORDINATE	SCHED	SCHEDULE
COR	CORNER	SD	STORM DRAIN
CORR	CORRIDOR; CORRUGATED	SECT	SECTION
CPT	CARPET	SF	SQUARE FOOT, FEET
CS	COURSE/S	SFRM	SPRAY-APPLIED FIRE RESISTIVE MATERIAL
CSG	CASING	SHT	SHEET
CSK	COUNTERSINK	SIM	SIMILAR
CSMT	CASEMENT	SPEC	SPECIFICATION
CSMU	CALCIUM SILICATE MASONRY UNIT	SQ	SQUARE
CT	CERAMIC TILE	SS	STAINLESS STEEL
CTR	CENTER	STD	STANDARD
CW	CURTAIN WALL	STL	STEEL
CY	CUBIC YARD	STOR	STORAGE
CYL	CYLINDER	SUSP	SUSPENDED
		SYM	SYMMETRICAL
DB	DECIBEL	SYS	SYSTEM
DBL	DOUBLE		
DEG	DEGREE	T	TREAD; TILE
DEMO	DEMOLITION	T&G	TONGUE AND GROOVE
DEPT	DEPARTMENT	TC	TOP OF CURB
DET	DETAIL	TEL	TELEPHONE
DF	DRINKING FOUNTAIN	THK	THICK, THICKNESS
DH	DOUBLE HUNG	TO	TOP OF
DIA	DIAMETER	TOC	TOP OF CONCRETE
DIAG	DIAGONAL	TOS	TOP OF STEEL
DIFF	DIFFUSER	TOW	TOP OF WALL
DIM	DIMENSION	TV	TELEVISION
DISP	DISPENSER; DISPOSAL	TYP	TYPICAL
DIV	DIVISION		
DN	DOWN	UL	UNDERWRITERS LABORATORIES
DO	DOOR OPENING	UON	UNLESS OTHERWISE NOTED
DR	DOOR; DINING ROOM	UV	ULTRA-VIOLET
DS	DOWNSPOUT		
DWG/S	DRAWING, DRAWINGS	V	VENT
DXS	DOUBLE EXTRA STRONG	VB	VAPOR BARRIER
		VCT	VINYL COMPOSITION TILE
E	EAST	VERT	VERTICAL
EA	EACH	VIF	VERIFY IN FIELD
EIFS	EXTERIOR INSULATION & FINISH SYSTEM	VTR	VENT THROUGH ROOF
EJ	EXPANSION JOINT	VWC	VINYL WALL COVERING
EL	ELEVATION		
ELEC	ELECTRIC; ELECTRICAL	W	WEST; WIDTH
ELEV	ELEVATOR	W/	WITH
ENCL	ENCLOSURE	W/O	WITHOUT
ENG	ENGINEER	WC	WATER CLOSET
EOS	EDGE OF SLAB	WD	WOOD
EPDM	ETHYLENE PROPYLENE DIENE MONOMER	WF	WIDE FLANGE
EQ	EQUAL	WH	WALL-HUNG
EQUIP	EQUIPMENT	WP	WORKING POINT
EWC	ELECTRIC WATER COOLER	WT	WEIGHT
EWH	ELECTRIC WATER HEATER		
EXH	EXHAUST	X	BY
EXP	EXPANSION; EXPOSED		
EXT	EXTERIOR		
EXTG	EXISTING		
FA	FIRE ALARM		
FCU	FAN COIL UNIT		
FD	FLOOR DRAIN		
FE	FIRE EXTINGUISHER		
FEC	FIRE EXTINGUISHER CABINET		
FF	FINISHED FLOOR		
FGM	FIBERGLASS MAT		
FIN	FINISH		
FIXT	FIXTURE		
FLR	FLOOR		
FND	FOUNDATION		
FO	FACE OF		
FOC	FACE OF CONCRETE		
FOF	FACE OF FINISH		
FOS	FACE OF STUD		
FRT	FIRE RETARDANT TREATED		
FT	FOOT, FEET		
FV	FIELD VERIFY		
GA	GAUGE		
GALV	GALVANIZED		
GC	GENERAL CONTRACTOR		
GFRC	GLASS FIBER REINFORCED CONCRETE		
GFRG	GLASS FIBER REINFORCED GYPSUM		
GL	GLASS		
GLAZ	GLAZING		
GWB	GYPSUM WALL BOARD		
GYP	GYPSUM		
HC	HANDICAPPED		
HD	HEAVY DUTY		
HDW	HARDWARE		
HDWD	HARDWOOD		
HM	HOLLOW METAL		
HORIZ	HORIZONTAL		
HP	HIGH POINT		
HR	HOUR		
HSS	HOLLOW STRUCTURAL SECTION		
HT	HEIGHT		
HVAC	HEATING/VENTILATION/AIR CONDITIONING		

LOCUS PLAN

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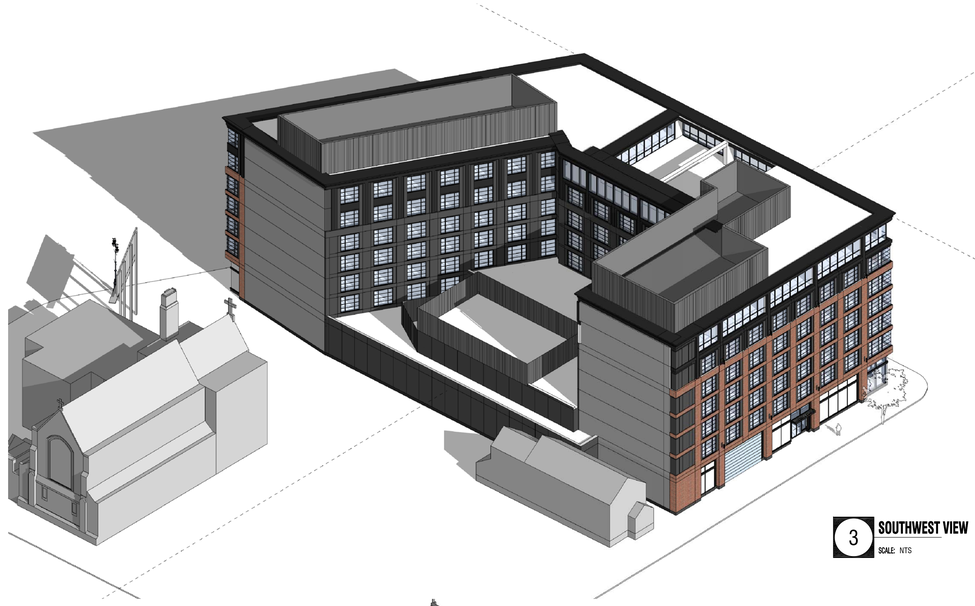
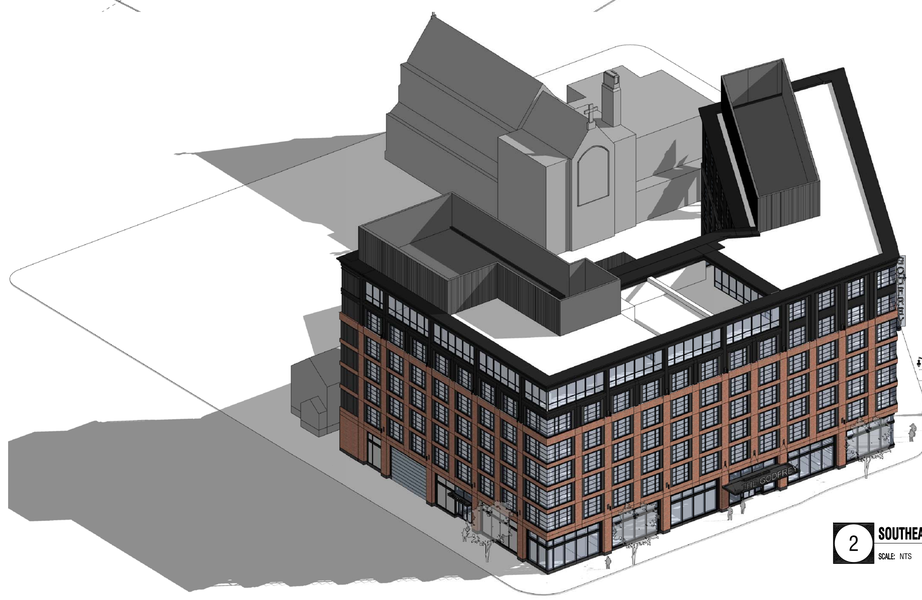
Title
LOCUS, ABBREVIATIONS AND SYMBOLS

Sheet
A011



3 SOUTHWEST VIEW
SCALE: NTS



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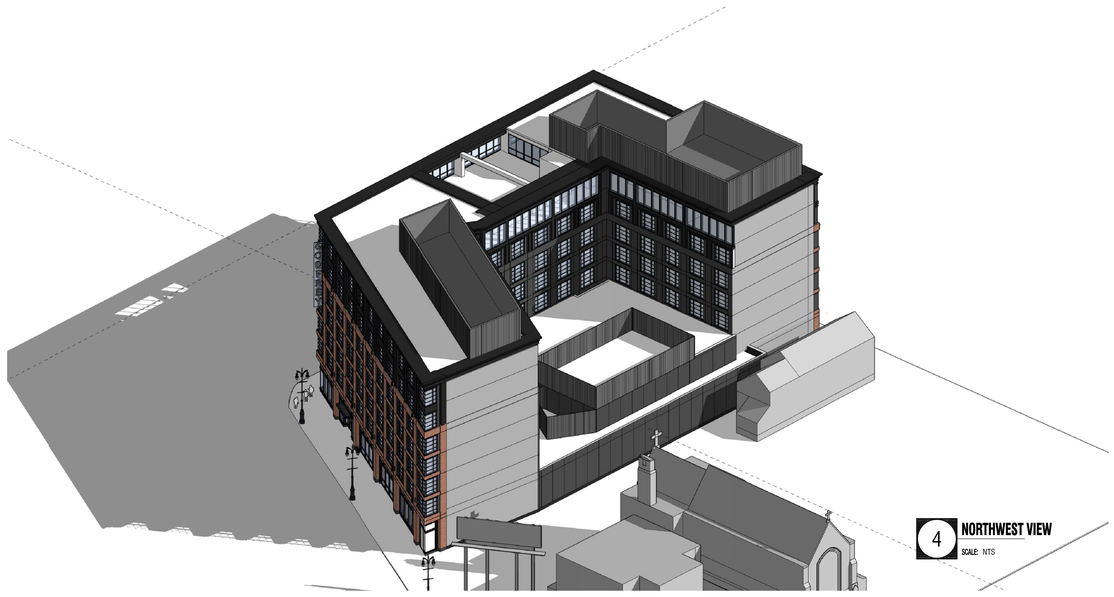

4 NORTHWEST VIEW
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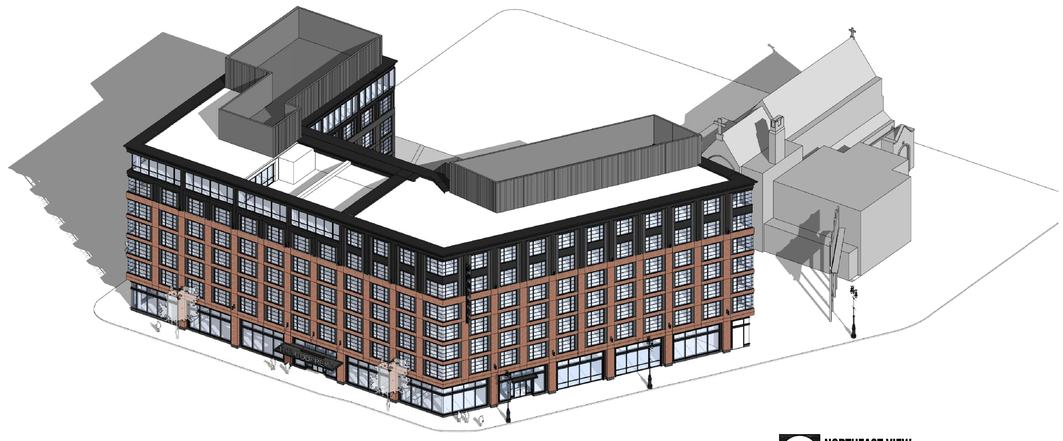

1 NORTHEAST VIEW
SCALE: NTS

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BUILDING 3D VIEWS

Sheet
A012

2 **VIEW FROM MICHIGAN AND 8TH LOOKING SOUTHWEST**
SCALE: NTS

1 **VIEW FROM MICHIGAN AVENUE LOOKING SOUTH**
SCALE: NTS

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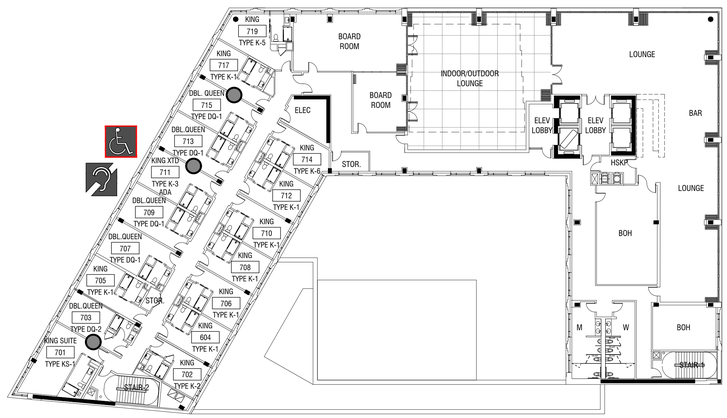
Title
BUILDING RENDERINGS

Sheet
A013



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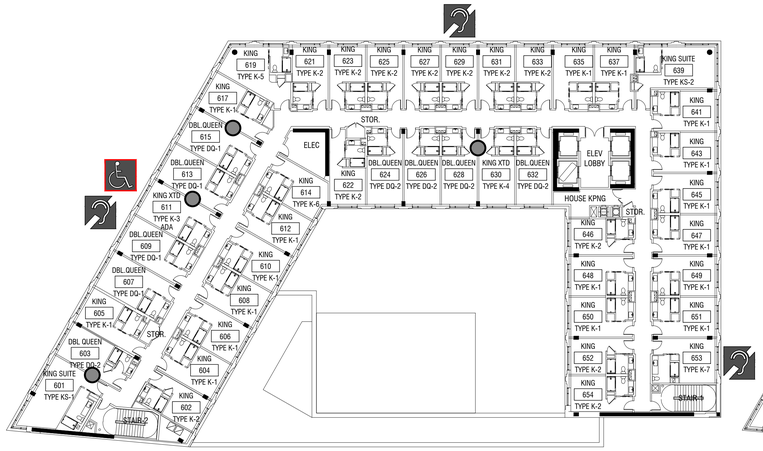

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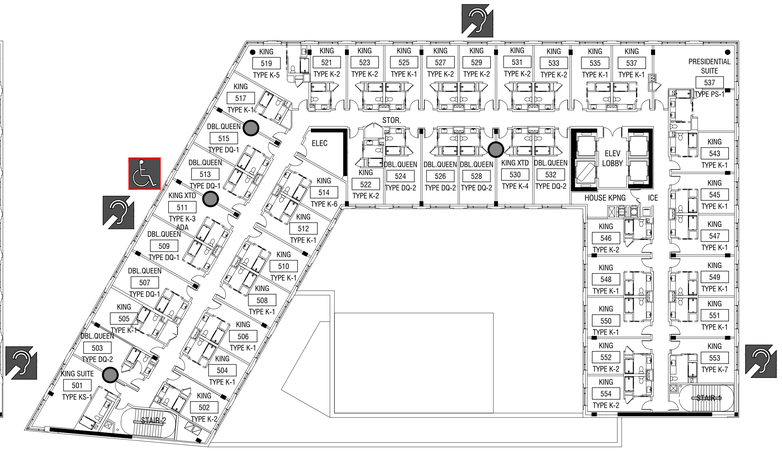

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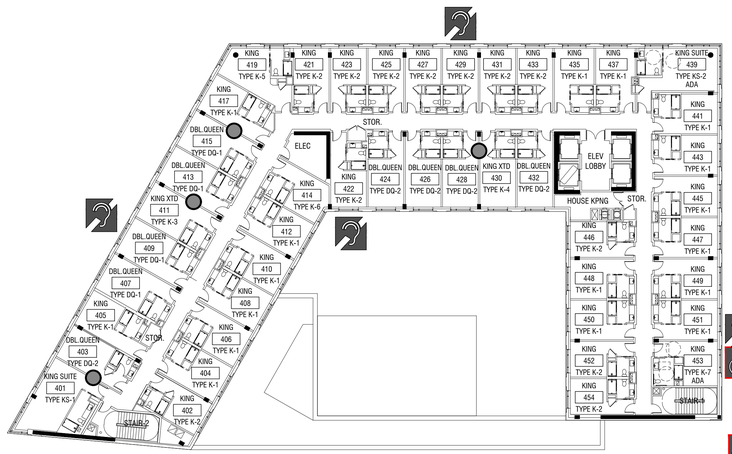

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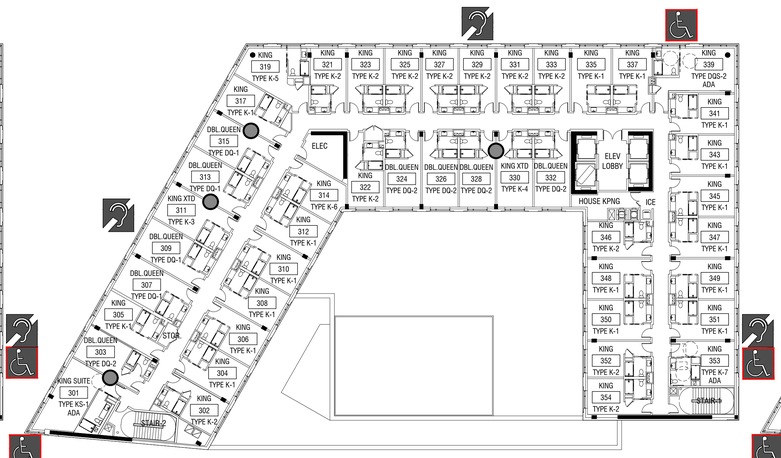

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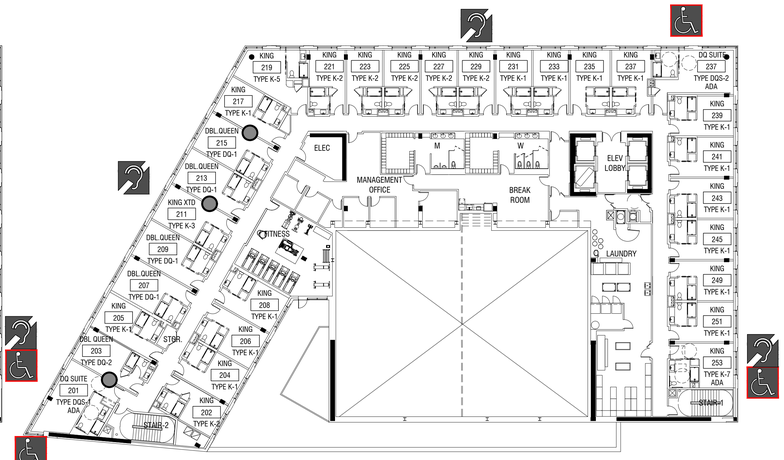

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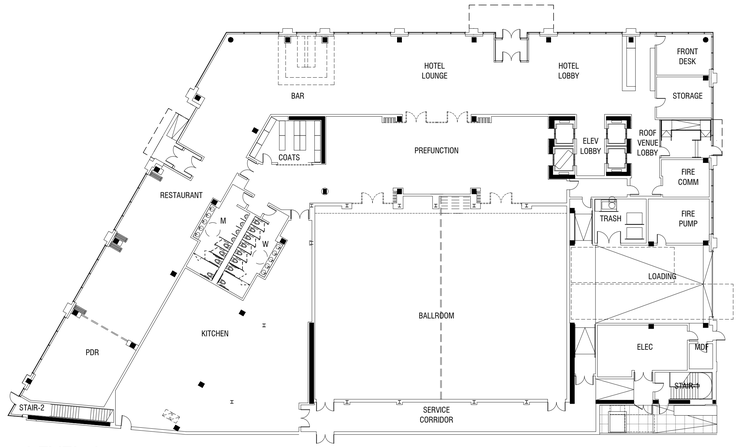

LEVEL 1

FLOOR LEVEL	KING									DOUBLE QUEEN		SUITES						TOTAL KEYS	AREA (SF)	
	K-1	K-2	K-3	K-3 ADA	K-4	K-5	K-6	K-7	K-7 ADA	DQ-1	DQ-2	KS-1	KS-1 ADA	KS-2	DQS-1 ADA	DQS-2 ADA	PRESIDENTIAL			
	STANDARD	NARROW	EXTENDED WIDTH 14'	ADA	EXTENDED WIDTH 12'	CORNER	INSIDE CORNER	WIDE	ADA	STANDARD	NARROW	KING SUITE	KING SUITE ADA	KING SUITE						
1																		0	27,298	
2	13	7	1						1	5	1				1	1		31	19,877	
3	15	13	1		1	1	1		1	5	5		1			1		45	19,349	
4	15	13	1		1	1	1		1	5	5	1		1				45	19,349	
5	14	13		1	1	1	1	1		5	5	1					1	44	19,349	
6	15	13		1	1	1	1	1		5	5	1		1				45	18,878	
7	5	2		1		1	1			5	1	1						17	16,680	2,148 TERRACE
TOTAL	77	61	3	3	4	5	6	2	3	30	22	4	1	2	1	2	1	227	140,780	142,928 W/ TERRACE
%	34%	27%	1%	0%	2%	2%	3%	1%	1%	13%	10%	2%	0%	1%	0%	1%	0%			

GUESTROOM MIX	KING	DBL QUEEN	SUITE	TOTAL # KEYS
	164	52	11	227
	72%	23%	5%	

NUMBER OF KING/ QUEEN CONNECTORS	22

TOTAL # KEYS	KING ADA	KING SUITE ADA	DQ SUITES ADA	TOTAL ADA GR
227	6	1	3	10

GUESTROOMS WITH COMMUNICATION FEATURES	17 GUESTROOMS

INDICATES COMMUNICATION FEATURES

INDICATES MOBILITY FEATURES

INDICATES CONNECTING DOORS

architecture
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- [ ] Construction
- [ ] Record

Do not scale
Use figured dimensions only

Job Number
19068.00

Title
BUILDING AREAS AND GUESTROOM MIX

Sheet
A014

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT STANDARDS, SPECIFICATIONS AND GENERAL CONDITIONS OF THE CITY OF DETROIT, MDOT, AND ANY/OR OTHER AGENCIES HAVING JURISDICTION.
2. UTILITY INFORMATION SHOWN ON THESE PLANS WAS OBTAINED FROM UTILITY OWNERS AND THEREFORE MAY NOT BE ACCURATE OR COMPLETE. THE CONTRACTOR SHALL VERIFY AND OBTAIN ANY INFORMATION NECESSARY REGARDING THE PRESENCE OF UNDERGROUND UTILITIES WHICH MIGHT HAVE AN IMPACT ON THIS PROJECT, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES WHETHER THEY ARE SHOWN OR NOT ON THE PLANS.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AT PROPOSED CONNECTIONS AND/OR CROSSINGS, AND TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES TO THESE PLANS.
4. 72 HOURS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT MISS DIG AT (800) 482-7171 FOR THE LOCATION OF UNDERGROUND GAS AND CABLE FACILITIES, AND SHALL ALSO NOTIFY REPRESENTATIVES OF OTHER UTILITIES LOCATED IN THE VICINITY OF THE WORK.
5. ALL PERMITS REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR. ALL PERMIT FEES, BONDS, AND INSURANCE REQUIRED BY THE ISSUING AGENCIES SHALL BE PROVIDED BY THE CONTRACTOR, AND MUST BE KEPT CURRENT. THE CONTRACTOR IS RESPONSIBLE FOR ALL OTHER FEES, INSPECTION COSTS, ETC., AND SHALL ADHERE TO ALL REQUIREMENTS SET FORTH IN SAID PERMITS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL WORK AREAS TO ENSURE THE SAFETY OF ALL OCCUPANTS, VISITORS, PEDESTRIANS, WORKERS, ETC. THE CONTRACTOR SHALL REPAIR AND MAINTAIN ALL CONSTRUCTION FENCING AS NECESSARY.
7. THE CONTRACTOR SHALL PROVIDE FOR CONTROLLED ACCESS TO THE SITE FOR USE BY THE VARIOUS WORK FORCES, EMERGENCY VEHICLES, OCCUPANTS, VISITORS, ETC. THROUGHOUT CONSTRUCTION. THIS ACCESS MUST PROVIDE FOR THE REMOVAL OF MUD FROM VEHICLES TIRES. ROADWAYS AND DRIVEWAYS SHALL BE MAINTAINED OPEN FOR EMERGENCY VEHICLES AT ALL TIMES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE RESIDENTS AND BUSINESSES WHOSE DRIVEWAYS ARE AFFECTED BY HIS/HER SCHEDULE 24 HOURS IN ADVANCE. CONTRACTOR SHALL SCHEDULE CONSTRUCTION AT NON-PEAK USE HOURS AND SHALL MINIMIZE DRIVEWAY CLOSURE BY EXPEDITING CONSTRUCTION.
8. THE CONTRACTOR SHALL PROVIDE NECESSARY SIGNS, BARRICADES, AND LIGHTS TO PROTECT THE TRAFFIC AND THE WORK AS DIRECTED BY THE PLANS OR BY THE AGENCY WITH JURISDICTION. ALL TRAFFIC CONTROLS SHALL BE IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
9. THE CONTRACTOR IS REQUIRED TO CONFINE CONSTRUCTION ACTIVITIES TO THE LIMITS OF THE SITE AS SHOWN ON THE CONSTRUCTION PLANS. ANY DAMAGE OR DISRUPTION TO ADJACENT SITES IS THE RESPONSIBILITY OF THE CONTRACTOR TO CORRECT IMMEDIATELY. NO OFF-SITE WORK SHALL BE PERFORMED OUTSIDE OF PUBLIC RIGHTS-OF-WAY OR DEDICATED EASEMENTS WITHOUT PRIOR WRITTEN APPROVAL OF THE PROPERTY OWNER.
10. GREAT CARE SHALL BE TAKEN TO AVOID DAMAGE TO VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS. NO DRIVING OR PARKING OF VEHICLES AND/OR STORAGE OF MATERIALS AND SUPPLIES SHALL BE PERMITTED OUTSIDE THE LIMITS OF CONSTRUCTION.
11. ALL ELEVATIONS ON THESE PLANS ARE ON THE CITY OF DETROIT DATUM.
12. THE PROTECTION OF EXISTING TREES, AS REQUIRED, SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY.
13. ALL CONSTRUCTION SHALL HAVE INSPECTION PROVIDED BY THE CITY OF DETROIT OR MDOT (DEPENDING ON JURISDICTION). THE CONTRACTOR SHALL CONTACT THE CITY OF DETROIT 48 HOURS BEFORE THE START OF CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL, AND SHALL PROVIDE ALL NECESSARY MATERIAL AND EQUIPMENT TO KEEP DUST IN CHECK AT ALL TIMES. THE CONTRACTOR SHALL RESPOND IMMEDIATELY TO ANY AND ALL COMPLAINTS. DUST CONTROL SHALL BE INCIDENTAL TO THE PROJECT.
15. DURING CONSTRUCTION, THE CONTRACTOR MAY ENCOUNTER SPRINKLER HEADS, PIPING, LIGHTING AND BURIED ELECTRICAL CABLE, MAILBOXES, FENCES, SIGNS, ETC., THAT MAY OR MAY NOT BE INDICATED ON THESE PLANS. THE CONTRACTOR SHALL REPLACE AND/OR RESTORE ALL COMPONENTS OF SUCH SYSTEMS. ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, MINIMUM STANDARD REQUIREMENTS, OR AS SPECIFIED HEREIN; WHICHEVER IS MORE STRINGENT.
16. ROADWAY, DRIVEWAY, AND PARKING AREA FINAL RESTORATION SHALL BE PERFORMED WITH SURFACE AND BASE MATERIALS MATCHING EITHER THE EXISTING MATERIALS IN QUALITY AND THICKNESS, PER MINIMUM REQUIREMENTS, OR PER THE FOLLOWING, WHICHEVER IS MORE STRINGENT:
    A. ASPHALT ROADWAYS - 4" ASPHALT MDOT 1100T-20 AA
    B. ASPHALT DRIVEWAYS - 3" ASPHALT MDOT 1100T-36 A
    C. GRAVEL ROAD AND DRIVEWAYS - 8" MDOT 22A GRAVEL
    D. CONCRETE ROADS - 8" 3500 PSI CONCRETE
    E. CONCRETE DRIVEWAYS - 6" 3500 PSI CONCRETE
17. ALL LOT MARKERS AND MONUMENT POINTS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
18. FINAL CLEANUP AND RESTORATION SHALL CONSIST OF FINE GRADING OF CONSTRUCTION AREAS, REMOVAL OF CONSTRUCTION SIGNS, ETC. TOPSOIL SHALL BE SPREAD OVER ALL DISTURBED AREAS, FOLLOWED BY SEED, FERTILIZER AND EROSION MAT OR STRAW MULCH, OR AS FURTHER REQUIRED BY THE LANDSCAPING PLANS AND SPECIFICATIONS. ALL REQUIRED RESTORATION ITEMS NOT SPECIFICALLY IDENTIFIED AS A PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
19. THE UTILITY POLES SHOWN ON THESE DRAWINGS ARE INTENDED TO SHOW ONLY THE LOCATION OF EXISTING POLES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE QUANTITY AND DIRECTION OF OVERHEAD LINES. THE COST FOR SUPPORTING AND RELOCATING POLES SHALL BE INCIDENTAL TO THE PROJECT.
20. THE MEANS AND METHODS OF CONTROLLING GROUNDWATER AND DEWATERING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ALL COST ASSOCIATED WITH DEWATERING SHALL BE INCIDENTAL TO THE CONTRACT.

PAVING AND GRADING NOTES

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. THE PAVING CONTRACTOR SHALL BE REQUIRED TO COORDINATE THE INSTALLATION OF GAS, ELECTRIC, PHONE, CABLE, SPRINKLERS, ETC. IN SUCH A MANNER THAT WILL FACILITATE THEIR PROPER INSTALLATION PRIOR TO PLACING THE PAVEMENT MATERIALS. ENSURE THAT ALL REQUIRED PIPES, CONDUITS, CABLES AND SLEEVES ARE PROPERLY PLACED AND THAT THE TRENCHES ARE PROPERLY BACKFILLED AND COMPACTED.
3. BUTT JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE AN EXISTING ASPHALT PAVEMENT SURFACE IS BEING DISTURBED BY REMOVALS AND/OR THE INSTALLATION OF NEW ASPHALT PAVEMENT.
4. ALL PAVEMENT AREAS SHOULD BE CLEARED AND GRUBBED BY REMOVING SURFACE VEGETATION, TOPSOIL, DEBRIS AND OTHER DELETERIOUS MATERIALS.
5. THE PLACEMENT OF THE FINAL ASPHALT LIFT SHALL BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED, OR AS APPROVED BY THE OWNER. A BOND COAT OF SS-1H EMULSION SHALL BE APPLIED (AT A RATE OF 0.10 GALLONS/S.Y.D.) BETWEEN THE LEVELING AND WEARING COURSE WHEN 48 HOURS HAVE ELAPSED BETWEEN PLACEMENTS.
6. THE FINAL SUB-GRADE SHALL BE THOROUGHLY PROOF-ROLLED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
7. PROPOSED AGGREGATE BASE SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND THE PAVEMENT EDGE/BACK OF CURB.
8. ALL TRENCHES WITHIN A ONE ON ONE SLOPE OF PAVEMENT SHALL BE BACKFILLED WITH SAND (MDOT CLASS II MINIMUM) AND MECHANICALLY COMPACTED IN NOT MORE THAN 9" LAYER TO 95% MAXIMUM DRY DENSITY PER MODIFIED PROCTER COMPACTION TEST ASTM D-1557.
9. NO FROZEN MATERIAL SHALL BE PERMITTED AS BACKFILL UNDER ANY ROADWAY, DRIVEWAY OR PARKING AREA.
10. PRIOR TO THE START OF ANY FILLING, THE CONTRACTOR SHALL REMOVE ALL TOPSOIL AND ALL OTHER UNACCEPTABLE SOIL FROM THE FILL AREAS, AND PROPERLY BACKFILL WITH ACCEPTABLE FILL.
11. BARRIER FREE SIGNAGE SHALL BE PLACED IN FRONT OF EVERY DESIGNATED BARRIER FREE STALL. THE CONTRACTOR SHALL COORDINATE STANDARD AND VAN ACCESSIBILITY SIGNAGE AS INDICATED ON THE PLANS.
12. ALL BARRIER FREE RAMPS TO BE A.D.A. COMPLIANT.
13. GENERAL GRADING REQUIREMENTS ARE AS FOLLOWS:
    A. FINISH GRADE AT EXISTING BUILDING SHALL MATCH BRICK LEDGES, DOORWAYS OR BASEMENT WINDOWS
    B. MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING (1% MIN)
    C. SIDEWALK CROSS SLOPE 1% MIN-2% MAX UNLESS OTHERWISE NOTED (EXCLUDING RAMPS)
    D. PAVEMENT SLOPES (1.0% MINIMUM, 4.0% MAXIMUM) UNIFORMLY BETWEEN FINISH GRADE ON PLANS
    E. LAWN AREAS 1% MINIMUM TO 25% (BERMS) MAXIMUM
14. ALL PROPOSED GRADES ARE AT THE GUTTER UNLESS OTHERWISE NOTED. SEE DETAILS FOR FACE OF CURB, TOP OF CURB AND ASPHALT ADJUSTMENTS.
15. REFER TO ARCHITECTURAL PLANS TO COORDINATE ALL:
    A. ALL BUILDING ACCESS WALKS AND ENTRY DETAILS, INCLUDING SUPPORTED SLABS
    B. ALL WORK TO CONSTRUCT THE BUILDING AND ALL ITEMS CONNECTED TO IT
16. PRIOR TO THE PLACEMENT OF ANY BASE ASPHALT OR LEVELING COURSE, THE CURBS SHALL BE PARTIALLY BACKFILLED AND THE SUB-GRADE SHALL BE PROOF-ROLLED UNDER THE SUPERVISION OF THE SOILS ENGINEER.
17. ALL SIDEWALK AND PATHWAYS IN ANY PUBLIC R.O.W. SHALL BE INSPECTED BY THE AGENCY WITH JURISDICTION.

DEMOLITION NOTES

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. WITH THE EXCEPTION OF AN AMOUNT OF EXCAVATED MATERIALS SUFFICIENT FOR BACKFILLING AND CONSTRUCTION OF FILLS AS CALLED FOR ON THE PLANS AND AS INDICATED BELOW, ALL BROKEN CONCRETE, STONE AND EXCESS EXCAVATED MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN THEIR OWN DISPOSAL GROUND, AND WILL RECEIVE NO ADDITIONAL COMPENSATION FOR DISPOSING OF ANY OF THE EXCESS MATERIALS. MATERIALS ACCEPTABLE TO THE ENGINEER MAY BE DISPOSED OF ON-SITE AT THE CONTRACTORS EXPENSE IN A MANNER APPROVED IN ADVANCE BY THE ENGINEER.
3. THE EDGE OF EXISTING PAVEMENT SHALL BE CLEANED OF EARTH AND OTHER FOREIGN MATERIAL BEFORE ADJACENT POURS ARE PLACED.
4. ALL BULKHEADING AND/OR SEWER PIPE REMOVAL NECESSITATED BY THE REMOVAL OF DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE STRUCTURE REMOVAL.
5. STREET SIGNS IN THE WAY OF CONSTRUCTION WILL BE REMOVED AND RESET IMMEDIATELY IN A TEMPORARY LOCATION, AS APPROVED BY ENGINEER.
6. THE CONTRACTOR SHALL PROTECT ALL EXISTING SIGNS AND POSTS SCHEDULED TO REMAIN, AS DIRECTED BY THE ENGINEER.
7. ALL UNDERGROUND UTILITIES NOT INDICATED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PRIVATE PROPERTY (INCLUDING BUILDINGS AND FOUNDATIONS) THROUGHOUT CONSTRUCTION AND SHALL MAINTAIN SAFE PEDESTRIAN ACCESS AT ALL TIMES.
9. THE REMOVAL OF PAVEMENT, CURBS AND WALKS SHALL INCLUDE ALL REQUIRED SAWCUTTING. CURB REMOVAL IS INCIDENTAL TO PAVEMENT REMOVAL.

EROSION AND SEDIMENTATION CONTROL NOTES

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. ALL EROSION AND SEDIMENTATION CONTROL WORK SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF WAYNE COUNTY DEPARTMENT OF THE ENVIRONMENT.
3. ANY SEDIMENTATION FROM WORK ON THIS SITE SHALL BE CONTAINED WITHIN THE WORK AREA AND NOT ALLOWED TO COLLECT ON ANY OFF-SITE AREAS OR IN WATERWAYS. (WATERWAYS INCLUDE BOTH NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES, PONDS AND WETLANDS)
4. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES AS DIRECTED ON THESE PLANS AND WHENEVER OTHERWISE REQUIRED BY THE WORK. THE CONTRACTOR SHALL REMOVE TEMPORARY MEASURES AS SOON AS PERMANENT STABILIZATION OF SLOPES, DITCHES, AND OTHER CHANGES HAVE BEEN ACCOMPLISHED.
5. SOIL EROSION CONTROL PRACTICES WILL BE ESTABLISHED IN EARLY STAGES OF CONSTRUCTION BY THE CONTRACTOR. SEDIMENTATION CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTING OF DIRT OUT OF THE WORK AREA.
6. THE CONTRACTOR SHALL PRESERVE NATURAL VEGETATION AS MUCH AS POSSIBLE.
7. PROTECT ALL EXISTING TREES, INCLUDING THEIR BRANCHES AND ROOTS, FROM DAMAGE DUE TO THIS WORK UNLESS SPECIFICALLY IDENTIFIED FOR REMOVAL.
8. VEGETATION STABILIZATION OF ALL DISTURBED AREAS SHALL BE ESTABLISHED WITHIN 15 DAYS OF COMPLETION OF FINAL GRADING.
9. THE CONTRACTOR SHALL SWEEP THE EXISTING STREETS SURROUNDING THE PROJECT SITE ONCE A WEEK, OR AS DIRECTED BY THE ENGINEER OR INSPECTOR. STREET SCRAPING SHALL BE PERFORMED IN CONJUNCTION WITH THIS SWEEPING ON AS NEEDED BASIS.
10. THE SEDIMENT CONTROL FENCING INDICATED ON THIS PLAN IS NOT INTENDED TO SHOW THE EXACT LOCATION OF THE FENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE REQUIRED TO CONTAIN SEDIMENT.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING COMPLIANCE WITH ALL APPLICABLE NPDES REGULATIONS, INCLUDING: INSPECTION, RESTORATION, AND RECORD KEEPING REQUIREMENTS.
12. THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL SOIL EROSION CONTROLS AS INDICATED BY THESE PLANS.
13. CONSTRUCTION ACTIVITIES (INCLUDING INSTALLATION OF PIPE AND ASSOCIATED VALVES, STRUCTURES, BACK FILLING, SURFACE RESTORATION, AND REMOVAL OF EXCESS EXCAVATED MATERIAL) SHALL BE ACCOMPLISHED IN ONE CONTINUOUS OPERATION.
14. PAVEMENT AND/OR VEGETATION SHALL NOT BE STRIPPED FROM AN AREA UNLESS CONSTRUCTION ACTIVITIES ARE TO COMMENCE IN THAT AREA WITHIN THE NEXT THREE DAYS.
15. IF FOR ANY REASON PERMANENT STABILIZATION CAN NOT BE PROVIDED WITHIN 15 DAYS OF THE COMPLETION OF PIPE LAYING OPERATIONS, TEMPORARY STABILIZATION SHALL BE PROVIDED AT ALL DISTURBED AREAS. TEMPORARY STABILIZATION SHALL FURTHERMORE BE PROVIDED DURING THE NON-GROWING SEASON (OCTOBER 1 THROUGH APRIL 20) FOR ALL AREAS TO BE SEEDED.
16. TEMPORARY STABILIZATION SHALL CONSIST OF EITHER SMALL GRAIN STRAW OR GRASS HAY SPREAD AT THE RATE OF 1.5 TO 2 TONS PER ACRE, OR MULCH BLANKETS, WHICH SHALL BE ANCHORED IN PLACE TO PREVENT DISPLACEMENT FROM WIND AND RAIN. TEMPORARY STABILIZATION SHALL BE REPAIRED AS OFTEN AS NECESSARY, AS DETERMINED BY THE AGENCY WITH JURISDICTION.
17. ALL DEWATERING SHALL BE ACCOMPLISHED IN A MANNER THAT WILL NOT CONTRIBUTE TO DEPOSITION OF SEDIMENT IN ROAD DITCHES OR OPEN WATER.
18. THIS PROJECT SHALL BE CONSTRUCTED IN COMPLIANCE WITH PART 91 OF ACT 451 OF 1994, AS AMENDED.
19. SEDIMENT CONTROL FENCING SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED STORM EVENTS. IF THE FENCE IS SAGGING, OR SOIL HAS REACHED ONE THIRD OF THE HEIGHT OF THE FABRIC, THE SOIL BEHIND THE FABRIC SHALL BE REMOVED AND DISPOSED OF IN A STABLE AREA OF THE SITE. IF WATER IS SEEPING UNDER THE FENCE, OR THE FABRIC IS DECOMPOSED OR OTHERWISE INEFFECTIVE, THE FENCE SHALL BE REMOVED AND PROPERLY REINSTALLED AS INDICATED ON THESE PLANS.
20. MUD MAT ENTRANCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH STORM RAINFALL. THE SURROUNDING ROADS SHALL ALSO BE INSPECTED AT THIS TIME FOR EVIDENCE THAT MUD IS BEING TRACKED OFF OF THE SITE. MAINTENANCE SHALL INCLUDE THE INSTALLATION OF ADDITIONAL LAYERS OF STONE WHEN THE ORIGINAL STONE BECOMES COVERED WITH MUD. ALL SEDIMENT DROPPED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY BY SWEEPING AND SCRAPING (AS MAY BE REQUIRED BY THE ENGINEER).
21. SEDIMENT INLET FILTERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED STORM EVENTS. THE FILTERS SHALL BE CLEANED PERIODICALLY THROUGHOUT CONSTRUCTION TO AVOID CLOGGING. FILTERS THAT CANNOT BE MAINTAINED BY CLEANING SHALL BE COMPLETELY REPLACED.

EROSION AND SEDIMENTATION CONTROL SEQUENCE

1. INSTALL MUD MATS, SILT FENCE AND INLET FILTERS AT ALL EXISTING LOCATIONS AS SHOWN AND AS REQUIRED TO ACHIEVE ON-SITE CONTAINMENT.
2. INSTALL STORM SEWER AND ALL ASSOCIATED STORM WATER IMPROVEMENTS AS SHOWN ON PLANS. IMMEDIATELY INSTALL INLET FILTERS AT ALL CATCH BASINS.
3. ROUGH GRADE THE PROJECT "WORK AREA" AS NEEDED.
4. INSTALL SANITARY SEWER AS SHOWN ON PLANS.
5. INSTALL WATER MAIN AS SHOWN ON PLANS.
6. INSTALL OTHER UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.) AND/OR ALL NEEDED CONDUITS AND SLEEVES.
7. INSTALL PAVEMENT BACKFILL AND SEED & MULCH ALL DISTURBED AREAS.
8. CLEAR ALL ACCUMULATED SILT AND REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES.
9. INSTALL LANDSCAPING MATERIALS AS INDICATED PER PLANS & RE-SEED, FERTILIZE AND MULCH ALL DISTURBED AREAS.

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GODFREY DETROIT

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Detroit, Michigan

Issued for

04.17.2020 SD Progress Pricing

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■ Preliminary
□ Construction
□ Record

Do not scale
Use figured dimensions only

Job Number
19685-01D
Title
General Notes

Sheet
C-100

V:\19685-01D Corktown Hotel\Design\CAD\Work Sheets\C-100 General Notes.dwg

PROPERTY DESCRIPTION

(PER RECORD LEGAL DESCRIPTION PROVIDED BY CLIENT, TITLE COMMITMENT NO. 65747504, DATED APRIL 9, 2019)

LAND SITUATED IN THE CITY OF DETROIT IN THE COUNTY OF WAYNE IN THE STATE OF MICHIGAN.

PARCEL 1:
ALL OF LOT 1 AND THE EASTERLY PART OF LOT 2, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEASTERLY CORNER OF SAID LOT 2 AND RUNNING THENCE SOUTH 60 DEGREES WEST 23.60 FEET; THENCE NORTH 30 DEGREES WEST 76 FEET MORE OR LESS TO THE SOUTHERLY LINE OF A BRICK BUILDING; SITUATED ON SAID LOT 2; THENCE NORTHERLY
THROUGH THE CENTER OF THE EASTERLY WALL OF SAID BRICK BUILDING; 41 FEET MORE OR LESS TO THE SOUTHERLY LINE OF MICHIGAN AVENUE; THENCE NORTH 89 DEGREES 33 MINUTES EAST ALONG THE SOUTHERLY LINE OF SAID MICHIGAN AVENUE 24.64 FEET TO THE NORTHEASTERLY CORNER OF SAID LOT 2, THENCE SOUTH 30 DEGREES EAST 105.42 FEET TO THE POINT OF BEGINNING, BLOCK 79 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS, EXCEPT ALL THAT PART TAKEN FOR THE WIDENING OF MICHIGAN AVENUE.

ALSO,
THE WEST 27.55 FEET OF THE EAST 52.62 FEET ON THE NORTH LINE, BEING THE WEST 26.4 FEET ON THE SOUTH LINE OF LOT 2, LYING SOUTH OF AND ADJACENT TO MICHIGAN AVENUE, AS WIDENED, BLOCK 79 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS.

ALSO,
LOT(S) 12, 13 AND 14, BLOCK 79 AND FULL VACATED ALLEY ADJACENT TO AND NORTH OF LOTS 13 AND 14 AND THE EAST 5 FEET OF LOT 12 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS.

PARCEL 2:
TRIANGULAR PORTION OF LOT 2, BEING WEST 6.51 FEET ON NORTH LINE AND THE EAST LINE RUNNING TO THE SOUTHWEST CORNER, ALSO THE EAST 38.48 FEET ON NORTH LINE BEING EAST 44.90 FEET ON SOUTH LINE OF LOT 3, ALL EXCEPT MICHIGAN AVENUE AS WIDENED, BLOCK 79 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THERE OF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS.

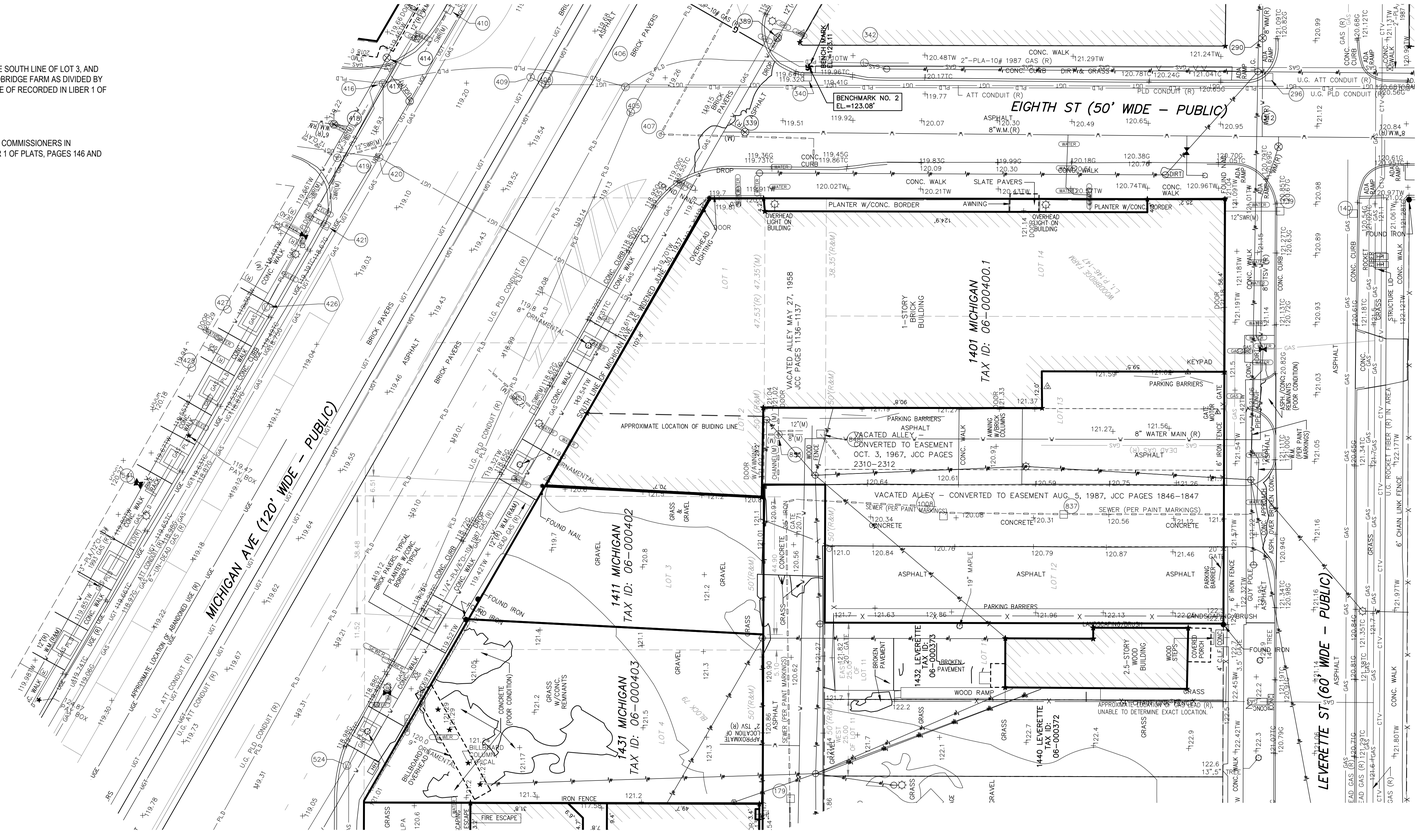
CLIENT REFERENCE: 1401 & 1411 MICHIGAN AVE, DETROIT, MI 48216-1323

PROPERTY DESCRIPTION

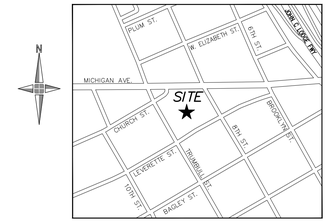
RECORD LEGAL DESCRIPTIONS FOR CHURCH PARCELS
(PER TAX RECORDS)

1431 MICHIGAN AVENUE
TAX ID NO. 06-000403
THE WEST 11.52 FEET ON THE NORTH LINE AND THE WEST 5.10 FEET ON THE SOUTH LINE OF LOT 3, AND ALL OF LOT 4, EXCEPT MICHIGAN AVENUE AS WIDENED, BLOCK 79 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THERE OF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS.

1950 TRUMBULL
TAX ID NO. 06-000374.82
ALL OF LOTS 5 AND 6, BLOCK 79 OF WOODBRIDGE FARM AS DIVIDED BY THE COMMISSIONERS IN PARTITION IN 1864 ACCORDING TO THE PLAT THERE OF RECORDED IN LIBER 1 OF PLATS, PAGES 146 AND 147 OF WAYNE COUNTY RECORDS.



1 C-200 EXISTING CONDITIONS
1" = 20'



LOCATION MAP
(NOT TO SCALE)

LEGEND - EXISTING

	SECTION LINE	S	SAN. MH
	E/ PAVEMENT	C.O.	SAN. CLEAN OUT
	CURB		SAN. RISER
	E/ GRAVEL	P.S.	SAN. PUMP STATION
	CL ROAD	C	COMB. MH
	E/ WALK		GATE VALVE
	RAILROAD		HYDRANT
	E/ BRICK		WATER VALVE
	MISC. LINE	W	WATER METER
X	FENCE		POST INDICATOR VALVE
	GUARD RAIL		WELL HEAD
	WALL		FDC CONNECTION
	BLDG. LINE		
OH	OVERHEAD WIRES		
	RAILING		
	OVERHANG LINE		STORM MH
	T/ BANK		CATCH BASIN
	B/ BANK		BEEHIVE CB
	CL DITCH/STREAM		CULVERT E.S.
	SHRUB LINE		ROOF/DOWN SPOUT
	TREE LINE		
	WATER EDGE		
	METLAND LINE	C.O.	STORM CLEAN OUT
STM	STORM LINE		ROUND CB
SAN	SAN. LINE		LIGHT POLE
W	WATER LINE		UTILITY POLE
GAS	GAS LINE	E	ELEC. TRANS.
UGE	UG ELEC. LINE	AC	AIR CONDITIONER
UGT	UG TELE. LINE	E	ELEC. MH
CTV	UG CABLE TV LINE	E	ELEC. METER
	PAINT STRIPE	E	ELEC. RISER
	COMBINED SEWER	E	TRAFFIC CONTROL BOX
PLD	PLD LINE	ST	STEAM MH
STEAM	STEAM LINE	L	PUBLIC LIGHTING MH
	ELECTRIC OVERHEAD		MISC. TOPO. SHOT
TEL	TELEPHONE OVERHEAD		SURVEY CONTROL POINT
	GAS METER		FOUND IRON
	GAS RISER		FOUND NAIL
	GAS VALVE		F. CUT CROSS
	GAS MH		SECTION COR.
	TELE. RISER		FENCE POST
	TELE. MH		BENCHMARK
	TELE. CROSS BOX		FOUND PIPE
	CABLE RISER		FOUND MON.
	PAY PHONE	ASPH.	ASPHALT
	MANHOLE	CONC.	CONCRETE
	SIGN	A.C.	AIR CONDITIONER
	PROT. POST/GUARD POST	G.P.	GUARD POST
	GUY	C.L.F.	CHAIN-LINK FENCE
	DECIDUOUS TREE	D.L.	DOOR LEDGE
	CONIFEROUS TREE	F.F.	FINISHED FLOOR
	DEAD TREE	O.H.	OVERHANG
CATV FLAG	UTILITY FLAG	F.I.	FOUND IRON
	BLDG. CORNER (FIELD LOCATED)	S.I.	SET IRON
	HANDICAP PARKING	F.I.P.	FOUND IRON PIPE
	WETLAND FLAG	M.	MEASURED
	BUSH/SHRUB	R.	RECORD
	PARKING METER	F.M.	FOUND MONUMENT
	RESIDENTIAL MAILBOX	S.N.	SET NAIL
	U.S. MAILBOX	CMP	CORREGATED METAL PIPE
000.00+000.0	EXISTING ELEVATION	RCP	
		G.L.	GROUND LIGHT

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

(R) = UTILITY SHOWN FROM RECORDS OR PLANS, & FIELD LOCATED WHERE POSSIBLE.

PRIOR TO THE PLANNED BUILDING IMPROVEMENTS, AND/ OR CONSTRUCTION, THE RESPECTIVE UTILITY COMPANIES MUST BE NOTIFIED TO STAKE THE PRECISE LOCATION OF THEIR UTILITIES.

NOTES

- STEAM UTILITY MAPS WERE NOT AVAILABLE AT TIME OF SURVEY.
- TREE SIZES AND SPECIES ARE THE BEST ESTIMATION OF THE FIELD SURVEYOR. SPECIFIC QUESTIONS REGARDING INDIVIDUAL TREES SHOULD BE DIRECTED TO A QUALIFIED FORESTER.
- NO BOUNDARY SURVEY WAS PERFORMED BY GIFFELS-WEBSTER ENGINEERS, INC. AT TIME OF SURVEY.
- NO TITLE COMMITMENT POLICY WAS PROVIDED, THEREFORE EASEMENTS MAY EXIST THAT ARE NOT SHOWN.
- LEGAL DESCRIPTION WAS PREPARED FROM FIELD MEASUREMENTS, CLIENT PROVIDED DOCUMENTS AND TAX ASSESSOR'S RECORDS.
- SEE SHEET 201 FOR SCHEDULE OF STRUCTURES

BENCHKMARK DATA

(CITY OF DETROIT) DATUM

BENCHMARK NO. 1
SET MAG SPIKE IN THE NORTHEAST FACE OF A LIGHT POLE ON THE WEST SIDE OF TRUMBULL AVENUE. 150 FEET NORTH OF THE CENTER OF LEVERETTE STREET.
ELEVATION: 122.31'
(SHOWN GRAPHICALLY)

BENCHMARK NO. 2
ARROW ON HYDRANT (WITH YEAR STAMP 1940) AT THE SOUTHEAST CORNER OF MICHIGAN AVENUE AND 8TH STREET.
ELEVATION: 123.08'
(SHOWN GRAPHICALLY)

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19685-01D

Title
Existing Conditions

Sheet
C-200

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SCHEDULE OF STRUCTURES

STRUCTURE	TYPE	SIZE OF PIPE	RIM	DROP	INVERT	DIRECTION	COMMENTS
25	GATE VALVE	T/PIPE	121.09	-6.35	114.74	NORTHWEST & SOUTHEAST	
30	COMBINED MANHOLE	CL. CHANNEL	121.07	-18.00	103.07	NORTHWEST & SOUTHEAST	FLOWS SOUTHEAST
31	CATCH BASIN	T/DEBRIS	120.82	-4.50	116.32		18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
32	CATCH BASIN	T/DEBRIS	120.40	-4.95	115.45		18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
33	CATCH BASIN	T/DEBRIS	120.31	-4.70	115.61		15" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
139	CATCH BASIN	12"	120.69	-3.41	117.28	NORTHWEST	18" DIAMETER CONC. CYLINDRICAL STRUCTURE
		T/DEBRIS	120.69	-3.85	116.84		
140	CATCH BASIN		120.57	-4.30	116.27	NO PIPES VISIBLE	18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
179	CATCH BASIN	T/DEBRIS	120.47	-5.10	115.37	NO PIPES VISIBLE	18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
220	PUBLIC LIGHTING MANHOLE	T/DEBRIS	121.52	-2.70	118.82	CABLES NORTHWEST	
235	GATE VALVE	T/PIPE	121.25	-5.45	115.80	NORTHEAST & SOUTHWEST	
270	COMBINED MANHOLE	CL. CHANNEL	121.67	-15.15	106.52	NORTHEAST & SOUTHWEST	
271	GATE VALVE	T/PIPE	121.49	-6.55	114.94	NORTHEAST & SOUTHWEST	
290	GATE VALVE	T/VALVE	121.16	-3.76	117.40		FULL OF WATER
296	CATCH BASIN		120.76				FULL OF DEBRIS TO RIM
312	GATE VALVE	T/VALVE	120.99	-3.85	117.14		FULL OF WATER
339	GATE VALVE	T/PIPE	119.31	-4.30	115.01	NORTHWEST & SOUTHEAST	
340	CATCH BASIN	T/DEBRIS	119.34	-1.20	118.14		
342	PUBLIC LIGHTING MANHOLE	BOTTOM	120.09	-4.33	115.76	CABLES NORTHWEST & SOUTH	
389	GATE VALVE	T/PIPE	119.70	-4.90	114.80	EAST & WEST	
405	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.32	-9.85	109.47	CABLES EAST & WEST	FULL OF WATER
406	PUBLIC LIGHTING MANHOLE	BOTTOM	119.33	-9.85	109.48	NO CABLES VISIBLE	FULL OF WATER
407	COMBINED MANHOLE		119.13				UNABLE TO OPEN
408	TELEPHONE MANHOLE	T/DEBRIS	119.77	-7.10	112.67	CABLES NORTH, EAST, & WEST	
409	TELEPHONE MANHOLE	T/DEBRIS	119.52	-7.10	112.42	CABLES EAST & WEST	
410	CATCH BASIN	T/DEBRIS	118.70	-3.60	115.10		
		T/BULKHEAD	118.70	-2.50	116.20	EAST	
		T/BANK	118.70	-3.05	115.65	EAST & WEST	
414	GATE VALVE	T/PIPE	119.30	-5.30	114.00	EAST & WEST	
416	PUBLIC LIGHTING MANHOLE	T/DEBRIS	118.88	-7.20	111.68	CABLES NORTHWEST, SOUTHEAST, & SOUTHWEST	
417	ELECTRIC MANHOLE		119.02				UNABLE TO OPEN
418	GATE VALVE	T/VALVE	119.21	-3.30	115.91	NORTHWEST & SOUTHEAST	FULL OF DEBRIS
419	COMBINED MANHOLE	12" CLAY	118.94	-5.05	113.89	NORTH	INVERT PLUS OR MINUS. NO OTHER PIPES VISIBLE.
		12"	118.94	-5.45	113.49	EAST	INVERT PLUS OR MINUS. NO OTHER PIPES VISIBLE.
			118.94	-7.50	111.44	SOUTHEAST	NO OTHER PIPES VISIBLE
			118.94	-6.00	112.94	WEST	INVERT PLUS OR MINUS. NO OTHER PIPES VISIBLE.
420	TELEPHONE MANHOLE	T/DEBRIS	118.99	-4.70	114.29	CABLES EAST & WEST	
421	CATCH BASIN	T/BULKHEAD	118.59	-3.58	115.01	NORTHEAST	NO OTHER PIPES VISIBLE. FULL OF WATER.
426	PUBLIC LIGHTING MANHOLE	BOTTOM	119.48	-4.30	115.18	CABLES NORTHEAST, EAST, & WEST	
427	UNKNOWN MANHOLE		119.48				UNABLE TO OPEN: PAVED OVER. TO POSSIBLE VAULT.
428	UNKNOWN MANHOLE		119.73				UNABLE TO OPEN: PAVED OVER. TO POSSIBLE VAULT.
451	CATCH BASIN	12"	118.45	-3.30	115.15	NORTH	NO OTHER PIPES VISIBLE
		T/BULKHEAD	118.45	-2.68	115.77	EAST	NO OTHER PIPES VISIBLE
524	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.70	-4.15	115.55	CABLES EAST & WEST	FULL OF WATER
541	UNKNOWN MANHOLE: DWW		119.86				SQUARE STRUCTURE. POSSIBLE HAND VAULT.
580	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.63	-5.60	114.03	CABLES EAST & WEST	
588	UNKNOWN MANHOLE	CL. CHANNEL	119.92	-15.13	104.79	EAST & WEST	NO VISUAL FLOW. OUT OF SCOPE OF DRAWING
		12"	119.92	-9.20	110.72	SOUTH	OUT OF SCOPE OF DRAWING
606	ELECTRIC MANHOLE: TRAFFIC	T/DEBRIS	119.97	-3.26	116.71	CABLES NORTHWEST, SOUTHEAST, & SOUTH	
607	ELECTRIC MANHOLE: TRAFFIC	BOTTOM	120.43	-4.20	116.23	CABLES NORTHWEST, NORTH, & NORTHEAST	
608	CATCH BASIN	12"	118.96	-3.67	115.29	SOUTHEAST	NO OTHER PIPES VISIBLE. FULL OF WATER.
620	ELECTRIC MANHOLE TRAFFIC	BOTTOM	120.23	-3.05	117.18	CABLES EAST & WEST	OUT OF SCOPE OF DRAWING
644	CATCH BASIN	12"	118.77	-4.38	114.39	NORTHWEST	NO OTHER PIPES VISIBLE. FULL OF WATER.
		T/BULKHEAD	118.77	-3.50	115.27	NORTH	NO OTHER PIPES VISIBLE. FULL OF WATER.
656	PUBLIC LIGHTING MANHOLE	T/DEBRIS	121.28	-4.65	116.63		NO WIRES/CABLES
		T/DUCT BANK	121.28	-2.75	118.53	NORTHEAST & SOUTHWEST	NO WIRES/CABLES
666	PUBLIC LIGHTING MANHOLE	T/DEBRIS	120.99	-2.95	118.04	CABLES NORTHWEST & SOUTHEAST	
674	CATCH BASIN	T/DEBRIS	120.29	-5.80	114.49		18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
687	PUBLIC LIGHTING MANHOLE	T/DEBRIS	120.47	-3.20	117.27	NO CABLES VISIBLE	FULL OF WATER
692	CATCH BASIN	BOTTOM	119.57	-3.45	116.12	NO PIPES VISIBLE	FULL OF WATER
695	PUBLIC LIGHTING MANHOLE	BOTTOM	120.00	-2.74	117.26	CABLES NORTH & SOUTH	
700	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.56	-4.85	114.71	CABLES EAST & WEST	
706	TELEPHONE MANHOLE	BOTTOM	120.37	-5.89	114.48	CABLES SOUTH	LINES POSSIBLY CUT. OUT OF SCOPE OF DRAWING.
707	TELEPHONE MANHOLE	BOTTOM	120.50	-5.96	114.54	CABLES EAST & WEST	OUT OF SCOPE OF DRAWING
709	TELEPHONE MANHOLE	BOTTOM	119.92	-5.36	114.56	CABLES EAST, WEST & NORTH	OUT OF SCOPE OF DRAWING
710	COMBINED MANHOLE	10" CLAY	119.75	-3.90	115.85	NORTHWEST	NO OTHER PIPES VISIBLE. FULL OF WATER. OUT OF SCOPE OF DRAWING.
			119.75	-3.90	115.85	EAST	NO OTHER PIPES VISIBLE. FULL OF WATER. OUT OF SCOPE OF DRAWING.
711	ELECTRIC MANHOLE	BOTOM	119.64	-9.63	110.01	CABLES EAST & WEST	OUT OF SCOPE OF DRAWING
712	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.78	-3.31	116.47	CABLES SOUTH & WEST	OUT OF SCOPE OF DRAWING
715	PUBLIC LIGHTING MANHOLE	T/DEBRIS	120.22	-3.01	117.21		GROUND WIRES VISIBLE ONLY. OUT OF SCOPE OF DRAWING.
725	COMBINED MANHOLE	CL. CHANNEL	120.24	-16.24	104.00	NORTH & SOUTH	FLOWS SOUTH. OUT OF SCOPE OF DRAWING.
		6"	120.24	-11.44	108.80	EAST	OUT OF SCOPE OF DRAWING
		8"	120.24	-3.74	116.50	EAST	OUT OF SCOPE OF DRAWING
			120.24	-3.74	116.50	WEST	OUT OF SCOPE OF DRAWING
726	GATE VALVE	T/VALVE	119.90	-3.70	116.20		FULL OF DEBRIS, NO PIPES VISIBLE. OUT OF SCOPE OF DRAWING.
727	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.70	-5.70	114.00	CABLES NORTH, EAST & WEST	OUT OF SCOPE OF DRAWING
731	COMBINED MANHOLE	T/DEBRIS	120.12	-7.20	112.92		BRICK HEXAGONAL VAULT. APPEARS VACATED. NO PIPES VISIBLE.
732	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.94	-8.50	111.44	CABLES NORTH, EAST, SOUTH, & WEST	
733	PUBLIC LIGHTING MANHOLE	T/DEBRIS	119.66	-6.65	113.01	CABLES NORTHWEST, NORTHEAST, SOUTHEAST, & SOUTHWEST	
734	UNKNOWN MANHOLE		120.48				UNABLE TO OPEN: PAVED OVER
737	PUBLIC LIGHTING MANHOLE	T/DEBRIS	120.53	-4.00	116.53	CABLES NORTHWEST & SOUTHEAST	
738	CATCH BASIN	T/DEBRIS	120.33	-4.50	115.83		18" DIAMETER CONC. CYLINDRICAL STRUCTURE
837	CATCH BASIN	T/DEBRIS	120.19	-5.60	114.59		18" DIAMETER CONC. CYLINDRICAL STRUCTURE. FULL OF WATER.
848	CATCH BASIN	T/DEBRIS	120.56	-2.00	118.56		FULL OF WATER
853	COMBINED MANHOLE	T/TRAP	120.85	-7.60	113.25	NORTHWEST	INVERT PLUS OR MINUS. NO FLOW.
		CL. CHANNEL	120.85	-10.35	110.50	NORTHEAST & SOUTHWEST	NO FLOW
		12"	120.85	-5.40	115.45	SOUTHEAST	NO FLOW
		8"	120.85	-5.10	115.75	SOUTHEAST	NO FLOW
1008	CATCH BASIN		120.07				FULL OF DEBRIS TO RIM

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Title
Schedule of Structures

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C-201

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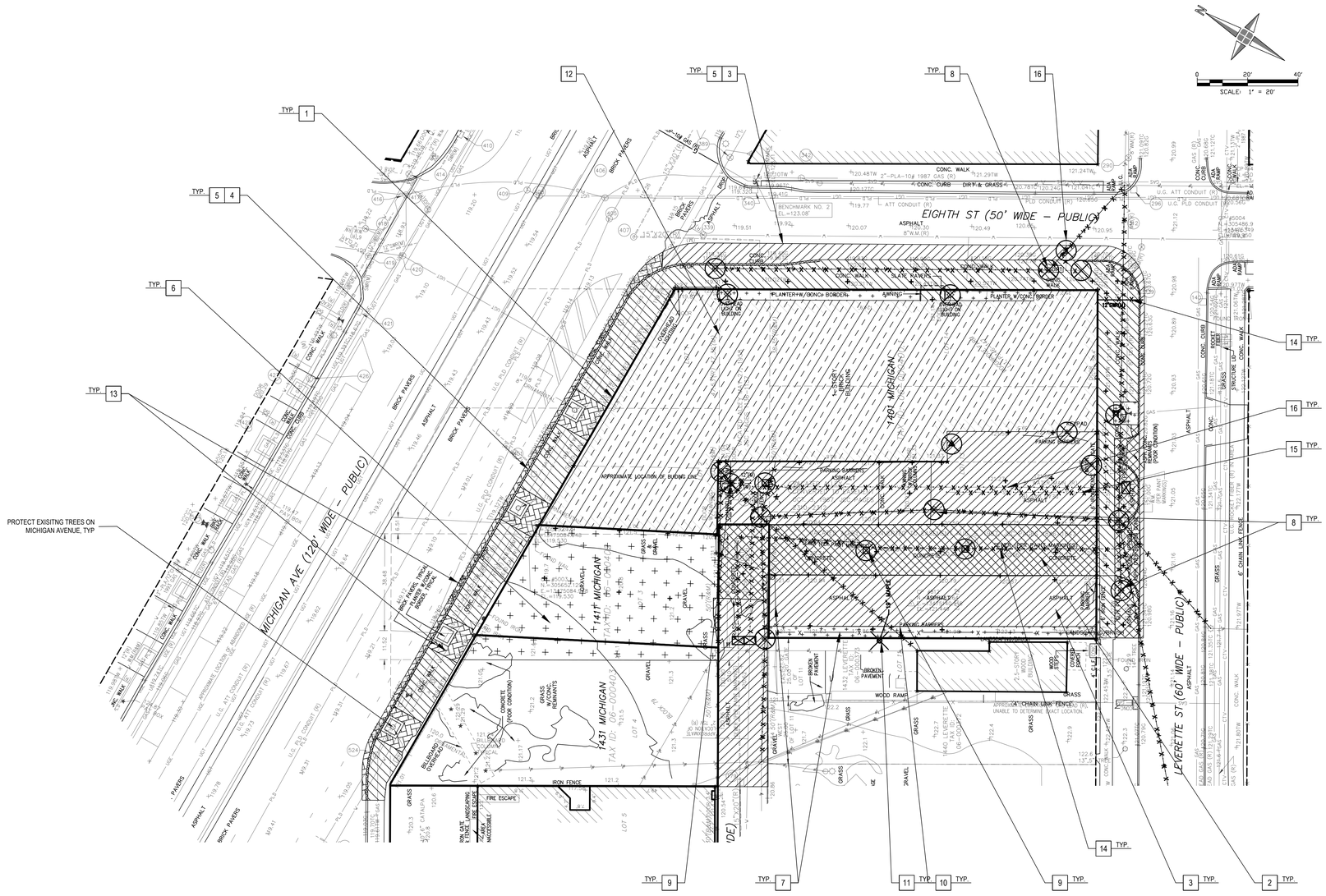
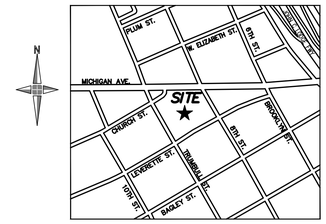


1 C-300 **DEMOLITION PLAN**
1" = 20'



LOCATION MAP
(NOT TO SCALE)

DEMOLITION PLAN - LEGEND

- REMOVE/DEMOLISH UTILITY PIPE
- REMOVE/DEMOLISH CURB AND GUTTER
- REMOVE FENCE
- REMOVE/DEMOLISH UTILITY STRUCTURE
- REMOVE TREE, SHRUB, OR ITEM
- REMOVE EXISTING BUILDING
- REMOVE CONCRETE PAVEMENT
- REMOVE ASPHALT PAVEMENT
- REMOVE CONCRETE SIDEWALK
- REMOVE GRASS, BRUSH AND/OR DEBRIS

DEMOLITION PLAN - KEY NOTES

1. EXISTING PROPERTY LINE, TYP
2. REMOVE AND DISPOSE OF CONCRETE PAVEMENT, TYP
3. REMOVE AND DISPOSE OF ASPHALT PAVEMENT, TYP
4. REMOVE AND DISPOSE OF CONCRETE CURB, TYP
5. SAWCUT EXISTING PAVEMENT, TYP
6. CLEAR AREA OF GRAVEL, GRASS, BRUSH AND/OR DEBRIS, TYP
7. EXISTING FENCE AND FENCE POSTS TO BE REMOVED
8. COORDINATE WITH DTE AND THE PUBLIC LIGHTING AUTHORITY TO REMOVE/RELOCATE ELECTRIC POLES, OVERHEAD LINES, AND LIGHTING AS NEEDED FOR PROPERTY IMPROVEMENTS
9. EXISTING CATCH BASIN/MANHOLE STRUCTURE TO BE REMOVED
10. REMOVE AND DISPOSE OF EXISTING WHEEL STOPS, TYP
11. EXISTING TREE TO BE REMOVED
12. REMOVE EXISTING BUILDING AND FOUNDATIONS IN ACCORDANCE WITH SITE PLAN. FILL WITH CLASS II SAND COMPACTED TO 95%
13. EXISTING BRICK PAVERS TO BE REMOVED AND SALVAGED FOR REUSE.
14. EXISTING SEWER TO BE REMOVED
15. EXISTING GAS TO BE REMOVED/RELOCATED; COORDINATE WITH DTE GAS
16. EXISTING WATER PIPE AND STRUCTURES TO BE REMOVED; COORDINATE WITH DWSD

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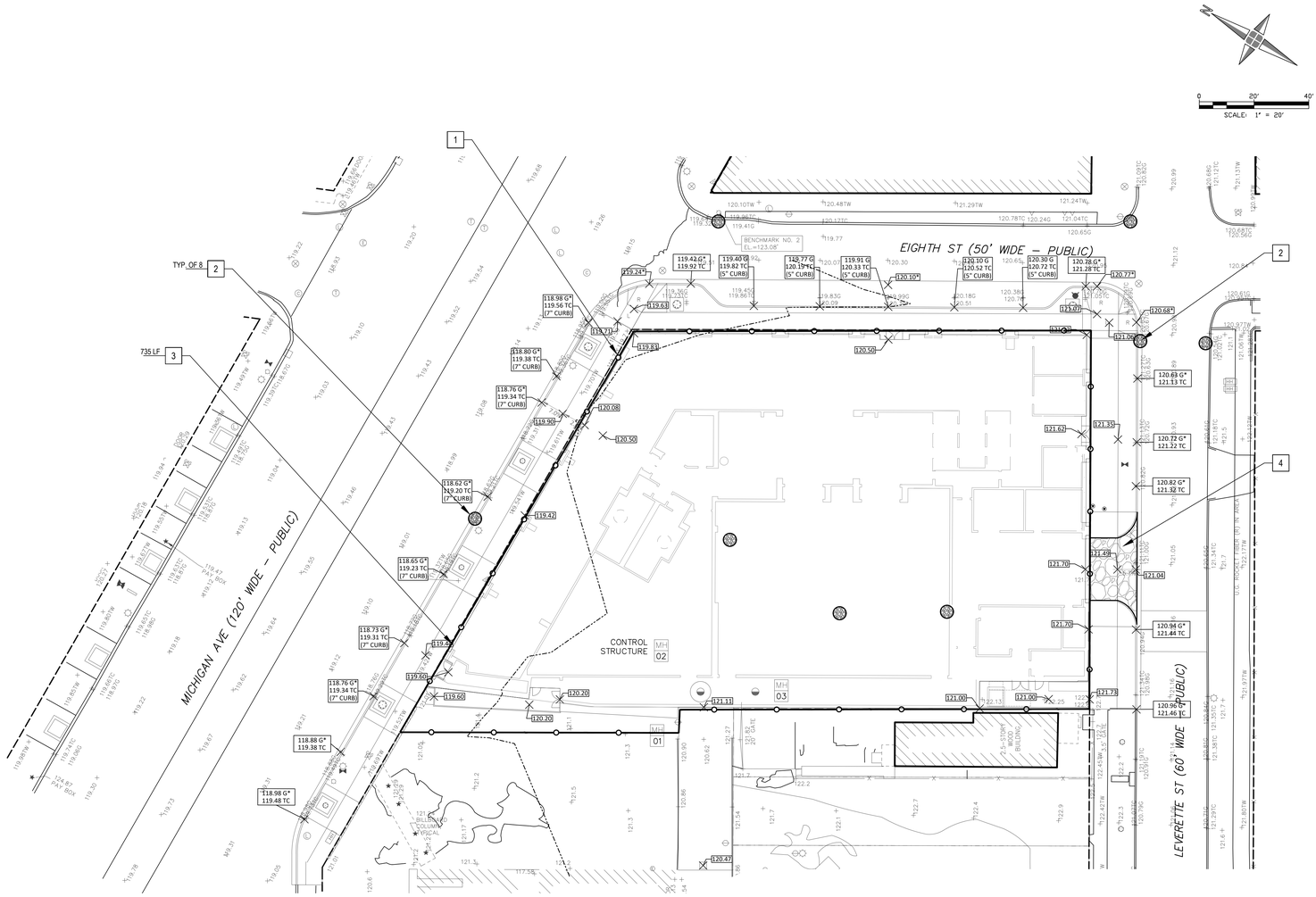
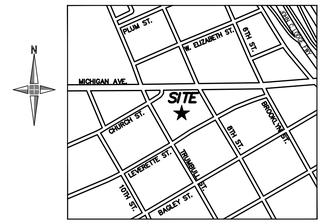


1 C-400 SOIL EROSION PLAN
1" = 20'



LOCATION MAP
(NOT TO SCALE)

EROSION AND SEDIMENT CONTROL PLAN - LEGEND

SEDIMENT INLET FILTER

SEDIMENT CONTROL FENCE

MUD MAT ENTRANCE

EROSION AND SEDIMENT CONTROL PLAN - KEY NOTES

1. EXISTING PROPERTY LINE, TYP
2. PROVIDE, INSTALL AND MAINTAIN SEDIMENT INLET FILTER DURING CONSTRUCTION. SEE DETAILS
3. PROVIDE, INSTALL AND MAINTAIN SEDIMENT CONTROL FENCE DURING CONSTRUCTION. SEE DETAILS
4. CONTRACTOR TO PROVIDE VEHICLE WASH DOWN AREA WHERE VEHICLES CAN DROP MUD AND SEDIMENT TO AVOID TRANSPORTING IT ONTO PAVED ROADS, TO CONTROL EROSION FROM SURFACE RUNOFF, AND TO HELP CONTROL DUST. SEE MUD MAT DETAILS.

EROSION AND SEDIMENT CONTROL PLAN -NOTES

1. SEE SHEET C100 FOR GENERAL LEGEND AND ADDITIONAL NOTES.
2. SEE SHEET C700 FOR SESC DETAILS..
3. SOIL EROSION CONTROL MEASURES ARE SHOWN FOR THE INITIAL DEMOLITION AND MASS GRADING PHASES OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN AND ADJUST THESE MEASURES AS OTHER PHASES OF CONSTRUCTION (I.E. BUILDINGS AND PAVEMENTS) ARE UNDERTAKEN TO ENSURE THAT ALL SEDIMENT IS CONTAINED ON-SITE.
4. THE DEVELOPMENT OF THIS SITE WILL NOT RESULT IN ANY INCREASE IN DUST, ODOR, SMOKE, FUMES, NOISE, LIGHTS, OR OTHER OBJECTIONABLE FEATURES.

SOIL EROSION AND SEDIMENTATION CONTROL SEQUENCE

1. INSTALL MUD MATS, SILT FENCE AND INLET FILTERS AT ALL EXISTING LOCATIONS AS SHOWN AND AS REQUIRED TO ACHIEVE ON-SITE CONTAINMENT.
2. INSTALL STORM SEWER AND ALL ASSOCIATED STORM WATER IMPROVEMENTS AS SHOWN ON PLANS. IMMEDIATELY INSTALL INLET FILTERS AT ALL CATCH BASINS.
3. ROUGH GRADE THE PROJECT "WORK AREA" AS NEEDED.
4. INSTALL SANITARY SEWER AS SHOWN ON PLANS.
5. INSTALL WATER MAIN AS SHOWN ON PLANS.
6. INSTALL OTHER UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.) AND/OR ALL NEEDED CONDUITS AND SLEEVES.
7. INSTALL PAVEMENT BACKFILL AND SEED & MULCH ALL DISTURBED AREAS.
8. CLEAR ALL ACCUMULATED SILT AND REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES.
9. INSTALL LANDSCAPING MATERIALS AS INDICATED PER PLANS & RE-SEED, FERTILIZE AND MULCH ALL DISTURBED AREAS.

STREET CLEANING SCHEDULE							
	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY (IF WORKING)
SCRAPE STREETS		√	√	√	√	√	√
SWEEP STREETS				√			

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Title
Soil Erosion Plan

Sheet
C-400

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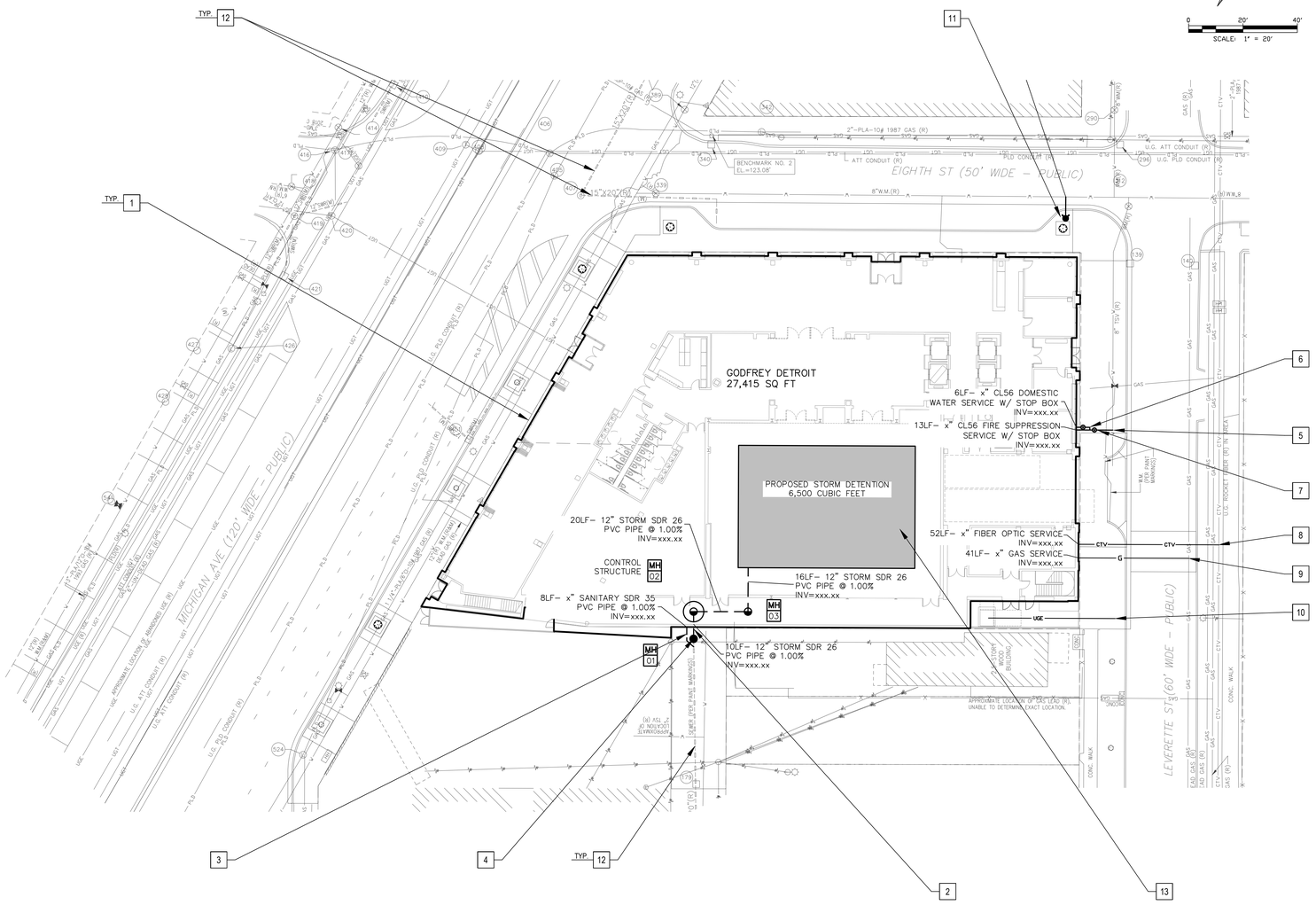
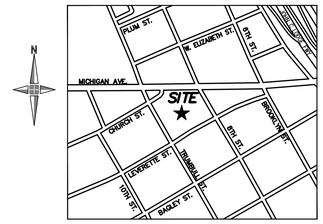
UTILITY PLAN - LEGEND

	EXISTING	PROPOSED
STORM SEWER	STM	STM
SANITARY SEWER	SAN	SAN
COMBINED SEWER		
WATER MAIN	W	W
GAS MAIN	GAS	GAS
UNDERGROUND ELECTRIC LINES	UGE	UGE
UNDERGROUND TELEPHONE LINES	UGT	UGT
UNDERGROUND CABLE TELEVISION LINES	CTV	CTV
OVERHEAD LINES		
PUBLIC LIGHTING LINES	PLD	PLD
STEAM LINES	STEAM	STEAM
STORM MANHOLE		
CATCH BASIN		
WEIR CONTROL STRUCTURE		
STORM CLEAN OUT		
SLOT DRAIN		
UNDERDRAIN PIPES		
SANITARY MANHOLE		
SANITARY CLEAN OUT		
GATE VALVE		
FIRE HYDRANT		
STOP BOX AND VALVE		
FDC CONNECTION		



1 C-500 **UTILITY PLAN**
1" = 20'



LOCATION MAP
(NOT TO SCALE)

DEMOLITION PLAN - KEY NOTES

1. EXISTING PROPERTY LINE, TYP
2. PROPOSED STORM SEWER PIPE
3. PROPOSED SANITARY PIPE
4. PROPOSED COMBINED SEWER MANHOLE
5. TAP EXISTING WATER MAIN
6. PROPOSED DOMESTIC WATER FEED
7. PROPOSED FIRE SUPPRESSION WATER FEED
8. PROPOSED COMMUNICATIONS LINE
9. PROPOSED GAS LINE
10. PROPOSED ELECTRICAL SERVICE. COORDINATE WITH DTE FOR SERVICE CONNECTION LOCATION.
11. PROPOSED FIRE HYDRANT ASSEMBLY
12. CONTRACTOR TO CLEAN AND TELEVISE EXISTING COMBINED SEWER PRIOR TO THE START OF CONSTRUCTION
13. UNDERGROUND PRECAST CONCRETE STORMWATER DETENTION SYSTEM, FOOTPRINT 65'X45'.

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Title
UTILITY PLAN

Sheet
C-500

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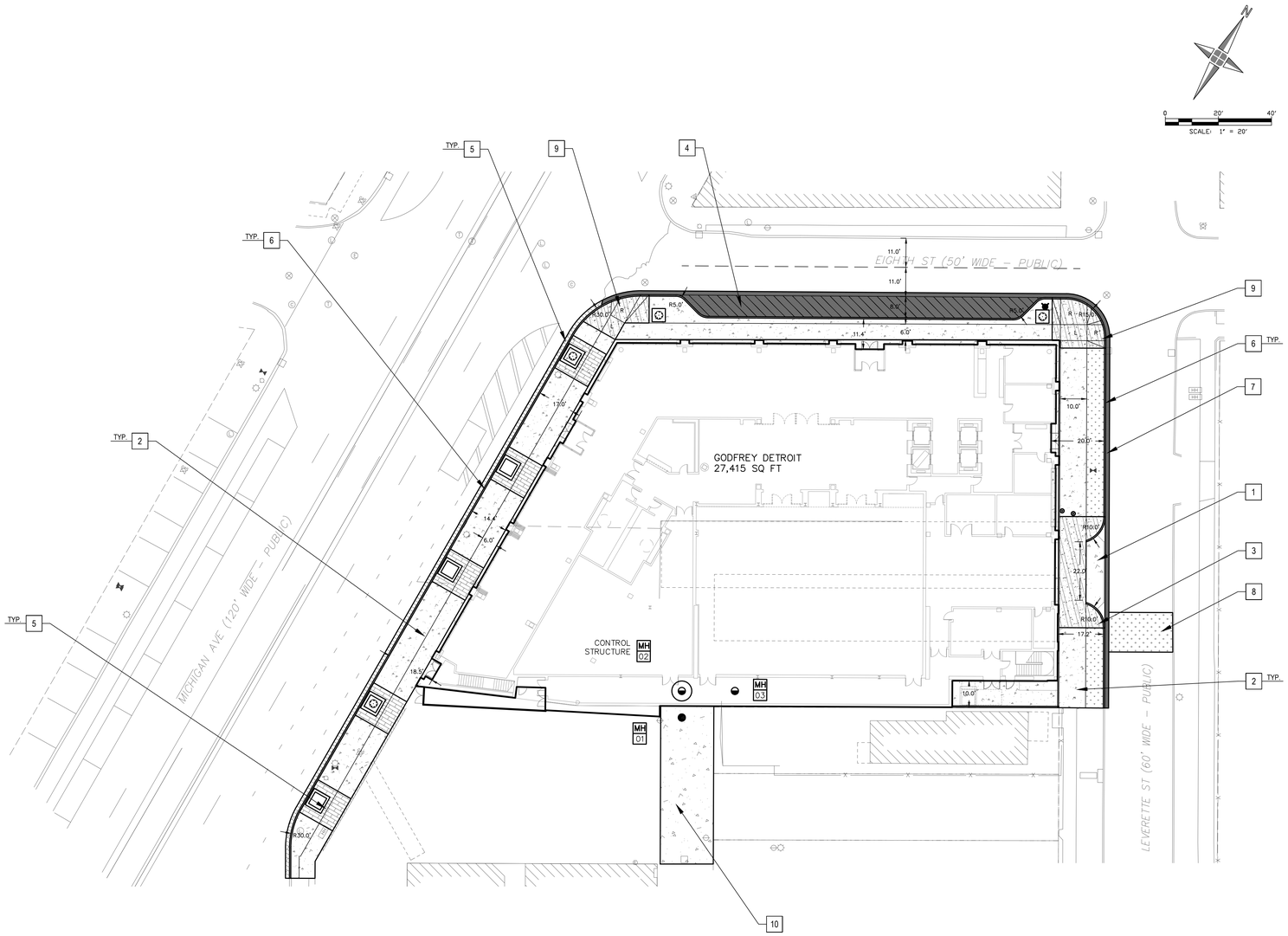
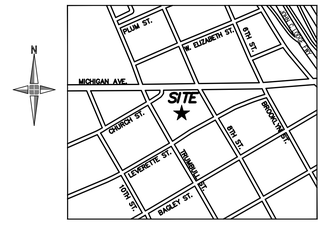


1 C-600 GEOMETRICS AND PAVING PLAN
1" = 20'



LOCATION MAP
(NOT TO SCALE)

PAVING PLAN - LEGEND

- 4" CONCRETE SIDEWALK PAVEMENT
- 6" CONCRETE SIDEWALK PAVEMENT
- 8" CONCRETE PAVEMENT
- BRICK PAVERS
- PAVEMENT REPAIR PER CITY OF DETROIT STANDARDS AND SPECIFICATIONS
- ASPHALT PAVEMENT
- LANDSCAPING

PAVING PLAN - KEY NOTES

#	NOTE
1	PROVIDE AND INSTALL NEW 8" CONCRETE DRIVE APPROACH WITH 6" CONCRETE SIDEWALK ON EACH SIDE FROM THE APPROACH TO THE END OF THE DRIVEWAY RADIUS ON EACH SIDE - TYP.
2	NEW 4" CONCRETE SIDEWALK PAVEMENT. SEE DETAIL ON SHEET C-800
3	NEW 6" CONCRETE PAVEMENT. SEE DETAIL ON SHEET C-800.
4	INSTALL ASPHALT PAVEMENT
5	INSTALL BRICK PAVERS
6	PROVIDE AND INSTALL NEW INTEGRAL CURB AND SIDEWALK. SEE DETAIL ON SHEET C-800.
7	2'-0" (MIN.) WIDE PAVEMENT REPAIR PER CITY OF DETROIT STANDARDS AND SPECIFICATIONS. EXISTING STREET PAVEMENT SHALL BE MILLED AND REPAIRED TO NEW GUTTER GRADE PER GRADING PLAN. PAVEMENT SHALL HAVE UNIFORM SLOPE TOWARDS FACE OF CURB.
8	JOINT TO JOINT PAVEMENT REPAIR FOR INSTALLATION OF NEW UTILITIES PER CITY OF DETROIT STANDARDS AND SPECIFICATIONS
9	ADA COMPLIANT BARRIER FREE CURB RAMP PER CITY OF DETROIT STANDARDS
10	NEW 8" CONCRETE ALLEY PAVEMENT PER CITY OF DETROIT STANDARDS

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Title
Geometrics and Paving Plan

Sheet
C-600

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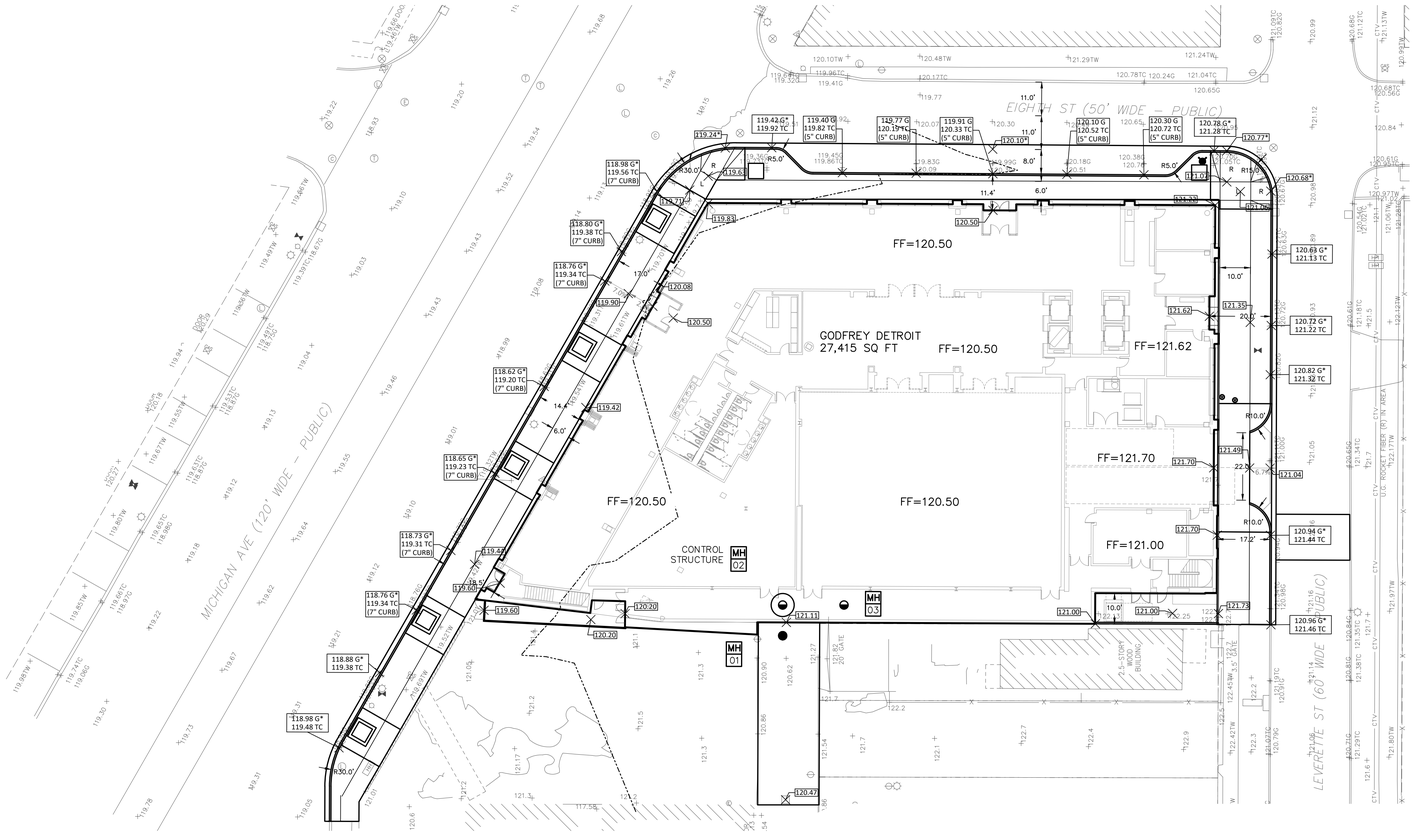

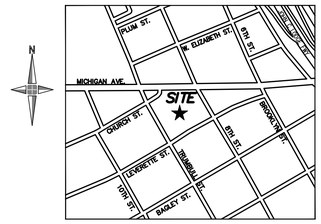

LOCATION MAP
(NOT TO SCALE)

GRADING PLAN - GRADING LEGEND

	EXISTING	PROPOSED
SPOT ELEVATION	× 150.23	
MATCH EXISTING GRADE		
FF		FINISHED FLOOR
FG		FINISHED GRADE
TS		TOP OF STEP
TC		TOP OF CURB
G		GUTTER
R		ADA RAMP, SLOPE <\= 8.33%
L		ADA LANDING, SLOPE <\= 2%
RXX.X'		RADIUS OF A CURVE, MEASURED FROM FACE OF CURB

GRADING PLAN - NOTES

1. SEE SHEET C-100 FOR ADDITIONAL PROJECT NOTES AND INFORMATION.
2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONFLICT OR DISCREPANCY IS IDENTIFIED WITH NEW FINISHED GRADES.
3. THE CONTRACTOR SHALL VERIFY ALL EXISTING GRADES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONFLICT OCCURS WHERE NEW FINISHED GRADES MATCH OR TIE-INTO EXISTING GRADES.
4. PAVEMENT SLOPE OF ALL ADA ACCESSIBLE ROUTES SHALL BE IN ACCORDANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN.
5. THE CROSS SLOPE OF ALL ADA ACCESSIBLE ROUTES SHALL NOT EXCEED 1 IN 50 (2%) AND THE RUNNING SLOPE OF ALL ADA ACCESSIBLE ROUTES SHALL NOT EXCEED 1 IN 20 (5%).
6. THE CONTRACTOR SHALL PROVIDE A MINIMUM 5' LANDING AT THE TOP AND BOTTOM OF ALL DOORS, STAIRS, ADA RAMPS AND FENCE GATES IN ACCORDANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN. THE LANDING SLOPE SHALL NOT EXCEED 1 IN 50 (2%) IN ALL DIRECTIONS.
7. ALL NEW PAVING AND STREET REPAIRS WITHIN THE RIGHT-OF-WAY SHALL COMPLY WITH CITY OF DETROIT STANDARDS.
8. ALL PAVEMENT AND GRASSY AREAS SHALL DIRECT RUNOFF TO CATCH BASIN OR DRAIN INLET STRUCTURES WITHOUT ANY PONDING OR BIRDBATHS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY PONDING OR BIRDBATHS SHALL OCCUR.
9. THE CASTING OF ALL EXISTING STRUCTURES INVOLVED IN THE SCOPE OF CIVIL WORKS SHALL BE FIELD ADJUSTED AND FLUSHED WITH THE FINISHED GRADE OF NEW PAVING.
10. THE CONTRACTOR SHALL SUBMIT A JOINTING PLAN DETAILING ALL JOINTS BASED ON ACI GUIDELINES FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO PLACING CONCRETE.

1 / C-700 GRADING PLAN
1" = 20'

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C-700

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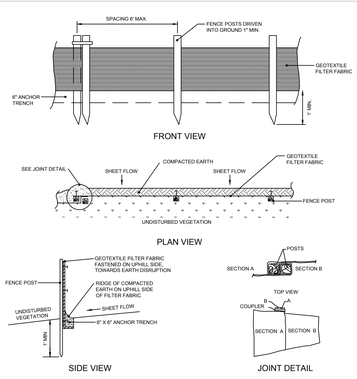
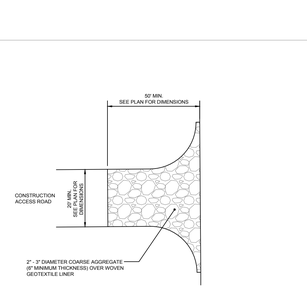
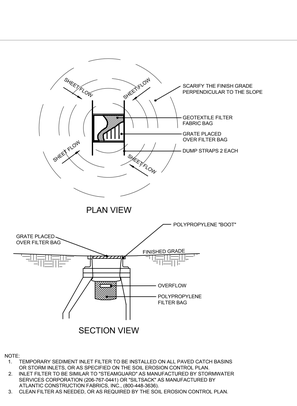


SEDIMENT CONTROL FENCE
N.T.S.



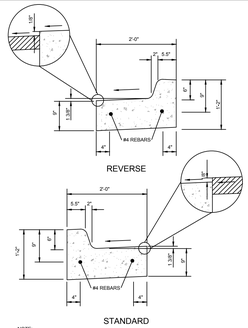
NOTE:
AGGREGATE PAD IS REQUIRED TO PROVIDE BUFFER AREA WHERE VEHICLES CAN DROP MUD AND SEDIMENT TO AVOID TRANSPORTING IT ONTO PAVED ROADS. TO CONTROL EROSION FROM SURFACE RUNOFF AND TO HELP CONTROL DUST. PAD SHALL BE INSTALLED AND MAINTAINED AS SPECIFIED ON THE SOIL EROSION CONTROL PLAN.

AGGREGATE MUD MAT
N.T.S.



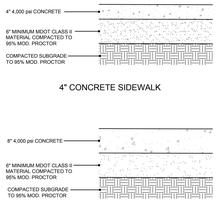
NOTE:
1. TEMPORARY SEDIMENT INLET FILTER TO BE INSTALLED ON ALL PAVED CATCH BASINS OR STORM INLETS, OR AS SPECIFIED ON THE SOIL EROSION CONTROL PLAN.
2. INLET FILTER TO BE SIMILAR TO "STEAMGUARD" AS MANUFACTURED BY STORMWATER SERVICES CORPORATION (256-767-5441) OR "SILTSACK" AS MANUFACTURED BY ATLANTIC CONSTRUCTION FABRICS, INC., (800-448-3636).
3. CLEAN FILTER AS NEEDED, OR AS REQUIRED BY THE SOIL EROSION CONTROL PLAN.

SEDIMENT INLET FILTER
N.T.S.



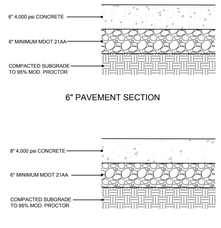
NOTE:
1. USE MDOT 35P CONCRETE UNLESS OTHERWISE NOTED.
2. REFER TO PLANS FOR LOCATIONS OF STANDARD AND REVERSE CURB.
3. CONTRACTOR SHALL SMOOTHLY TRANSITION BETWEEN STANDARD AND REVERSE CURB.

CONCRETE CURB & GUTTER
N.T.S.



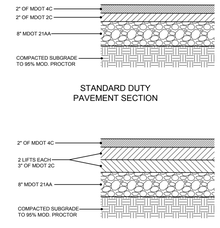
NOTE:
1. IF ANY OF THE EXISTING BASE CANNOT BE UTILIZED, IT SHALL BE REMOVED AND REPLACED WITH MDOT CLASS II MATERIAL.
2. BROOM FINISH SURFACE.
3. IF NOT INDICATED ON THE PLANS THE CONTRACTOR SHALL SUBMIT A JOINTING PLAN PRIOR TO PLACEMENT OF CONCRETE PAVEMENT.
4. JOINTS SHALL BE SAWCUT AS SOON AS PAVEMENT CAN SUPPORT MACHINE.
5. AN EXPANSION JOINT SHALL BE PLACED BETWEEN NEW WALKS AND EXISTING PAVEMENT AND/OR BUILDINGS.

CONCRETE SIDEWALK
N.T.S.



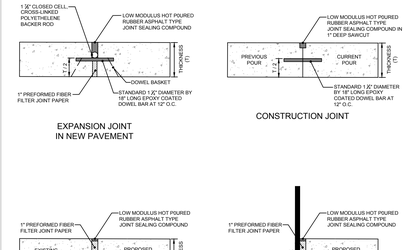
NOTE:
1. IF ANY OF THE EXISTING BASE CANNOT BE UTILIZED, IT SHALL BE REMOVED AND REPLACED WITH MDOT 21AA MATERIAL.
2. BROOM FINISH SURFACE.
3. IF NOT INDICATED ON THE PLANS THE CONTRACTOR SHALL SUBMIT A JOINTING PLAN PRIOR TO PLACEMENT OF CONCRETE PAVEMENT.

CONCRETE PAVEMENT
N.T.S.



NOTE:
1. IF ANY OF THE EXISTING BASE CANNOT BE UTILIZED, IT SHALL BE REMOVED AND REPLACED WITH MDOT 21AA MATERIAL.
2. THE PLACEMENT OF THE FINAL LIFT OF ASPHALT SHALL BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION HAS BEEN COMPLETED, OR AS DIRECTED BY THE ENGINEER.
3. A BOND COAT OF SS-1H EMISSION SHALL BE APPLIED (AT A RATE OF 0.10 gal/sy) BETWEEN THE LEVELING AND WEARING COURSE WHEN 48 HOURS HAVE ELAPSED BETWEEN PLACEMENT.

HMA PAVEMENT
N.T.S.



CONCRETE JOINTS
N.T.S.

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PLANT NOTES:

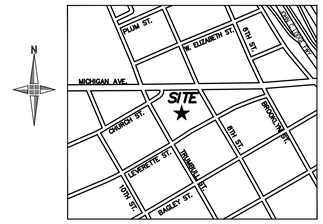
1. Plant materials shall be sound, healthy, vigorous, free from plant diseases and insects or their eggs, and shall have normal, healthy root systems. Caliper measurements shall be taken 6" above the ground level. All other measurements shall be in accordance with the latest edition of "American Standard for Nursery Stock" (ANSI Z-60.1 + A3002004).
2. Planting soil shall be an equal mix of screened organic topsoil, sphagnum peat moss, and clean sand. To deter weed growth during establishment, apply a pre-emergent ('Preen' or equal) after planting, 2-3 times per growing season, at the rate recommended by product manufacturer.
3. CU-Structural Soil shall be 80% 2-3" crushed stone aggregate, highly angular and no fines; 20% clay loam of less than 5% gravel, 25-30% sand, 20-40% silt, 25-40% clay, and 5 % min organic matter; and a hydrogel stabilizing agent that is a potassium copolymer mixed at 10% total moisture. CU-Structural Soil is installed and compacted in 6" lifts to no less than 95% modified proctor density.
4. Planting pockets shall be no deeper than twice the height of the root ball.
5. All tree wrap shall be removed upon planting.
6. Mulch shall be double shredded seasoned hardwood bark mulch. Contractor to submit sample for approval by landscape architect/civil engineer prior to placement.
7. Grass seed for lawn restoration shall be certified turf grass seed complying with A.S.P.A. specifications, and free of weed seeds and undesirable native grasses.Seeded areas shall not be permitted to dry out.
8. Plants material warranties shall be covered by Watering and Cultivation for two growing seasons.
9. Remove the all burlap, twine and/or metal cage on root ball. If wrapped in plastic covering or nylon cording, all of these types of material should be removed.
10. Plant material shall be used in compliance with provisions of the local ordinance and shall be nursery grown, free of pests and diseases, hardy in this county, in conformance with the Standards of the American Association of Nurserymen, and shall pass inspections required under state regulations. In addition, plant materials shall be northern grown, No.1 Grade.
11. Plant material shall be planted within the annual planting window of March 15 through November 15.
12. All plant ID tags are to remain until all plants are accepted on site.
13. Any plant substitutions must be submitted in writing and approved by the landscape architect prior to installation.

GENERAL NOTES:

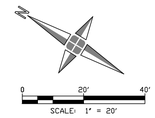
1. All Construction shall conform to the current standards and specifications of local ordinances.
2. All areas not built, landscaped, or paved upon shall receive restoration and seed mix.
3. All plant bed areas shall be amply watered upon completion of plant material installation each day.
4. During installation and construction, the Contractor must provide a temporary watering method for all plant material until planted if stored on-site.
5. Contractor shall provide a water drip bag, such as a Gator Bag or similar, per tree installed to remain with the project. Include in unit price for each tree.

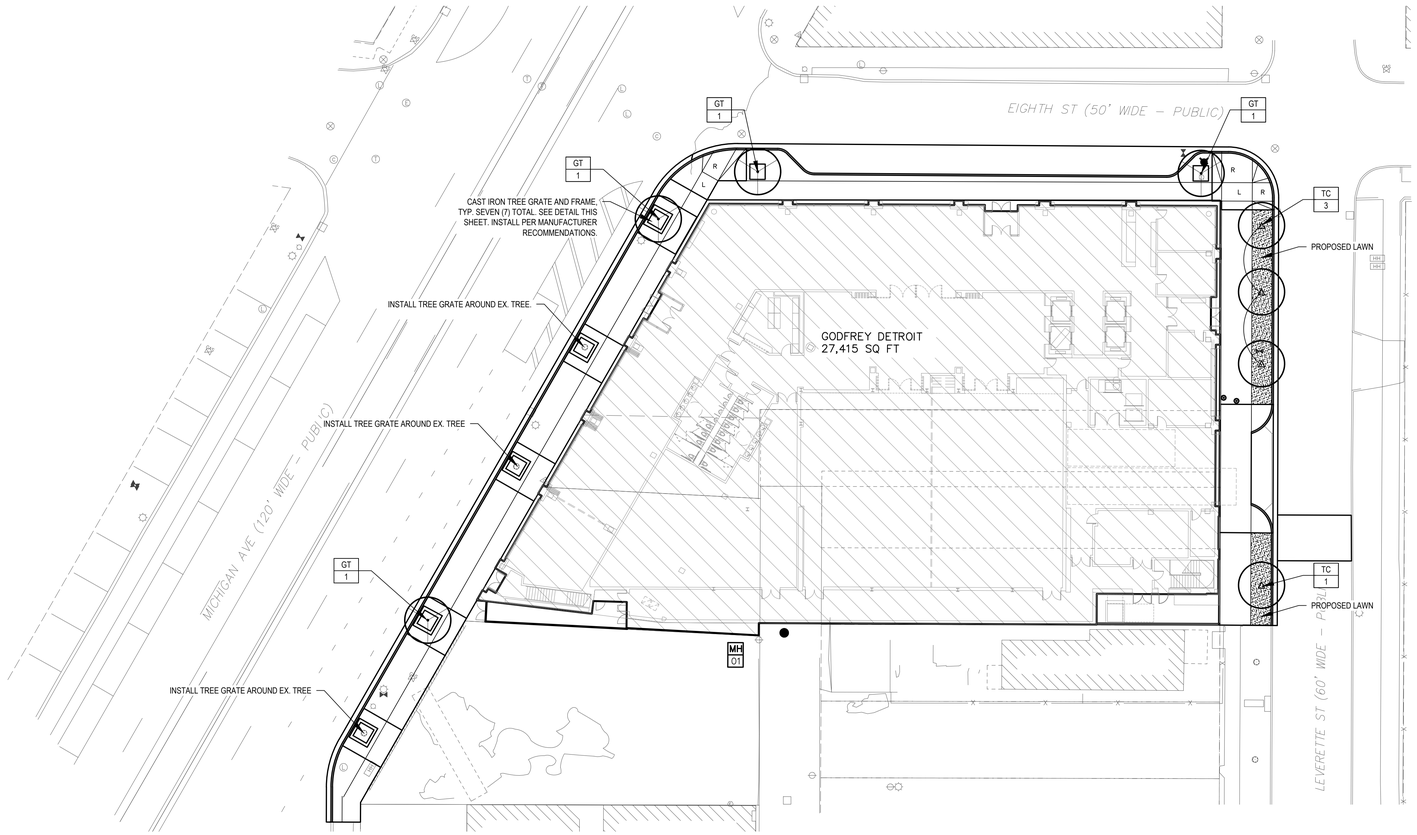
LAWN SEED MIX:

30% PERENNIAL RYGRASS
20% PARK KENTUCKY BLUEGRASS
45% CREEPING RED FESCUE
5% ANNUAL RYEGRASS
4#/1000 S.F. SEEDING RATE

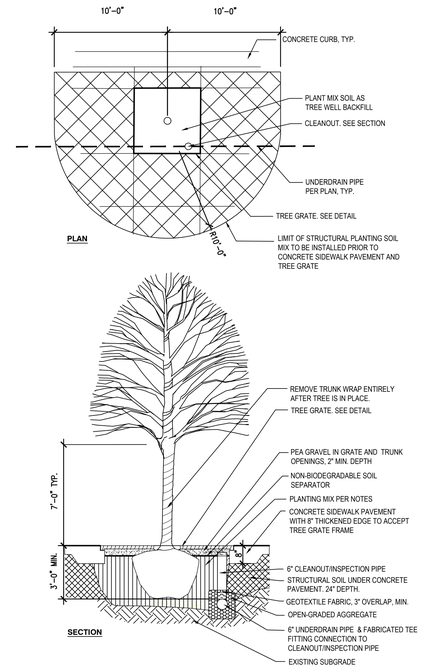


LOCATION MAP
(NOT TO SCALE)





1 L-100 LANDSCAPE PLAN
1" = 20'



TREE DETAIL
NOT TO SCALE

PLANT LEGEND

SYMBOL	TYPE	ABBR	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
	DECIDUOUS TREES	GT		Gleditsia triacanthos f. inermis 'Skyline'	SKYLINE HONEY LOCUST	3" cal. B&B	
		TC		Tilia cordata 'Greenspire'	GREENSPIRE LINDEN	3" cal. B&B	

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Landscape Plan

Sheet
L-100

CODES OF JURISDICTION

JURISDICTION	DETROIT, MICHIGAN 48216
BUILDING CODE	2015 MICHIGAN BUILDING CODE (2015 MBC)
BARRIER FREE CODE	MICHIGAN ACT 1 OF 1966, ICC A117.1-09 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES AND 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
ENERGY CODE	MICHIGAN ENERGY CODE PART 10A INCORPORATING THE 2015 INTERNATIONAL ENERGY CONSERVATION CODE AND ANSI/ASHRAE/IESNA STANDARD 90.1-2013 WITH MICHIGAN AMENDMENTS, ADDITIONS OR DELETIONS
PLUMBING CODE	2015 MICHIGAN PLUMBING CODE (2015 MPC)
MECHANICAL CODE	2015 MICHIGAN MECHANICAL CODE (2015 MMC)
ELECTRICAL CODE	MICHIGAN ELECTRICAL CODE BASED ON THE 2017 NATIONAL ELECTRIC CODE WITH PART 8 STATE AMENDMENT (2017 NEC)
ELEVATOR CODE	CITY OF DETROIT ELEVATOR CODE, INCORPORATING ASME A17.1 – 2010 SAFETY CODE FOR ELEVATORS AND ESCALATORS WITH CITY OF DETROIT AMENDMENTS, ADDITIONS OR DELETIONS
FIRE CODE	2015 NATIONAL FIRE PROTECTION ASSOCIATION (2015 NFPA)
FIRE SUPPRESSION	2013 NFPA 13 STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS
FIRE ALARM	2013 NFPA 72 FIRE ALARM CODE
FOOD LAW	2009 FDA FOOD CODE AS ADOPTED BY THE MICHIGAN FOOD LAW WITH MICHIGAN AMENDMENTS, ADDITIONS OR DELETIONS

CODE COMPLIANCE DATA - 2015 MBC

USE GROUP CLASSIFICATION	A-2, B, R-1	
MIXED USE GROUP CLASSIFICATION	MIXED USE SEPERATED	
MINIMUM CONSTRUCTION REQUIREMENTS	1B	
ALLOWABLE SINGLE FLOOR CODE AREA		
ASSEMBLY USE	UNLIMITED	
BUIRSNESS USE	UNLIMITED	
RESIDENTIAL USE	UNLIMITED	
ALLOWABLE AREA INCREASES		
% OPEN PERMITER =	N/A UNLIMITED BUILDING	
% INCREASE FOR AUTOMATIC SPRINKLERS	N/A UNLIMITED BUILDING	
MAXIMUM ALLOWABLE AREA WITH INCREASES PER FLOOR	N/A UNLIMITED BUILDING	
ACTUAL PROPOSED CODE GROSS FLOOR AREAS:		
LEVEL 1	27,320 GROSS SQFT	
LEVEL 2	19,830 GROSS SQFT	
LEVEL 3	19,290 GROSS SQFT	
LEVEL 4	19,290 GROSS SQFT	
LEVEL 5	19,290 GROSS SQFT	
LEVEL 6	19,290 GROSS SQFT	
LEVEL 7	18,840 GROSS SQFT	
TOTAL CODE GROSS AREA	143,150 GROSS SQFT	
ACTUAL HEIGHT / NUMBER OF STORIES		
NUMBER OF STORIES ALLOWED	12 STORIES ABOVE GRADE PLANE	
NUMBER OF STORIES PROVIDED	7 STORIES ABOVE GRADE PLANE	
ALLOWABLE HEIGHT		
TABULAR HEIGHT (A, B, R)	180'-0" ABOVE GRADE PLANE	
ACTUAL HEIGHT ABOVE GRADE PLAN	82'-6" ABOVE GRADE PLANE	
INCIDENTAL USE AREAS:		
ROOM OR SPACE: LAUNDRY ROOM	1 HOUR OR PROVIDE SPRINKLER SYSTEM	
SPECIAL USE & OCCUPANCY REQUIREMENTS:		
AUTOMATIC FIRE SUPPRESSION SYSTEM	NFPA 13	
FIRE ALARM SYSTEM	NFPA 72	
FIRE RESISTANCE RATING / TYPE 1B CONSTRUCTION (403.2.1.1 ITEM 2, REDUCTION TO IIA RATINGS)		
EXTERIOR WALLS	REQUIRED	PROVIDED
A. LOAD BEARING	1 HOUR	1 HOUR
B. NON-LOAD BEARING (ADJACENT TO PROPERTY)	1 HOUR	1 HOUR
C. NON-LOAD BEARING (ADJACENT TO ROW)	0 HOUR	0 HOUR
FIRE SEPARATION ASSEMBLIES		
A. EXIT ENCLOSURES	2 HOUR	2 HOUR
B. SHAFTS	2 HOUR	2 HOUR
C. MIXED USE SEPARATION	1 HOUR	1 HOUR
D. FIRE AREA SEPARATION	2 HOUR	2 HOUR (N/A)
E. OTHER SEPARATION ASSEMBLIES		
GUESTROOM SEPERATION	1 HOUR	1 HOUR
CORRIDOR SEPERATION	.5 HOUR	.5 HOUR
FIRE PARTITIONS		
EXIT ACCESS CORRIDORS		
R USE GROUPS	.5 HOUR	.5 HOUR
A AND B USE GROUPS	0 HOUR	0 HOUR
SMOKE PARTITIONS	0 HOUR	0 HOUR
OTHER NON-LOAD BEARING PARTITIONS	0 HOUR	0 HOUR
INTERIOR LOAD BEARING WALLS & PARTITIONS, COLUMNS, BEAMS, TRUSSES & FRAMING	1 HOUR	1 HOUR
STRUCTURAL MEMBERS SUPPORTING RATED WALLS	1 HOUR	1 HOUR
FLOOR CONSTRUCTION	1 HOUR	1 HOUR
ROOF CONSTRUCTION		
A. ALL ROOF CONSTRUCTION LESS THAN 20' AFF	1 HOUR	1 HOUR
B. PRIMARY ROOF CONSTRUCTION GREATER THAN 20' AFF	0 HOUR	0 HOUR
C. SECONDAY ROOF CONSTRUCTION & DECK GREATER THAN 20' AFF	0 HOUR	0 HOUR
INTERIOR FINISHES		
A. INTERIOR EXIST STAIRWAYS AND RAMPS AND EXIT PASSAGEWAYS		
A USE GROUP	CLASS B	
B AND R-1 USE GROUP	CLASS B	
B. CORRIDORS AND ENLOSURES FOR EXIT ACCESS STAIRWAYS AND RAMPS		
A USE GROUP	CLASS B	
B AND R-1 USE GROUP	CLASS C	
C. ROOMS & ENCLOSED SPACES		
A USE GROUP	CLASS C	
B AND R-1 USE GROUP	CLASS C	
INTERIOR FINISHES TESTING CRITERIA		
A. WALLS & CEILINGS	ASTM E84	
B. FLOOR FINISHES	NFPA 253	
C. DECORATIONS & TRIM	NPFA 701	
MEANS OF EGRESS REQUIREMENTS		
A. MINIMUM HEAD ROOM	7'-6" MINIMUM HEIGHT / 4" MAXIMUM PROJECTION BETWEEN 27"-80"	
B. MAXIMUM TRAVEL DISTANCE		
A AND R USE GROUP	250 FEET	
B USE GROUP	300 FEET	
C. DEAD END LIMIT		
B AND R USE GROUP	50'-0"	
A USE GROUP	20'-0"	
D. EGRESS CAPACITIES	MINIMUM WIDTH 44" SERVING AN OCCUPANT LOAD GREATER THAN 50	
E. CAPACITIES PER UNIT WIDTH	BASED ON WITDHS IN INCHES PER OCCUPANT	
1. STAIRS	.2" PER OCCUPANT	
2. DOORS	.2" PER OCCUPANT	
3. RAMPS	.2" PER OCCUPANT	
4. CORRIDORS	.2" PER OCCUPANT	
F. DOORS		
1. DOOR WIDTH	32" MINIMUM / 48" MAXIMUM	
2. DOOR PROJECTION	7" MAXIMUM INTO REQUIRED CORRIDOR WIDTH	
3. AUTOMATIC SELF CLOSING DEVICES	ACTIVATED BY SMOKE DETECTION	
4. FIRE DOOR TESTING	IN ACCORDANCE WITH NFPA 80 & 252	
G. STAIRS		
1. MINIMUM WIDTH	44"	
2. MAXIMUM RISER	7"	
3. MINIMUM TREAD DEPTH	11"	
4. MINIMUM HEAD ROOM	6'-8"	
5. MAXIMUM HEIGHT BETWEEN LANDINGS	12'-0"	
6. HANDRAIL HEIGHT	34"-38"	
7. GUARD HEIGHT	42"	
H. CORRIDORS		
1. MINIMUM WIDTH	44"	

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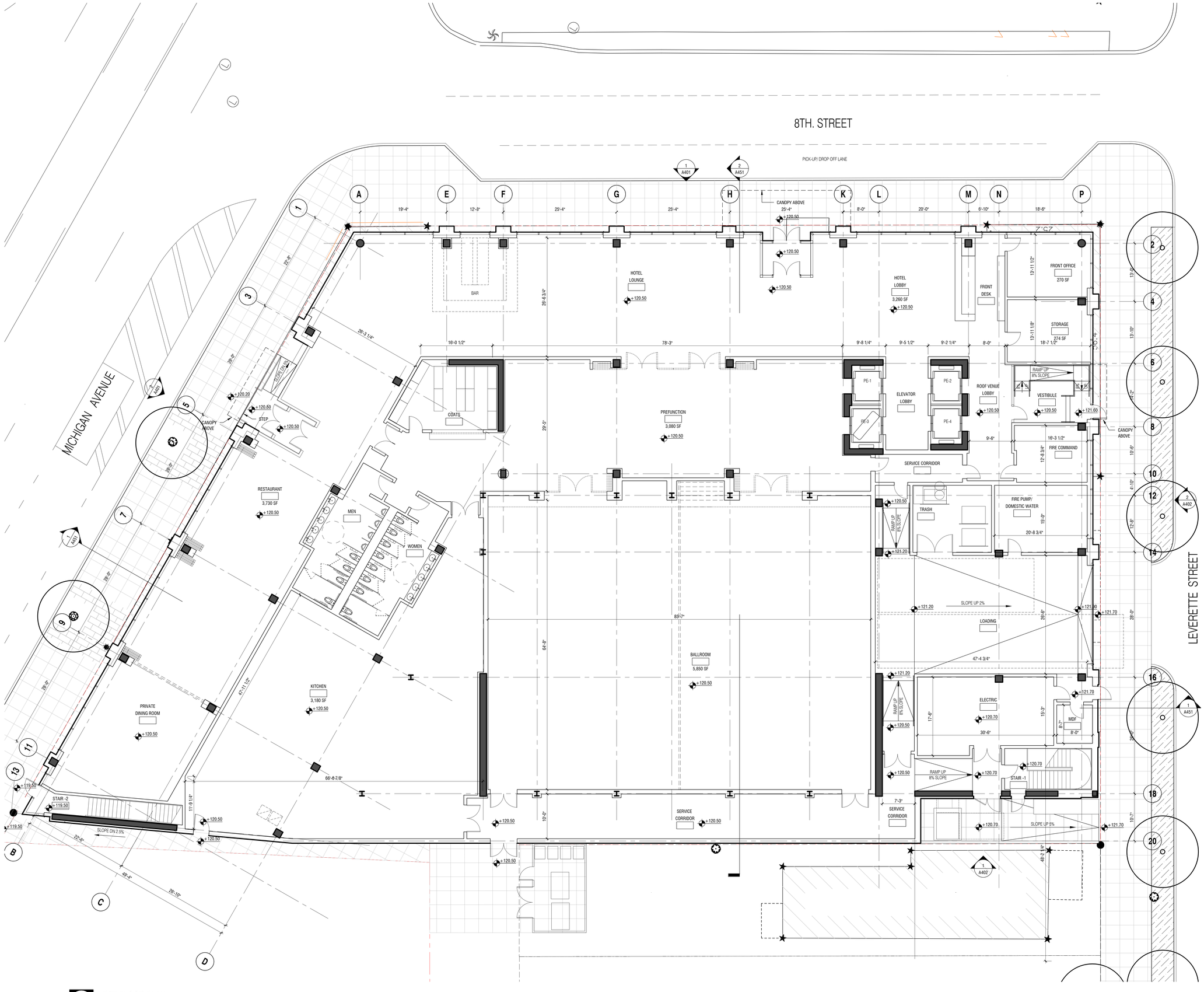

1 **FIRST FLOOR PLAN**

SCALE: 1/8" = 1'-0"

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Title
FIRST FLOOR PLAN

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A101

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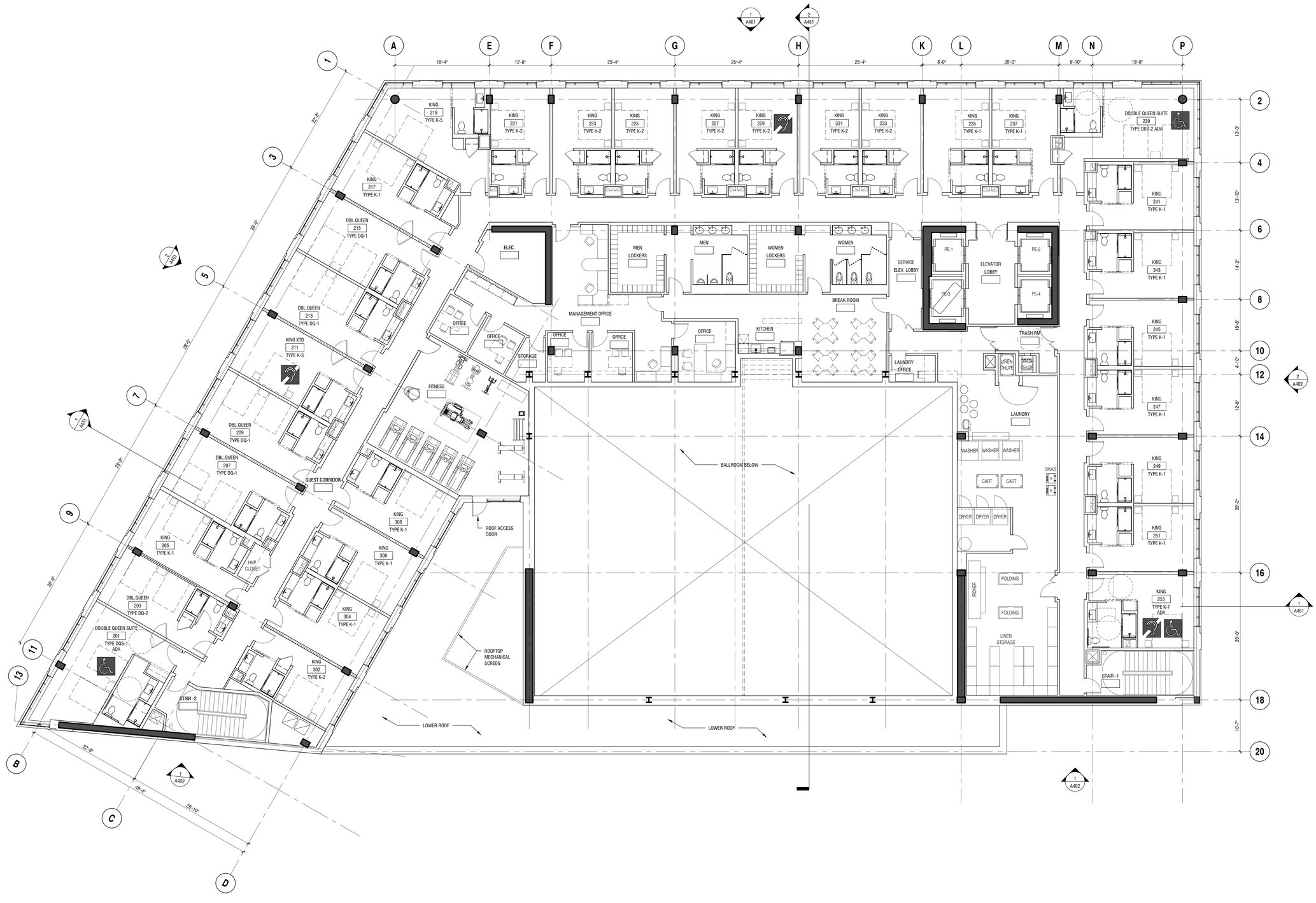

1 **SECOND FLOOR PLAN**

SCALE: 1/8"=1'-0"

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Title
SECOND FLOOR PLAN

NORTH

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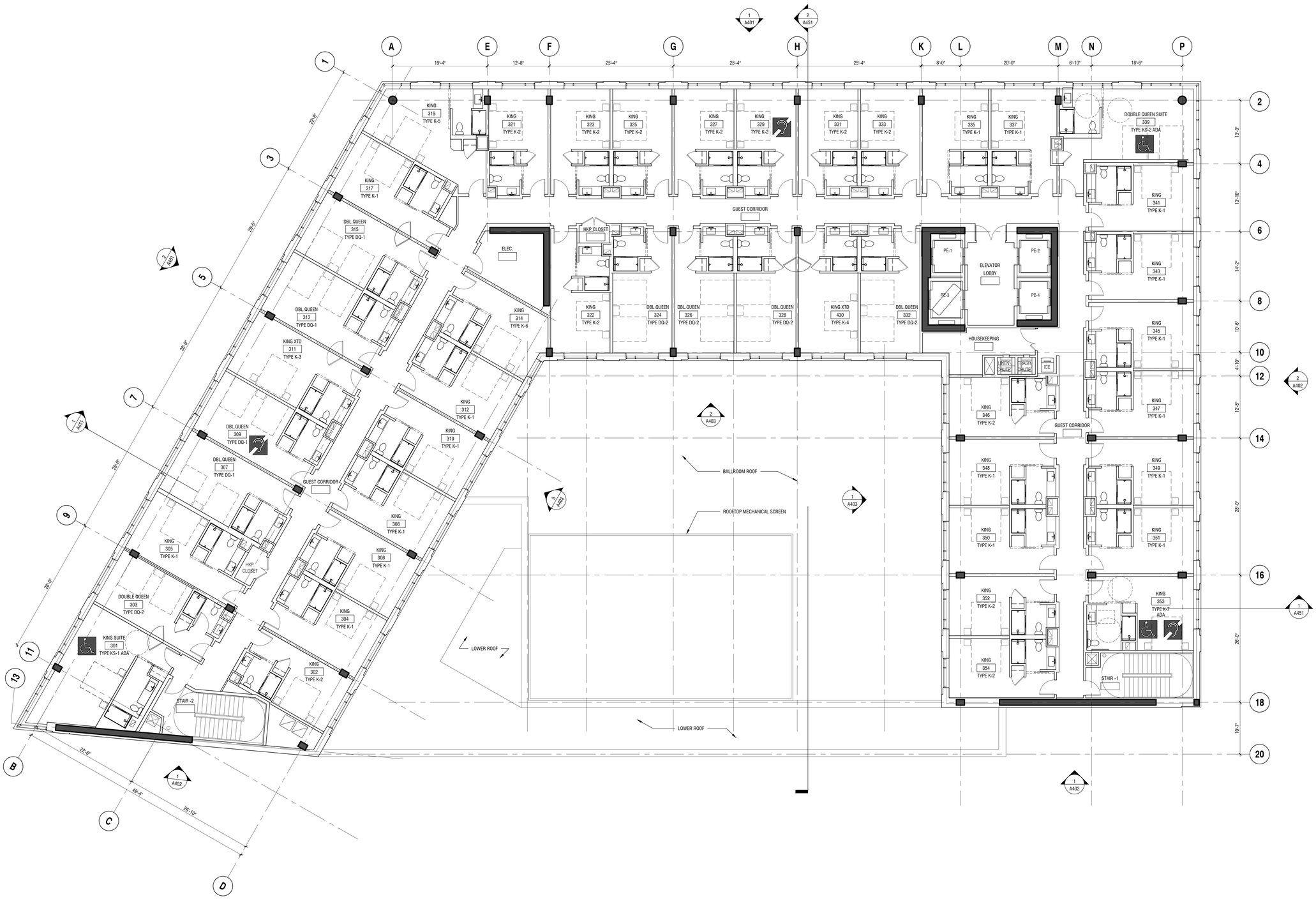
A102



1 THIRD FLOOR PLAN

SCALE: 1/8"=1'-0"

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Title
THIRD FLOOR PLAN

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A103

1 FOURTH FLOOR PLAN

SCALE 1/8" = 1'-0"

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Title
FOURTH FLOOR PLAN

NORTH

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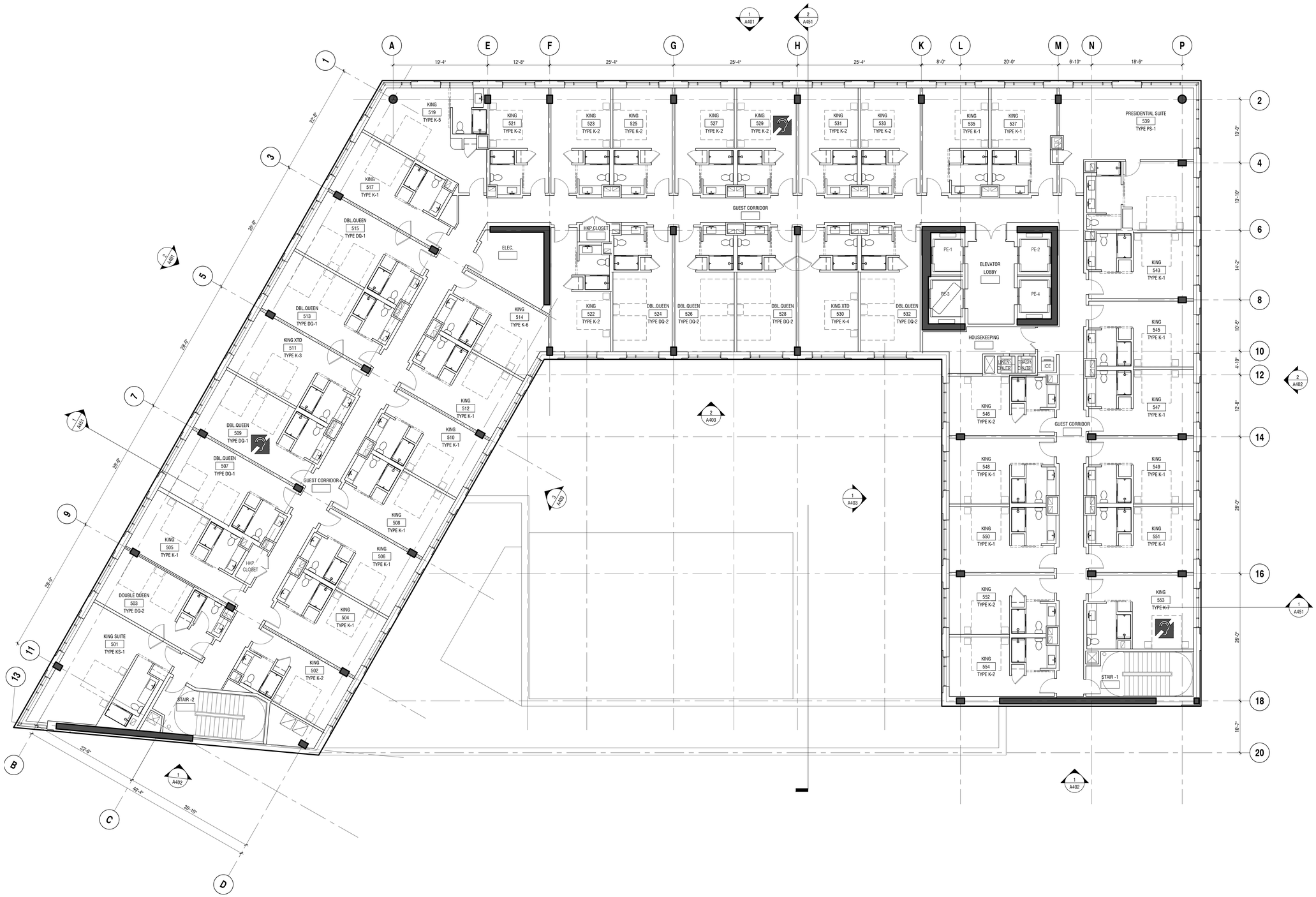

1 **FIFTH FLOOR PLAN**

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Title
FIFTH FLOOR PLAN

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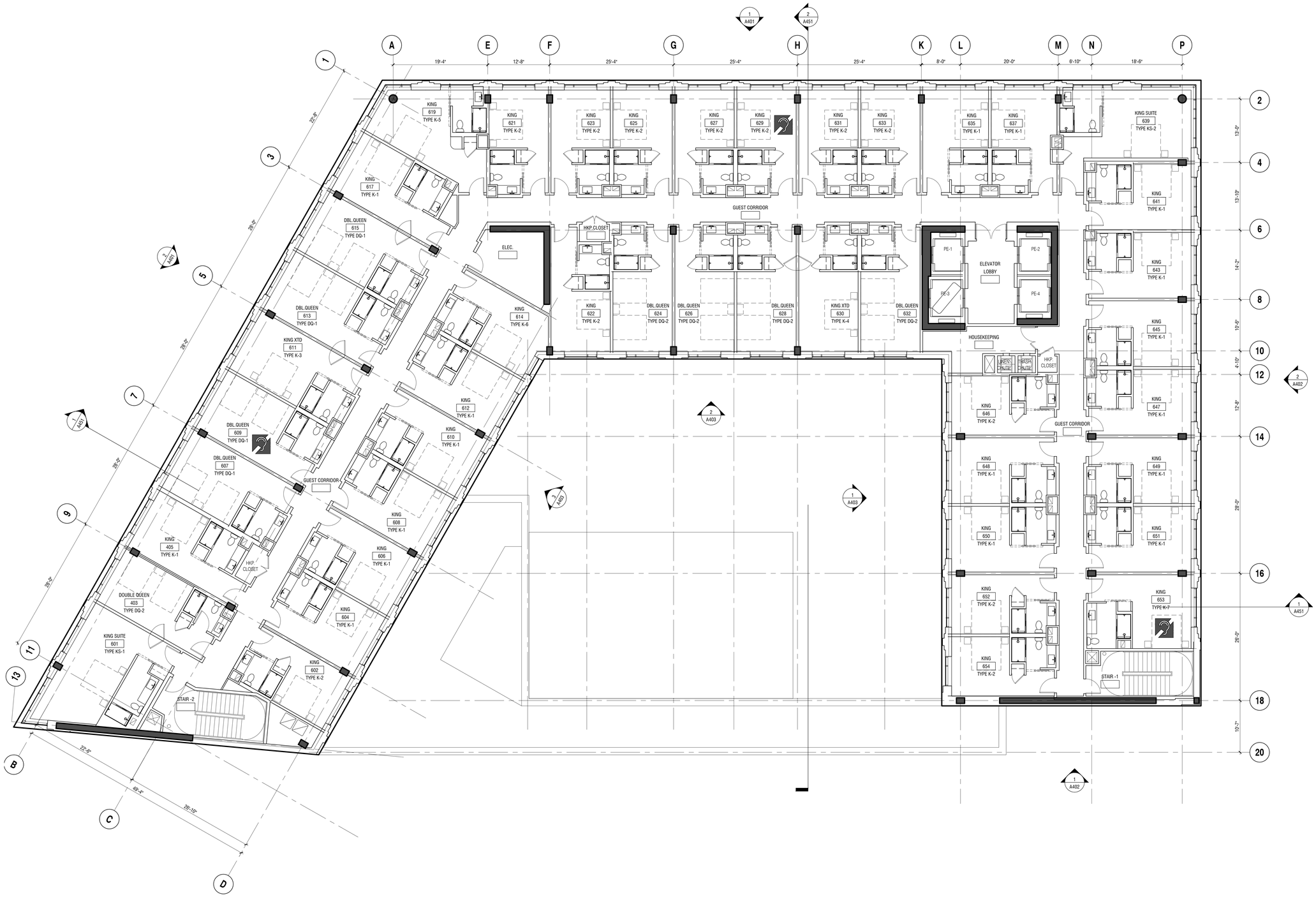

1 SIXTH FLOOR PLAN

SCALE: 1/8" = 1'-0"

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Title
SIXTH FLOOR PLAN

NORTH

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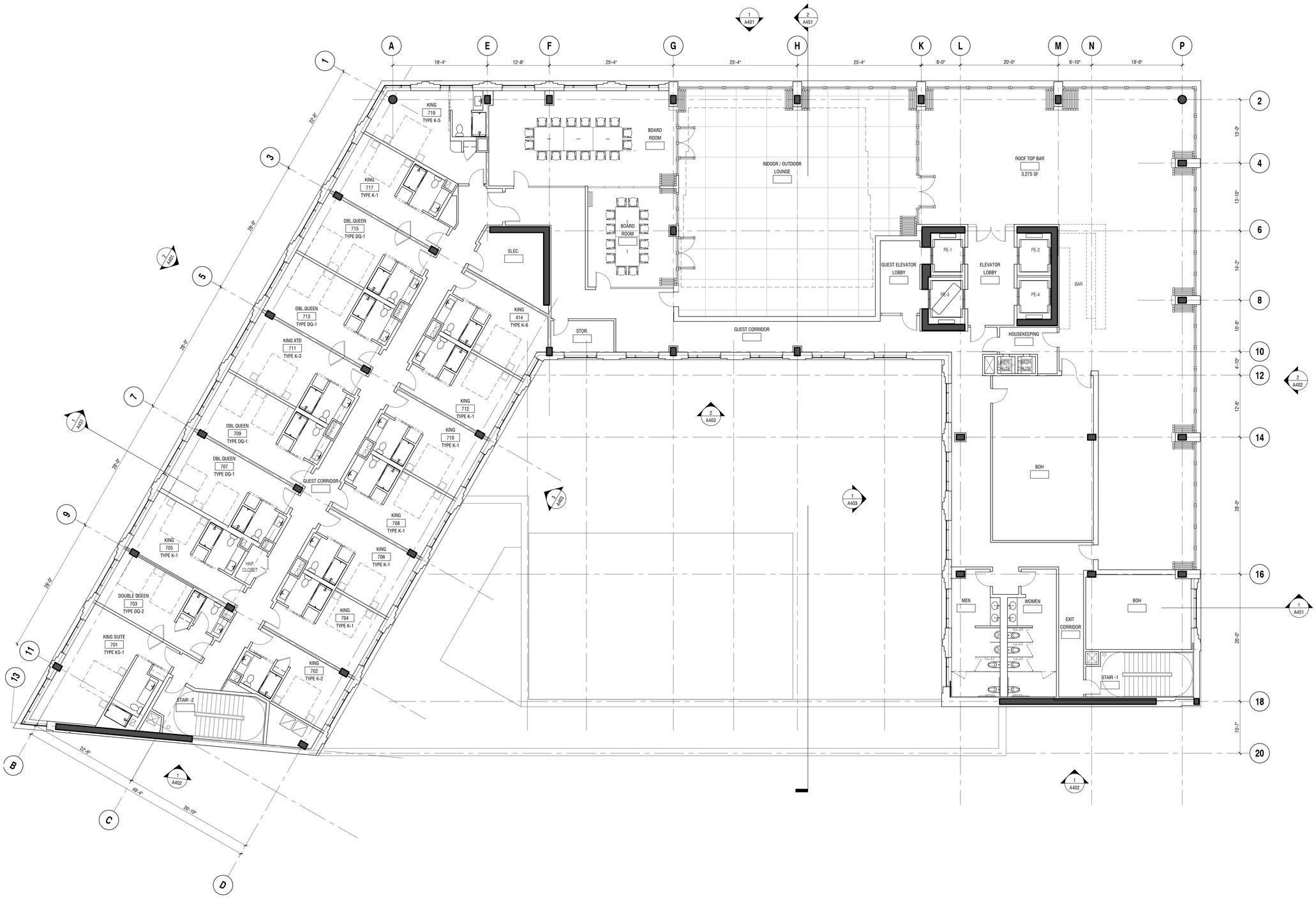

1 SEVENTH FLOOR PLAN

SCALE 1/8" = 1'-0"

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Title
SEVENTH FLOOR PLAN

NORTH

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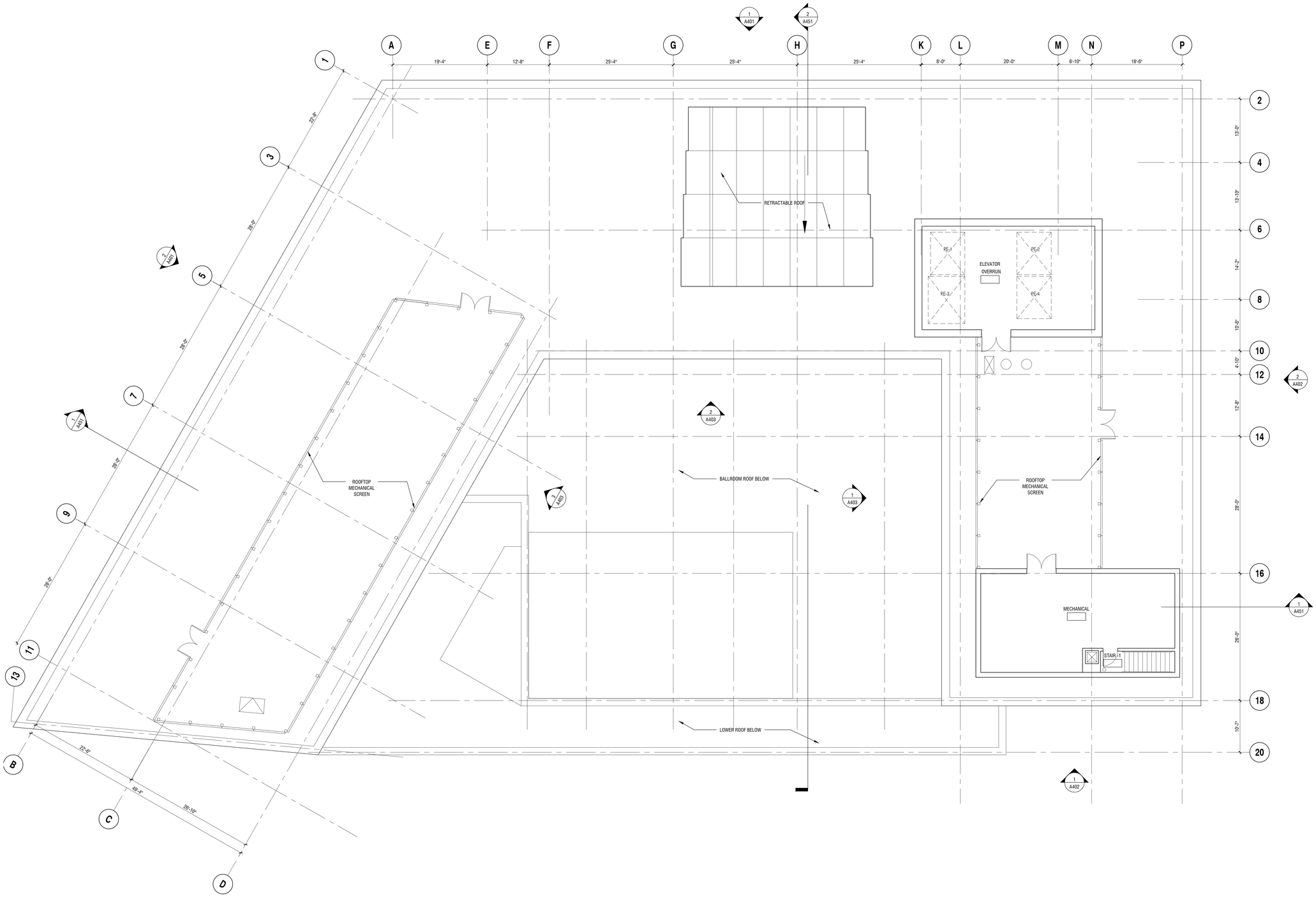

1 ROOF PLAN

SCALE: 1/8"=1'-0"

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ROOF PLAN

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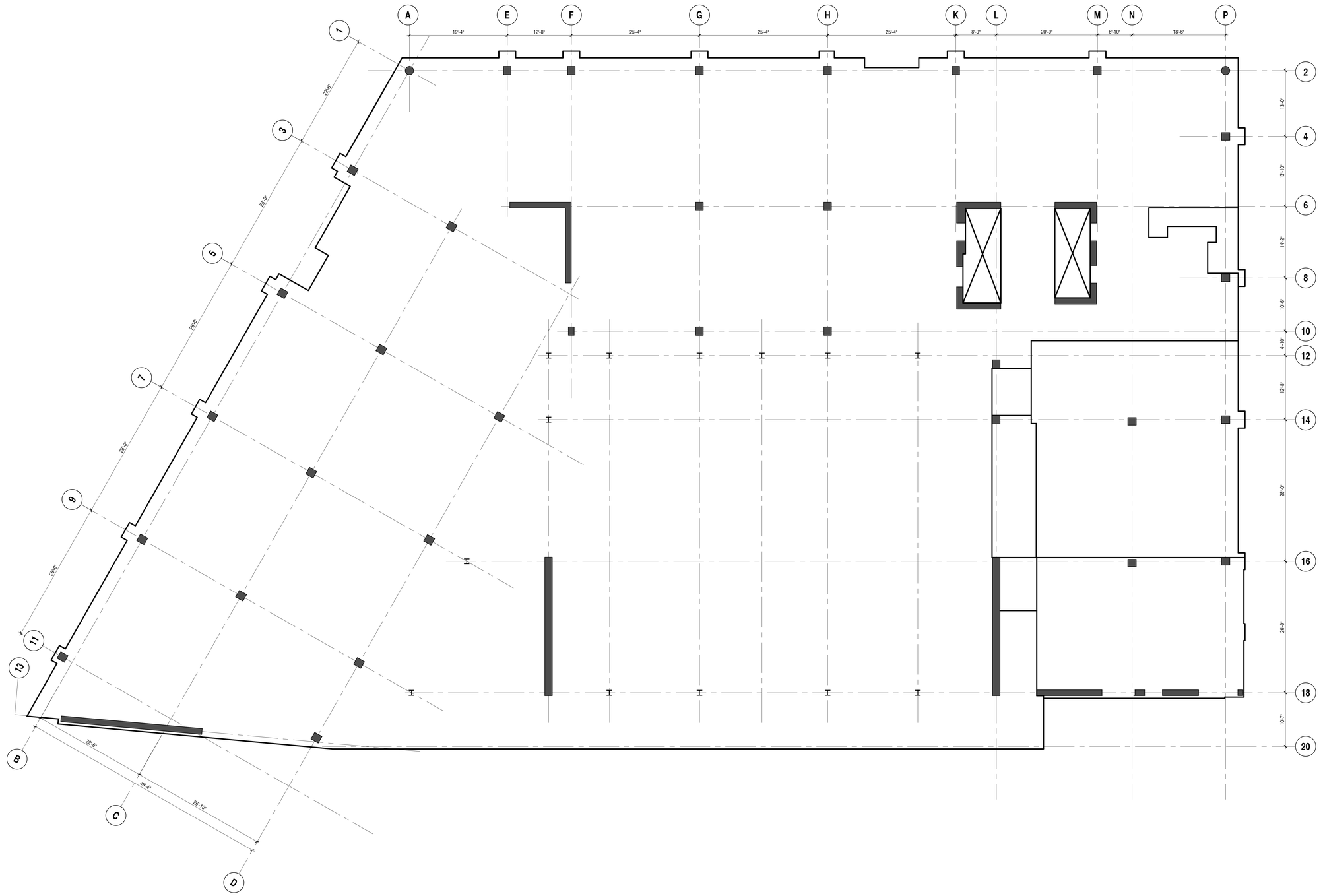

1 FIRST FLOOR SLAB EDGE PLAN

SCALE 1/8"=1'-0"

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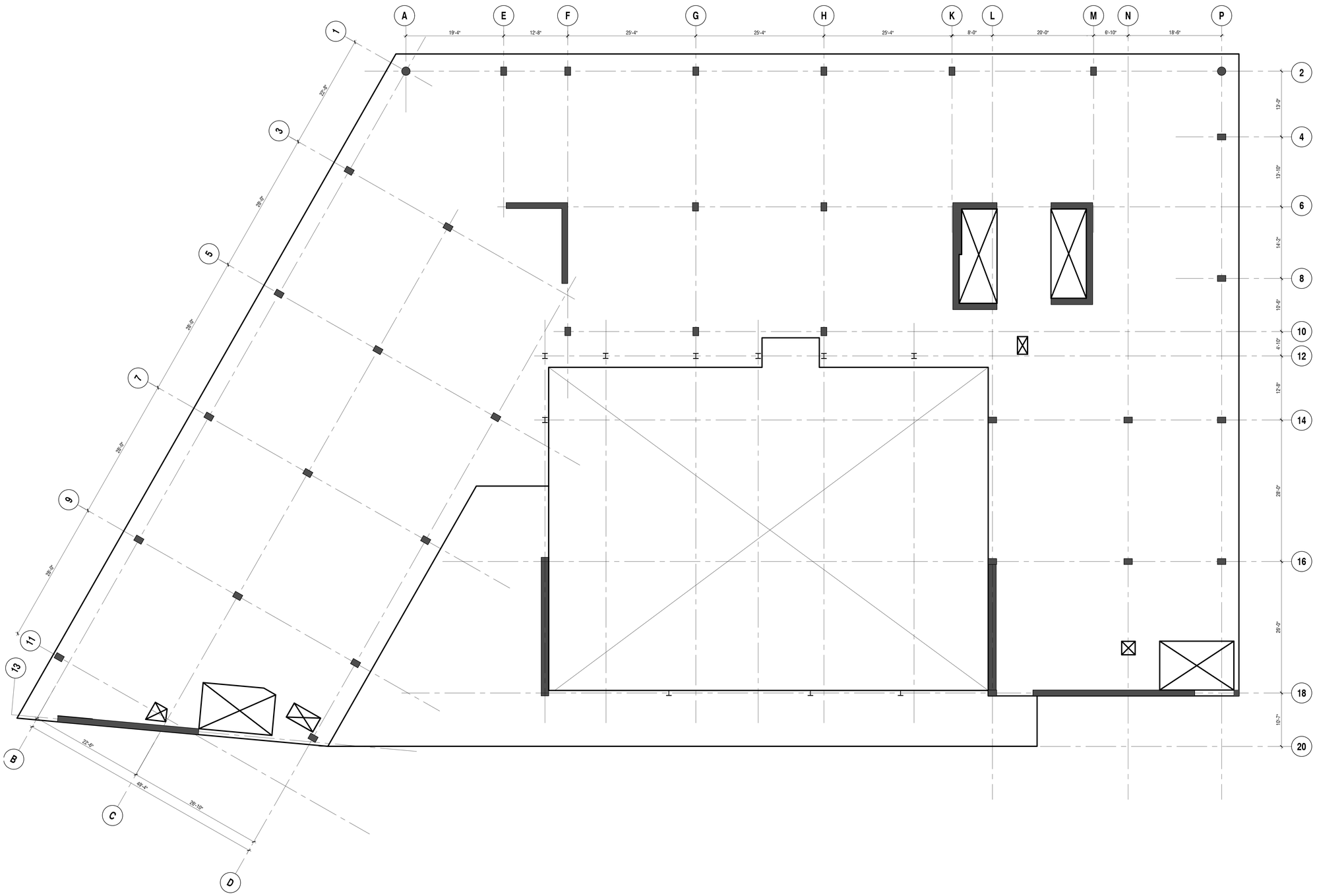

1 **SECOND FLOOR SLAB EDGE PLAN**

SCALE 1/8"=1'-0"

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Title
SECOND FLOOR SLAB EDGE PLAN

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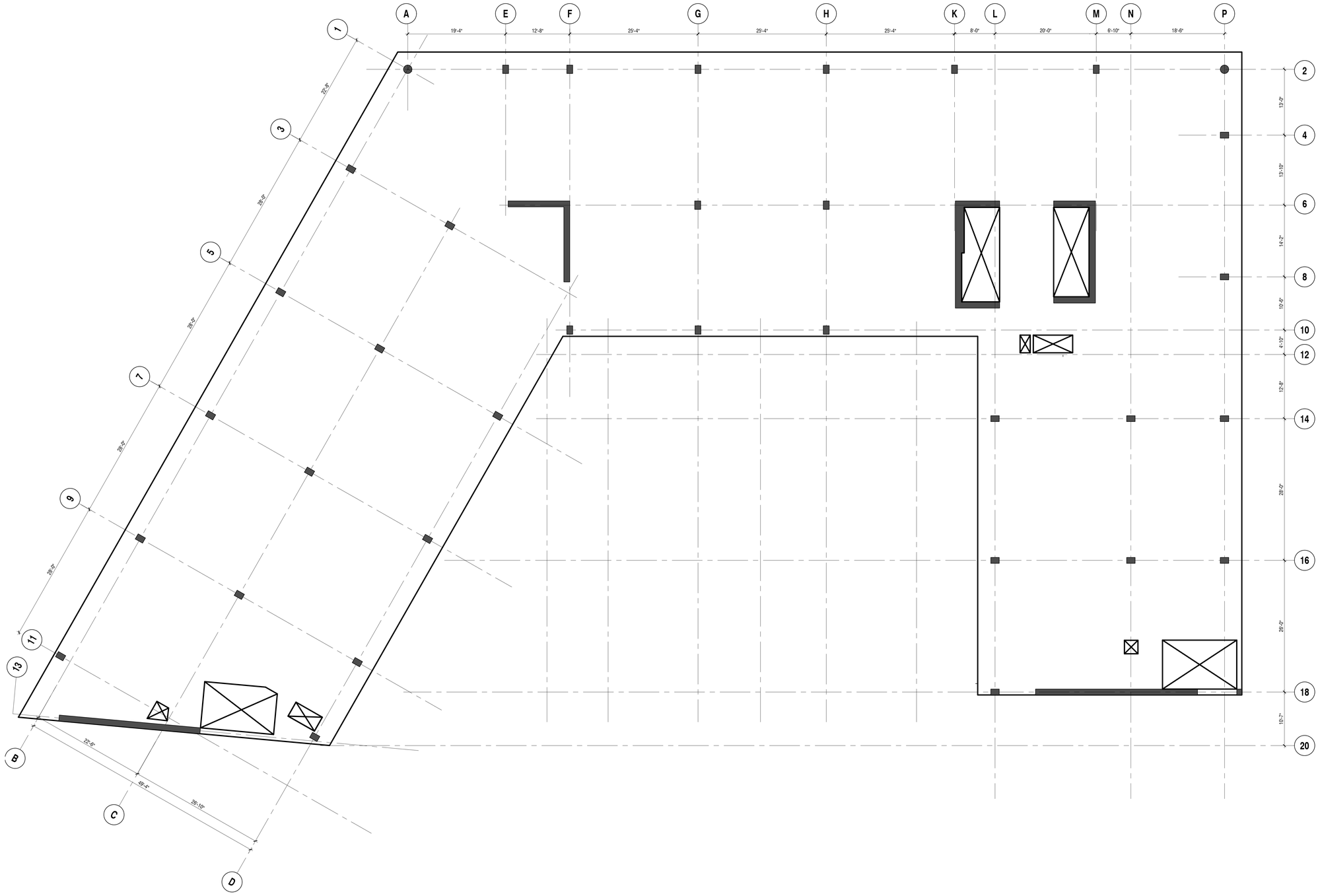

1 THIRD FLOOR SLAB EDGE PLAN

SCALE: 1/8"=1'-0"

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THIRD FLOOR SLAB EDGE PLAN

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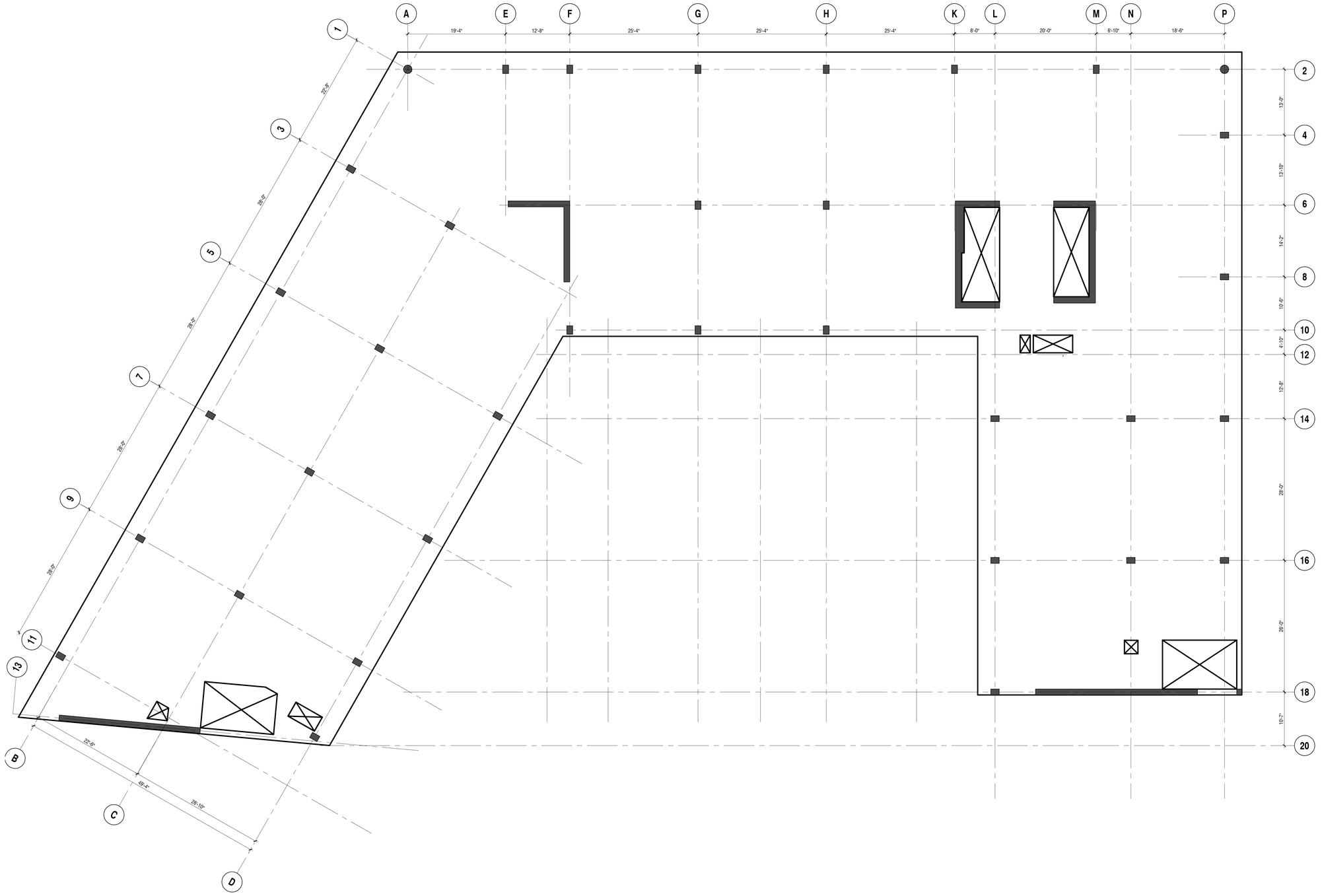

1 FOURTH FLOOR SLAB EDGE PLAN

SCALE: 1/8"=1'-0"

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Title
FOURTH FLOOR SLAB EDGE PLAN

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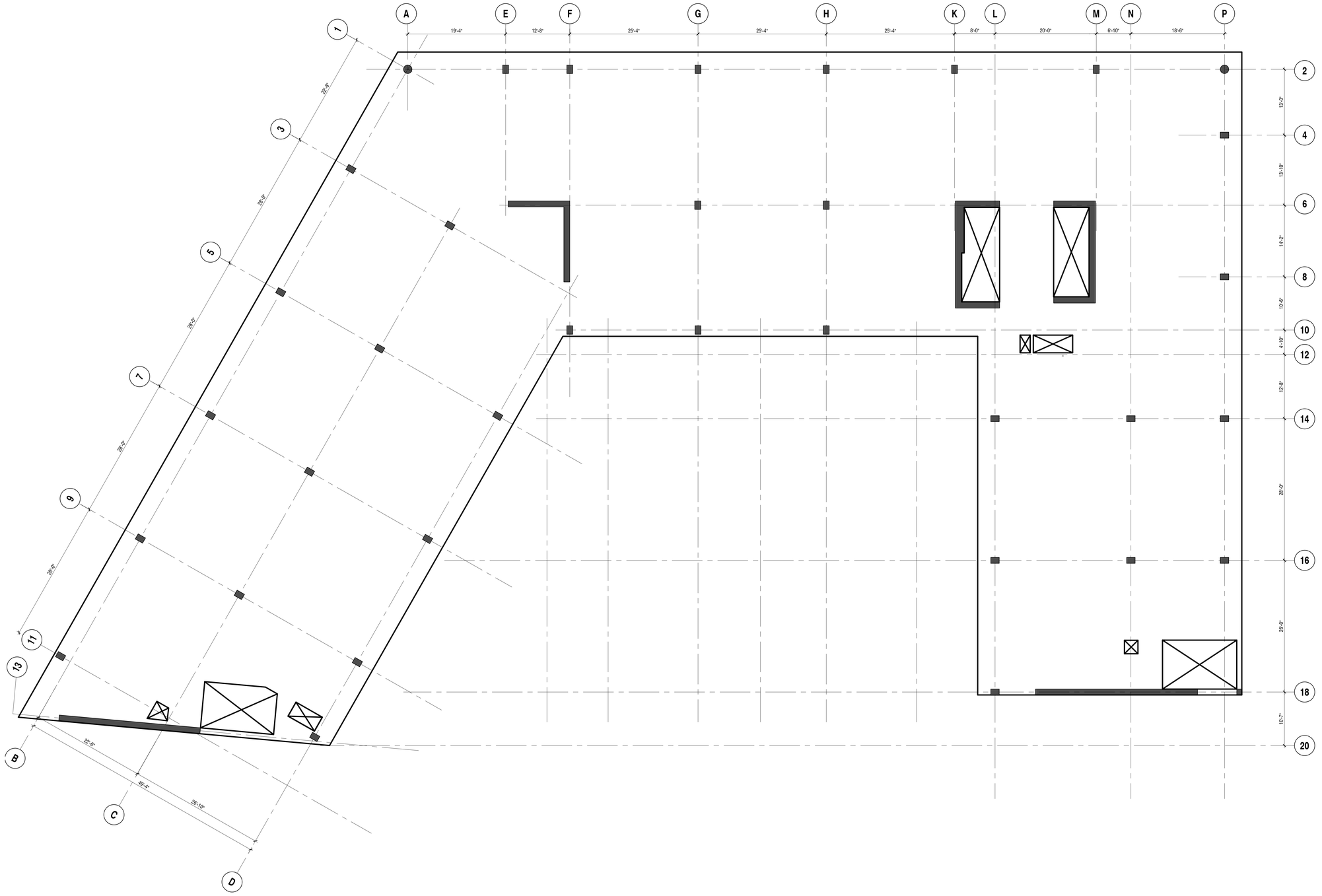

1 **FIFTH FLOOR SLAB EDGE PLAN**

SCALE: 1/8"=1'-0"

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FIFTH FLOOR SLAB EDGE PLAN

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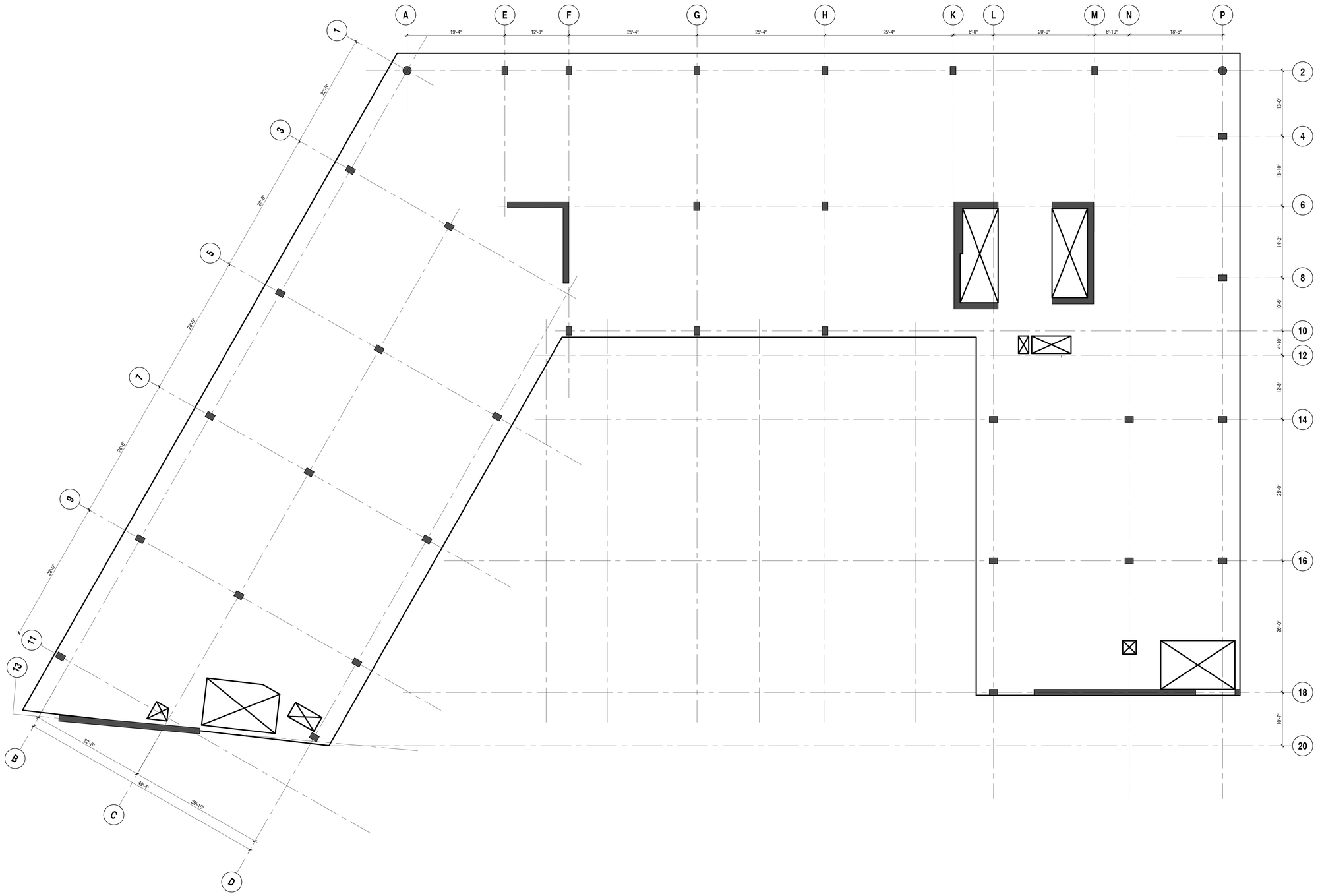

1 SIXTH FLOOR SLAB EDGE PLAN

SCALE: 1/8"=1'-0"

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Title
SIXTH FLOOR SLAB EDGE PLAN

Sheet
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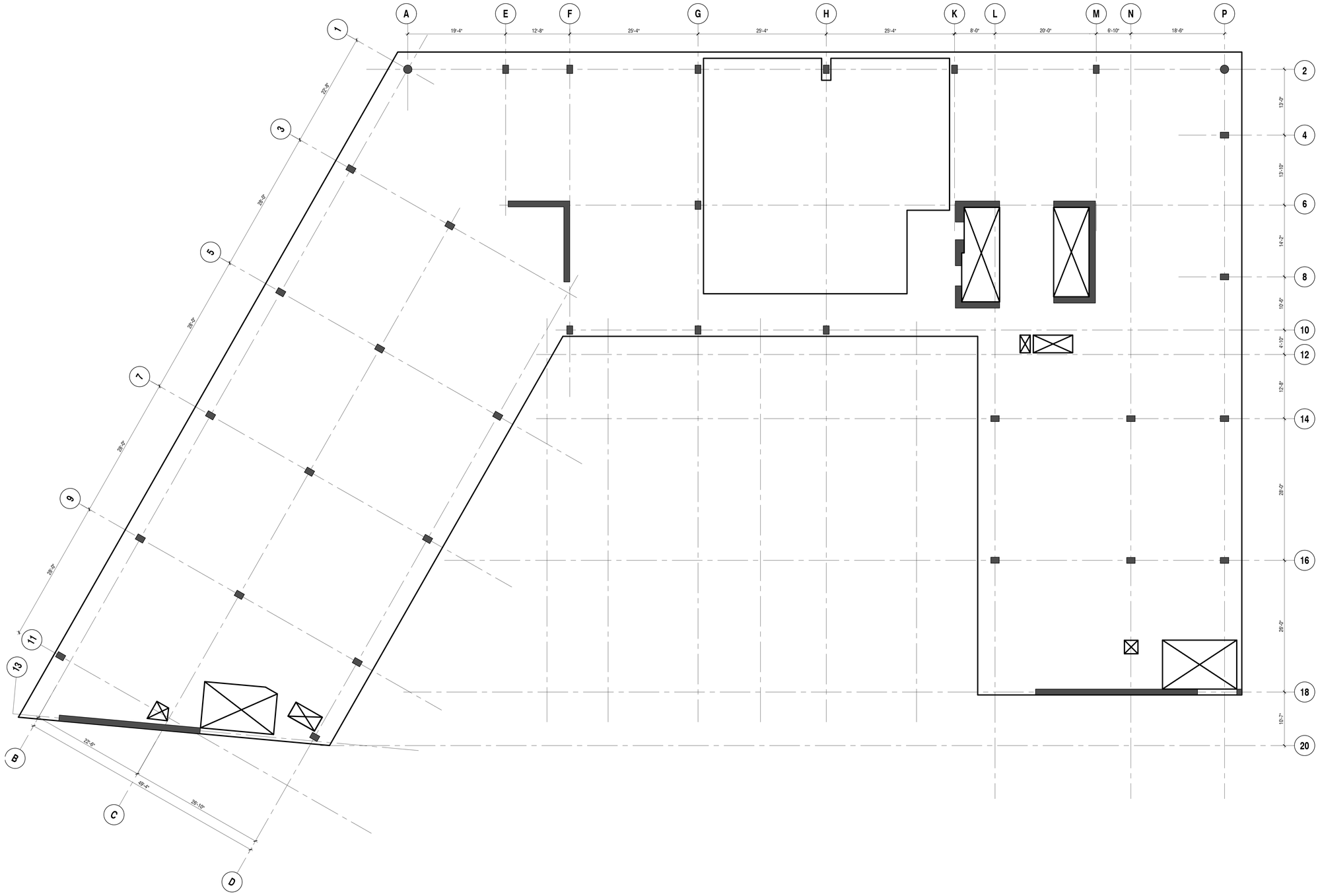

1 SEVENTH FLOOR SLAB EDGE PLAN

SCALE: 1/8" = 1'-0"

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Title
SEVENTH FLOOR SLAB EDGE PLAN

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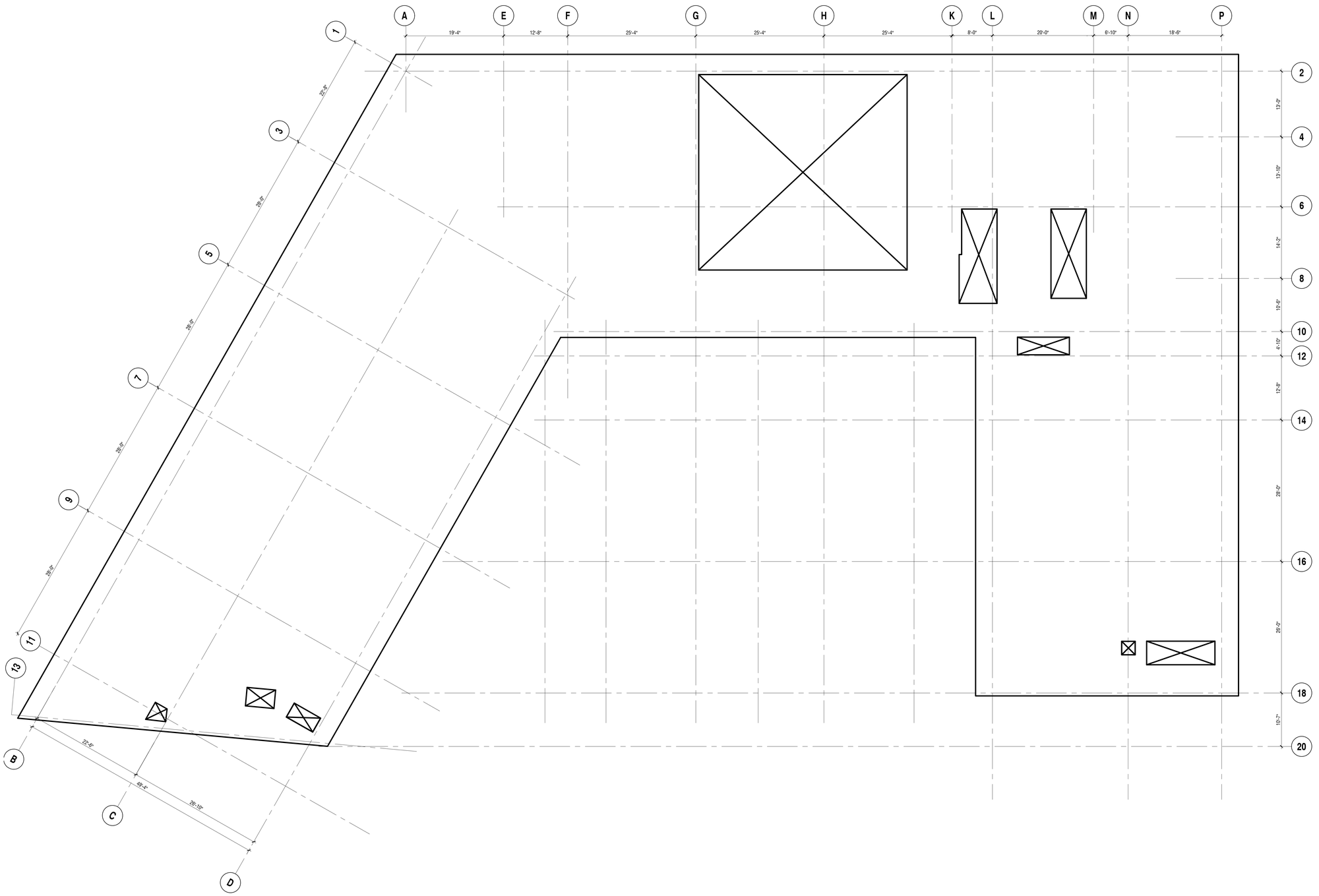

1 **ROOF SLAB EDGE PLAN**

SCALE 1/8"=1'-0"

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Title
ROOF
SLAB EDGE PLAN

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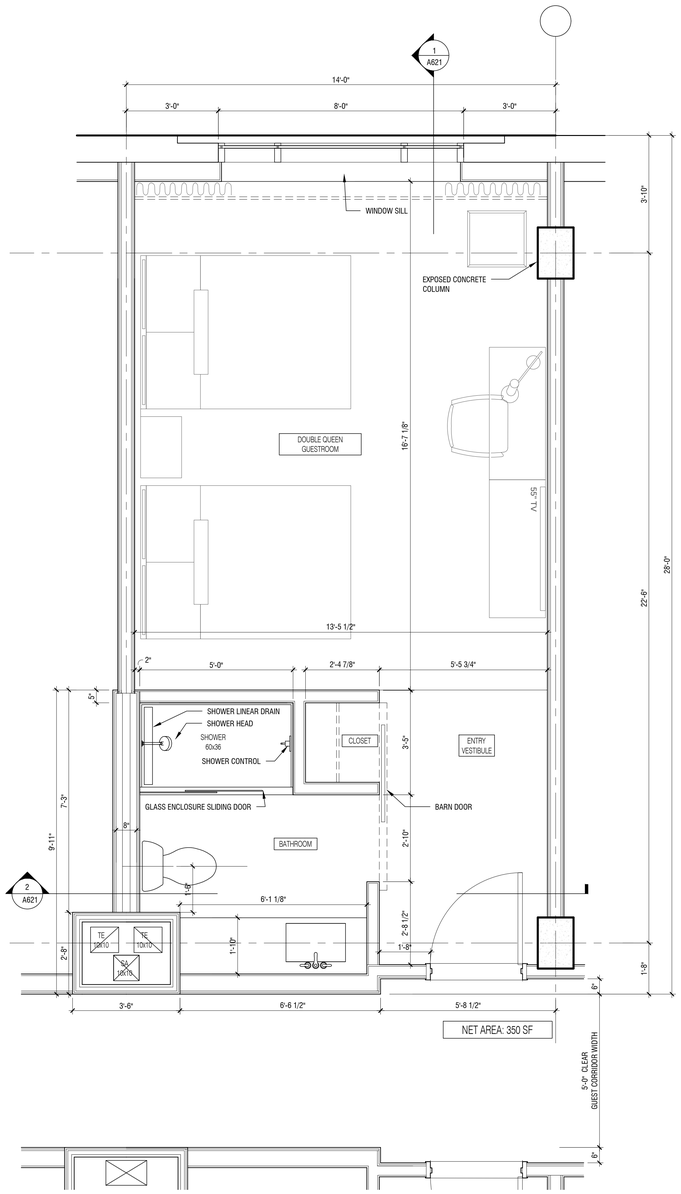
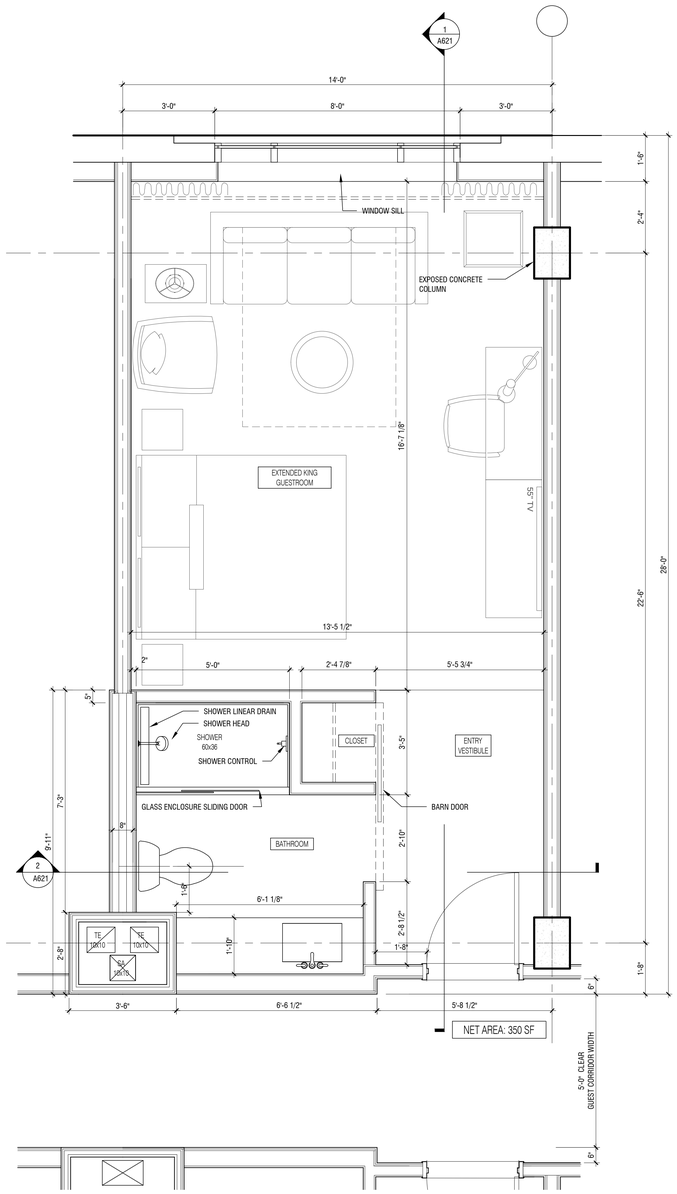
A188



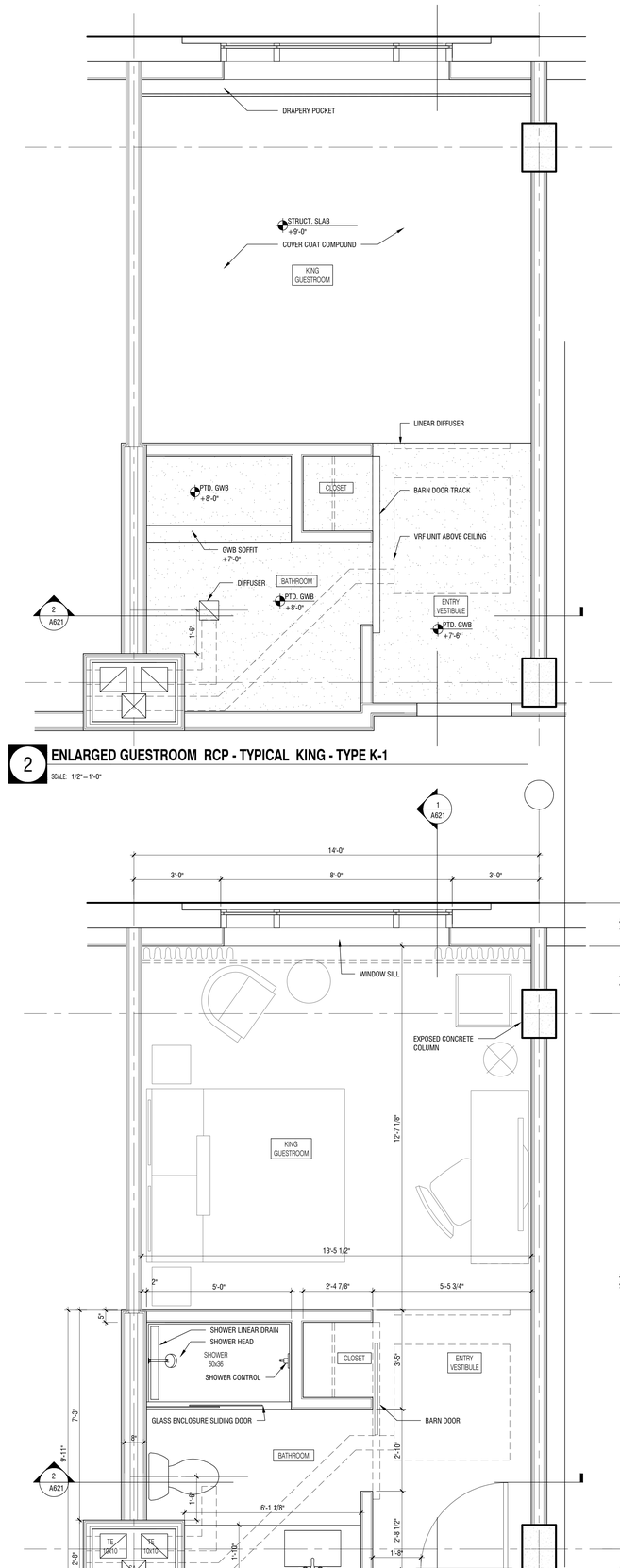
4 **ENLARGED GUESTROOM PLAN - TYPICAL DOUBLE QUEEN - TYPE DQ-1**

SCALE: 1/2"=1'-0"



3 **ENLARGED GUESTROOM PLAN - EXTENDED KING - TYPE K-3**

SCALE: 1/2"=1'-0"



2 **ENLARGED GUESTROOM RCP - TYPICAL KING - TYPE K-1**

SCALE: 1/2"=1'-0"

1 **ENLARGED GUESTROOM PLAN - TYPICAL KING - TYPE K-1**

SCALE: 1/2"=1'-0"

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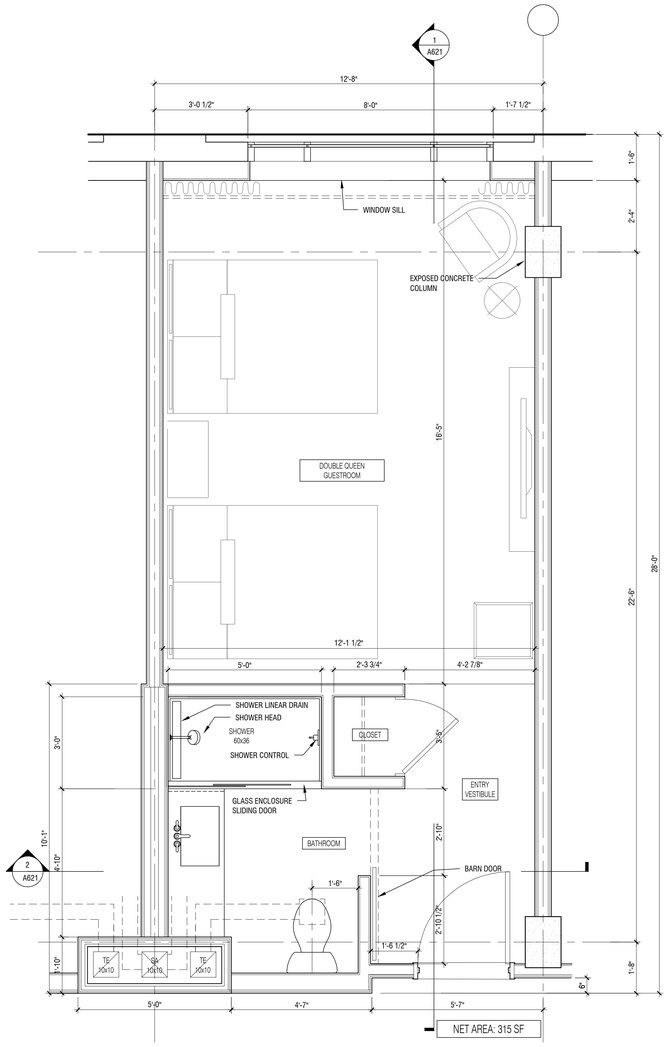
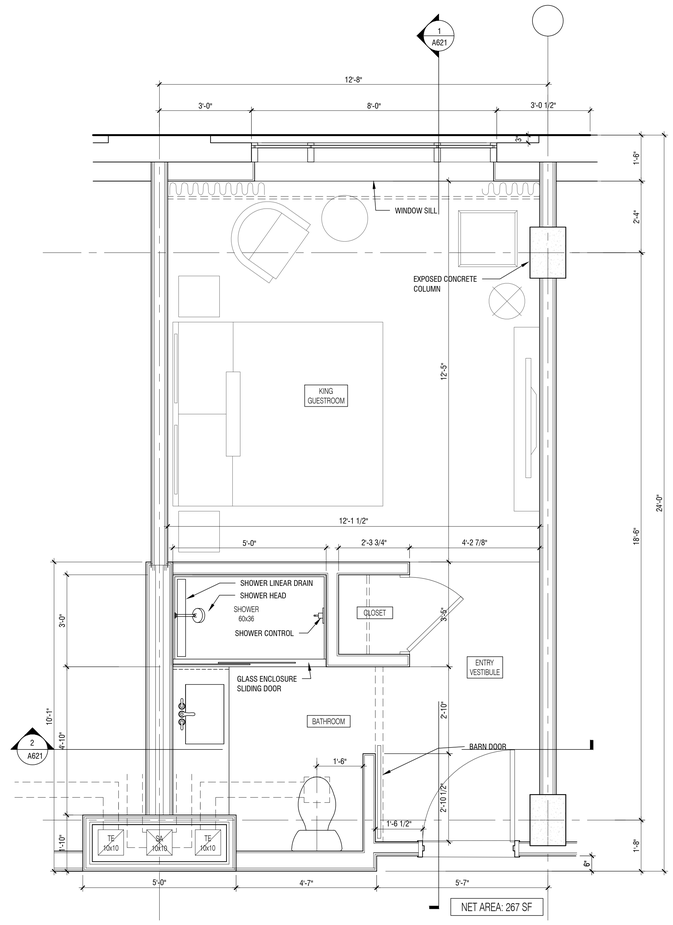
Title
ENLARGED GUESTROOM PLANS - 14'-0" MODULE

Sheet
A261



2 **ENLARGED GUESTROOM PLAN - DOUBLE QUEEN - TYPE DQ-2**

SCALE: 1/2"=1'-0"



1 **ENLARGED GUESTROOM PLAN - KING TYPE K-2**

SCALE: 1/2"=1'-0"

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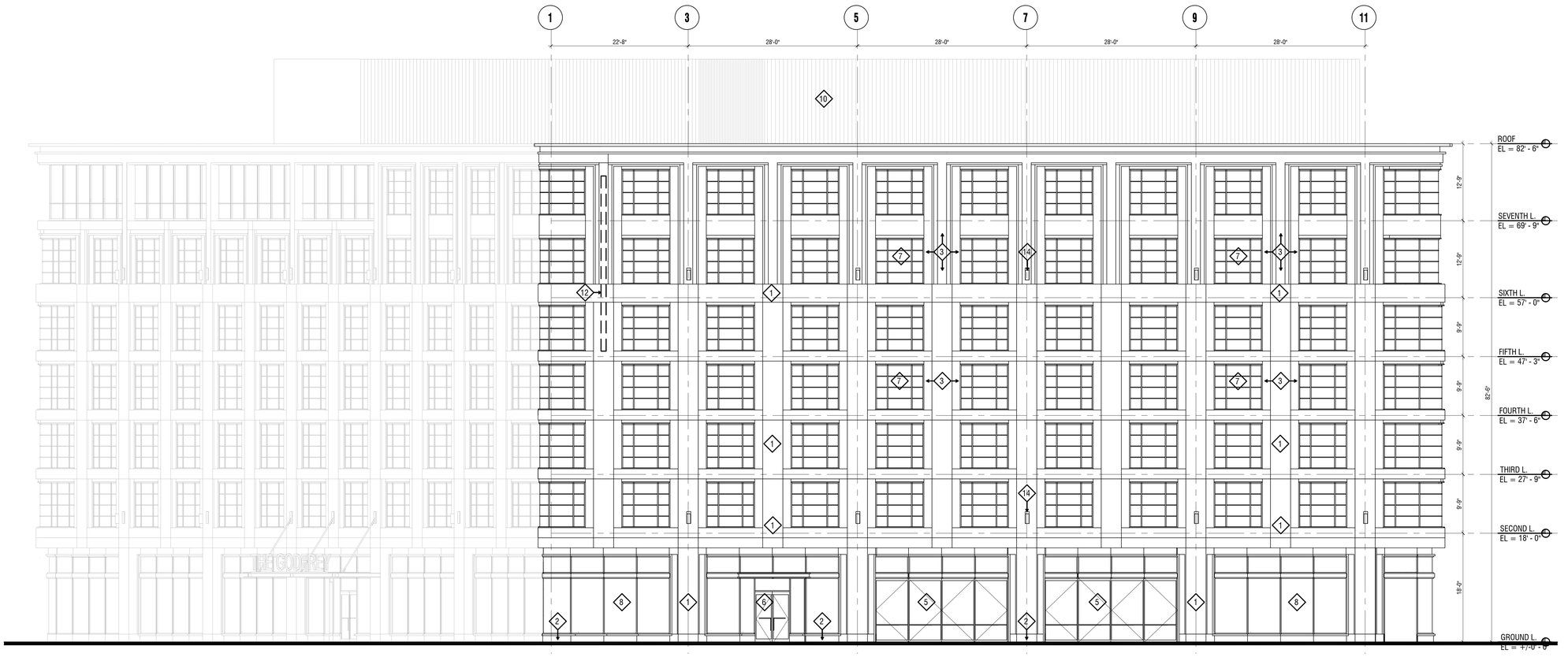
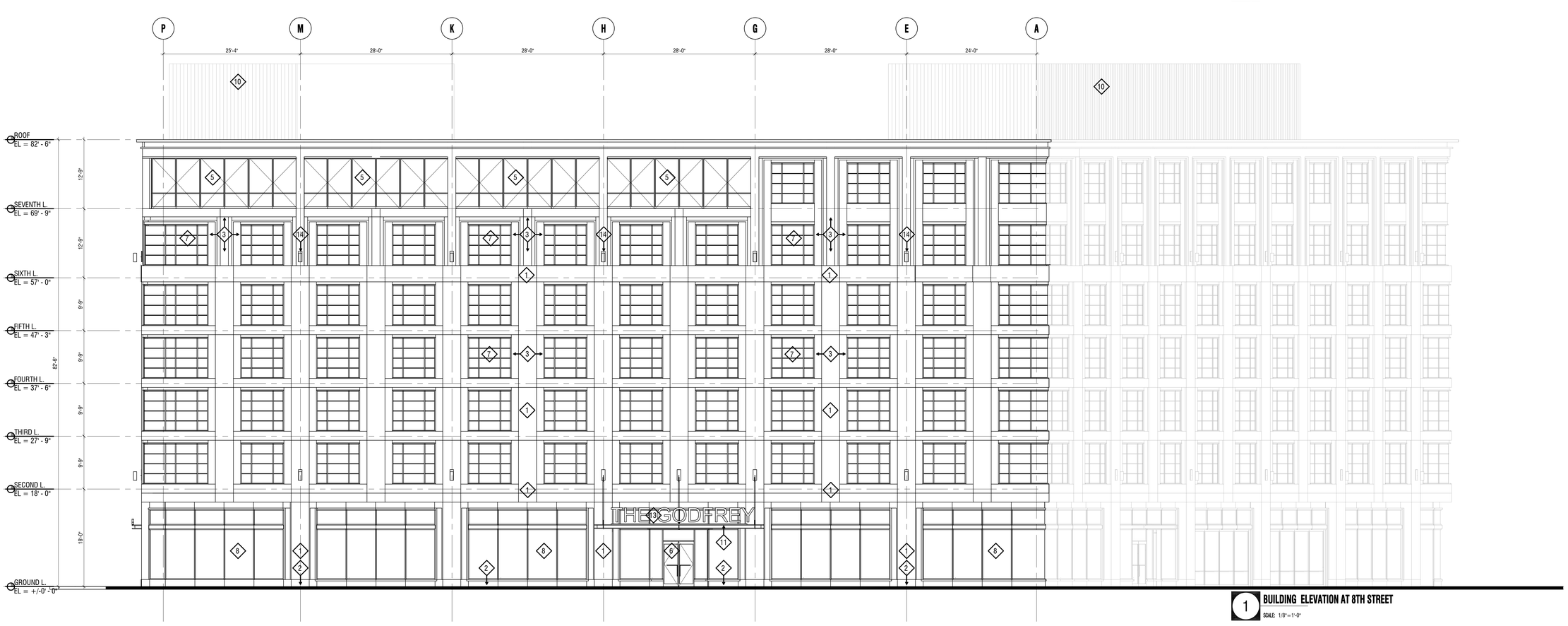
Title
ENLARGED GUESTROOM PLANS - 12'-8" MODULE

Sheet
A262



2 **BUILDING ELEVATION AT MICHIGAN AVENUE**
SCALE: 1/8"=1'-0"



1 **BUILDING ELEVATION AT 8TH STREET**
SCALE: 1/8"=1'-0"

MATERIALS LEGEND

1. UNIT MASONRY BRICK
2. STONE MASONRY GRANITE BASE
3. METAL PLATE WALL PANEL SYSTEM
4. MURAL WALL SYSTEM****
5. ALUMINUM OPERABLE GLASS WALL SYSTEM
6. ALUMINUM FRAMED EXTERIOR DOORS TEMPERED GLASS
7. GLAZED ALUMINUM CURTAIN WALL AT PUNCHED OPENINGS, TYP.
8. GLAZED ALUMINUM CURTAIN WALL
9. INSULATED SECTIONAL STEEL DOOR
10. ROOFTOP MECHANICAL SCREEN
11. ENTRY CANOPY
12. BLADE SIGN
13. MAIN ENTRY SIGN
14. EXTERIOR LIGHT FIXTURE

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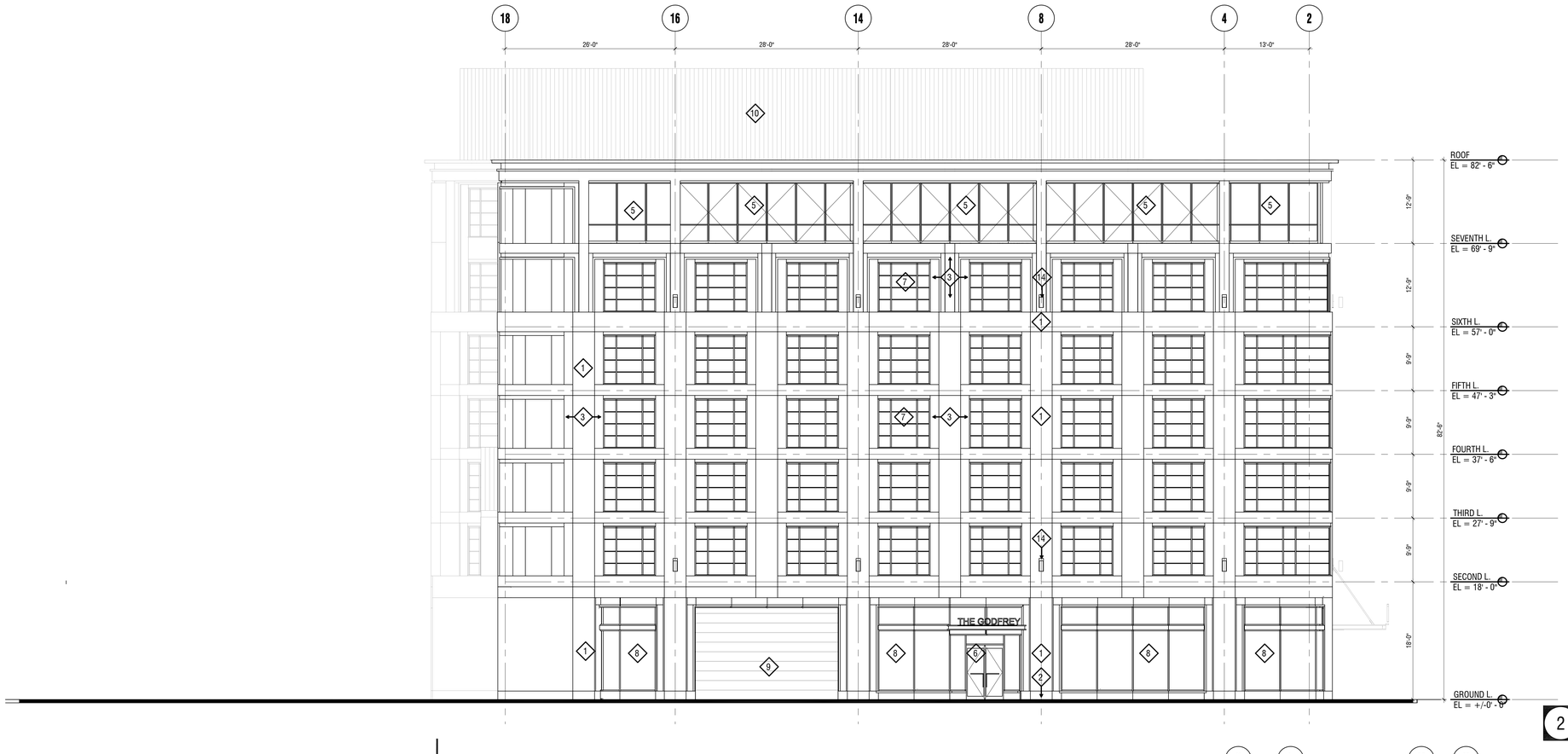
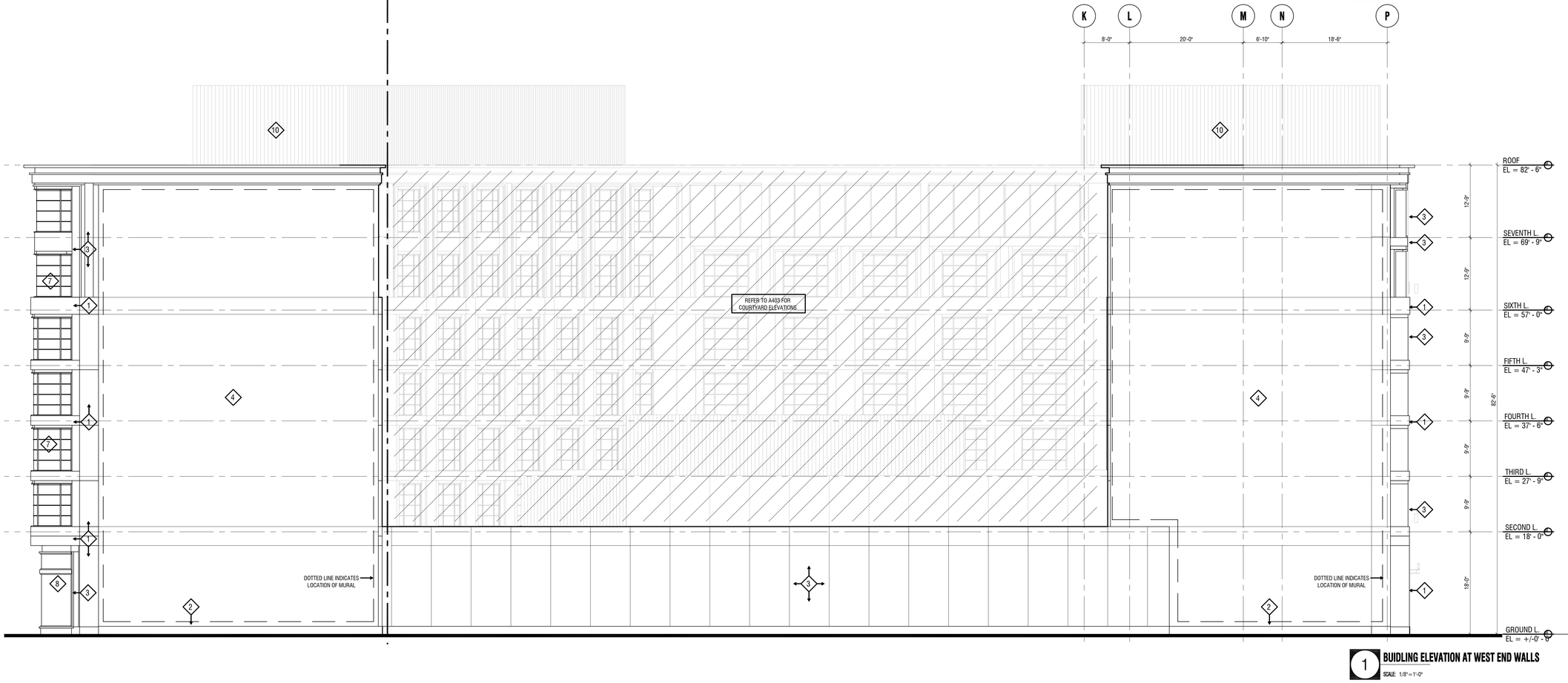
Title
BUILDING ELEVATIONS - 8TH ST. AND MICHIGAN AVE.

Sheet
A401



BUILDING ELEVATION AT LEVERETTE STREET

SCALE: 1/8"=1'-0"



BUIDLING ELEVATION AT WEST END WALLS

SCALE: 1/8"=1'-0"

MATERIALS LEGEND

1. UNIT MASONRY BRICK
2. STONE MASONRY GRANITE BASE
3. METAL PLATE WALL PANEL SYSTEM
4. MURAL WALL SYSTEM****
5. ALUMINUM OPERABLE GLASS WALL SYSTEM
6. ALUMINUM FRAMED EXTERIOR DOORS TEMPERED GLASS
7. GLAZED ALUMINUM CURTAIN WALL AT PUNCHED OPENINGS, TYP.
8. GLAZED ALUMINUM CURTAIN WALL
9. INSULATED SECTIONAL STEEL DOOR
10. ROOFTOP MECHANICAL SCREEN
11. ENTRY CANOPY
12. BLADE SIGN
13. MAIN ENTRY SIGN
14. EXTERIOR LIGHT FIXTURE

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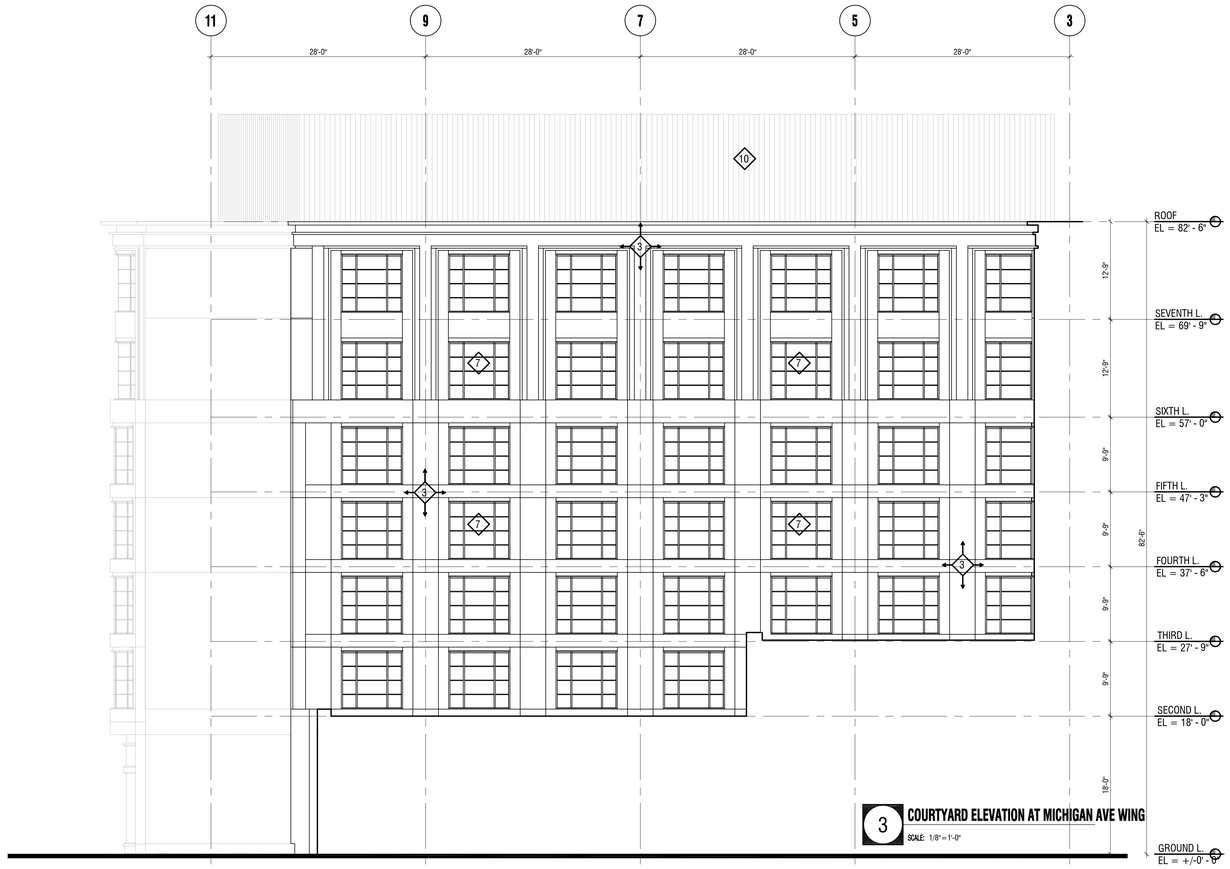
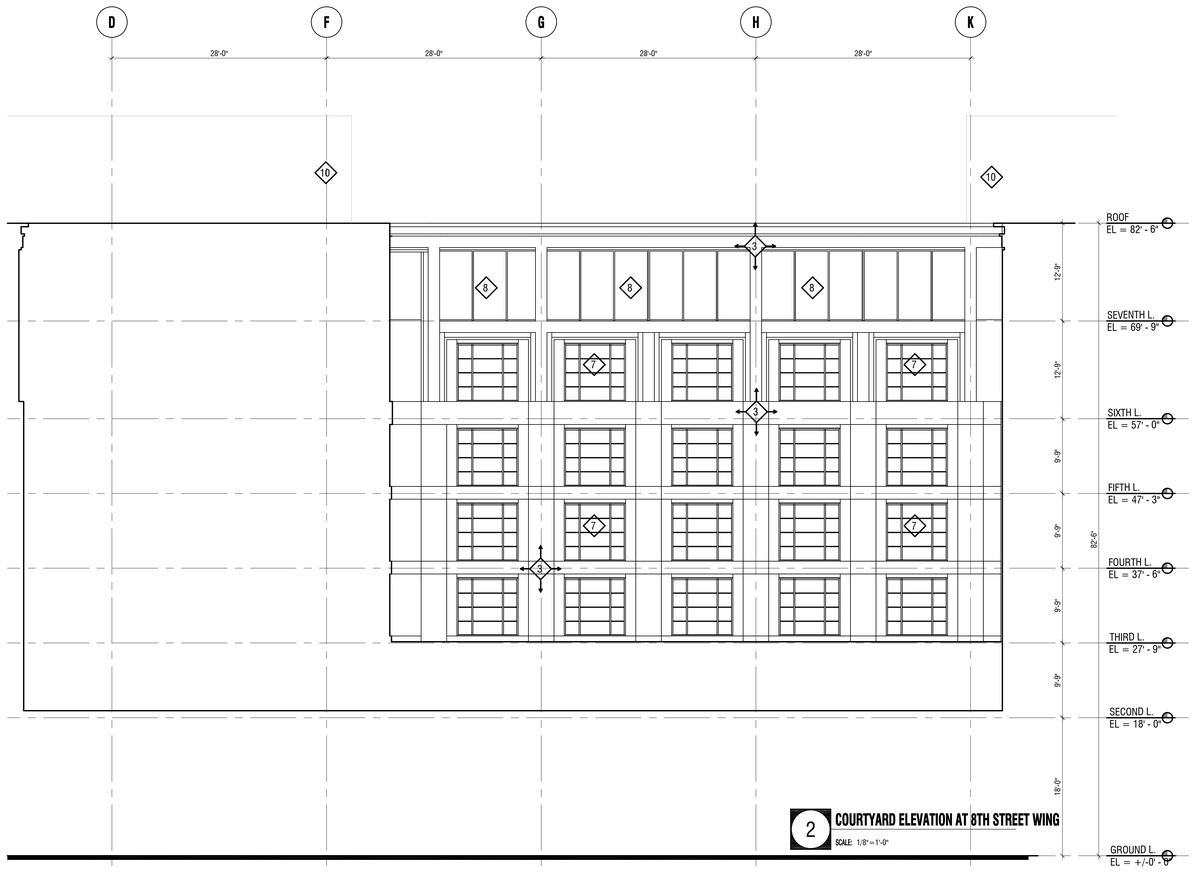
Title
BUILDING ELEVATIONS - LEVERETTE ST. AND WEST END WALLS

Sheet
A402



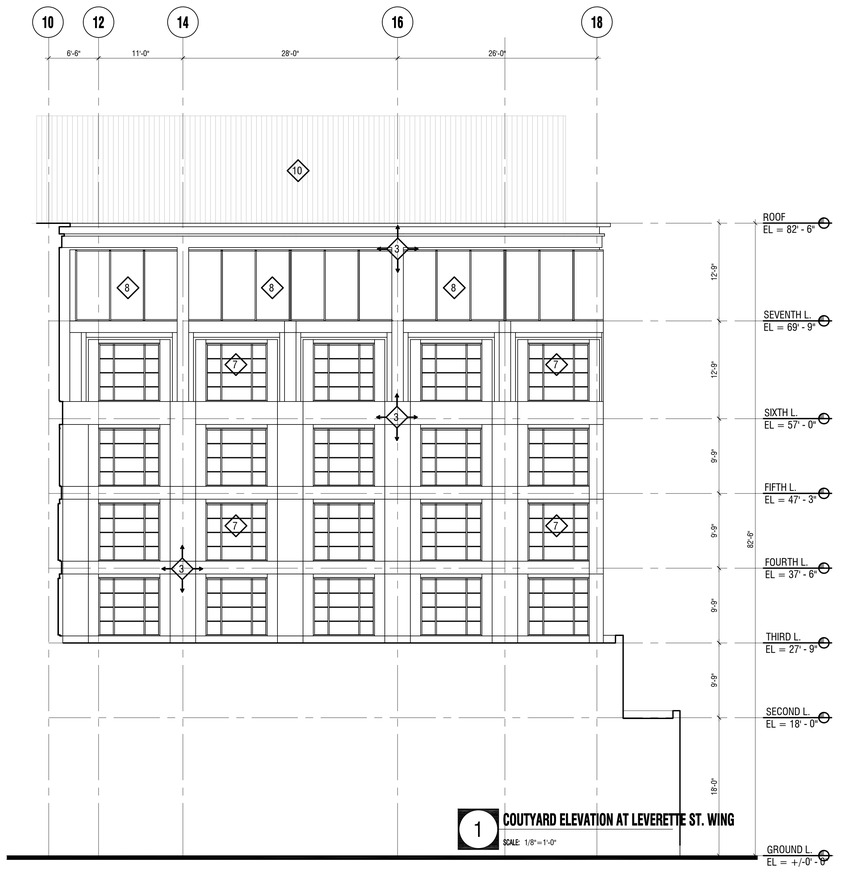
3 **COURTYARD ELEVATION AT MICHIGAN AVE WING**

SCALE: 1/8"=1'-0"



2 **COURTYARD ELEVATION AT 8TH STREET WING**

SCALE: 1/8"=1'-0"



1 **COUTYARD ELEVATION AT LEVERETTE ST. WING**

SCALE: 1/8"=1'-0"

MATERIALS LEGEND

1	UNIT MASONRY BRICK
2	STONE MASONRY GRANITE BASE
3	METAL PLATE WALL PANEL SYSTEM
4	MURAL WALL SYSTEM****
5	ALUMINUM OPERABLE GLASS WALL SYSTEM
6	ALUMINUM FRAMED EXTERIOR DOORS TEMPERED GLASS
7	GLAZED ALUMINUM CURTAIN WALL AT PUNCHED OPENINGS, TYP.
8	GLAZED ALUMINUM CURTAIN WALL
9	INSULATED SECTIONAL STEEL DOOR
10	ROOFTOP MECHANICAL SCREEN
11	ENTRY CANOPY
12	BLADE SIGN
13	MAIN ENTRY SIGN
14	EXTERIOR LIGHT FIXTURE

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Title
BUILDING ELEVATIONS - COURTYARD

Sheet
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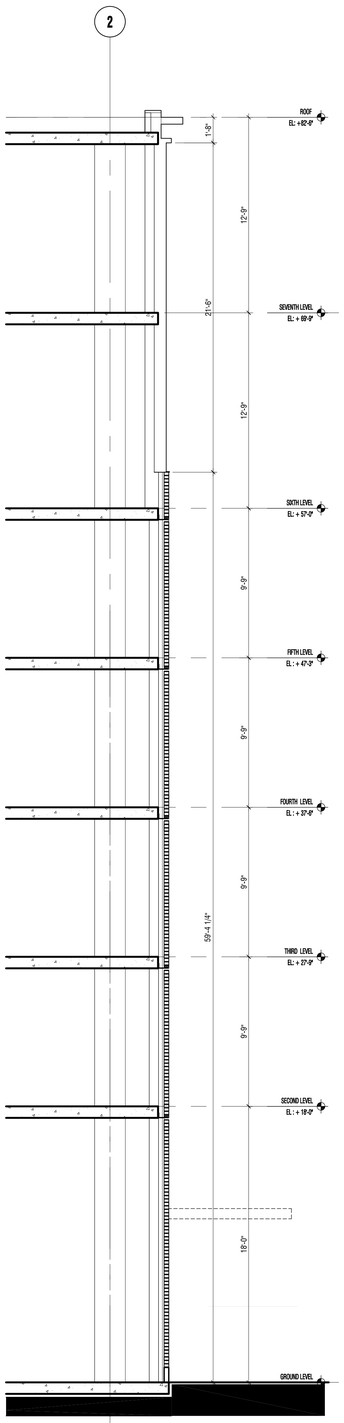
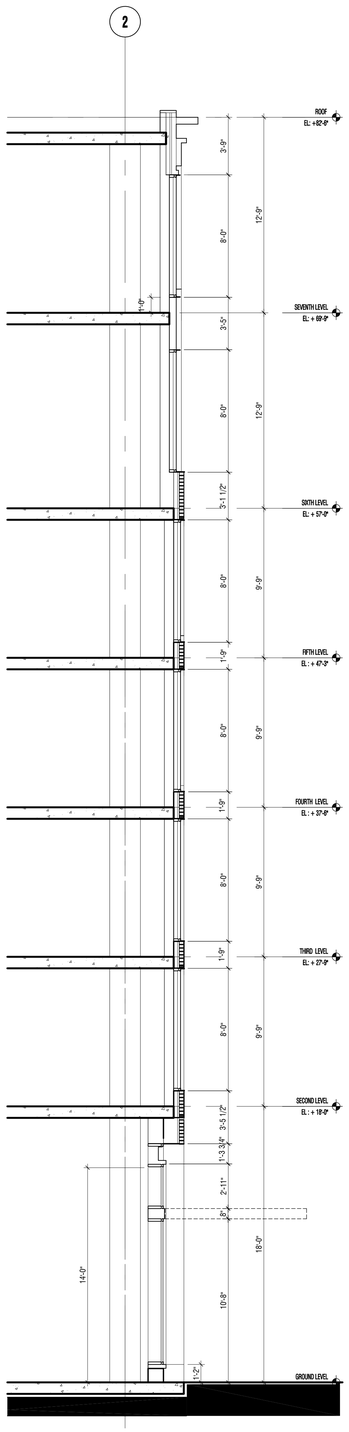
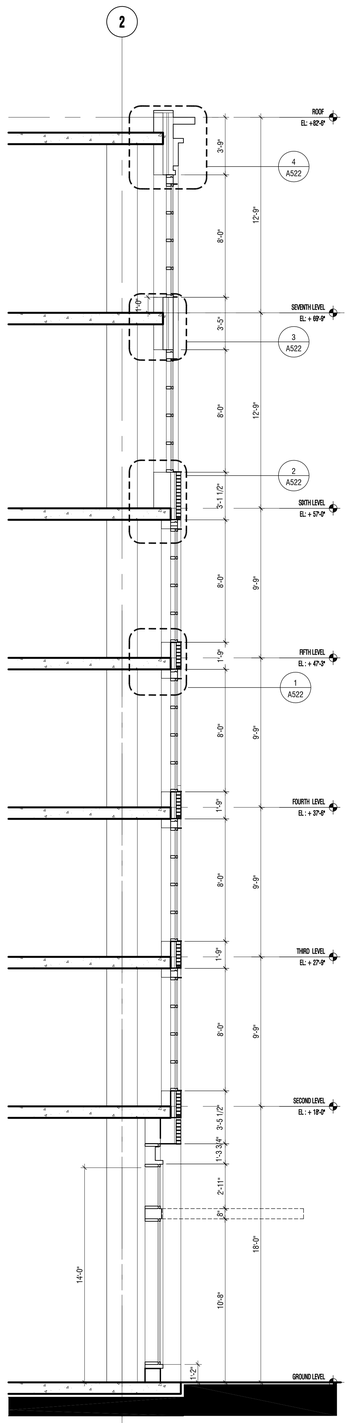


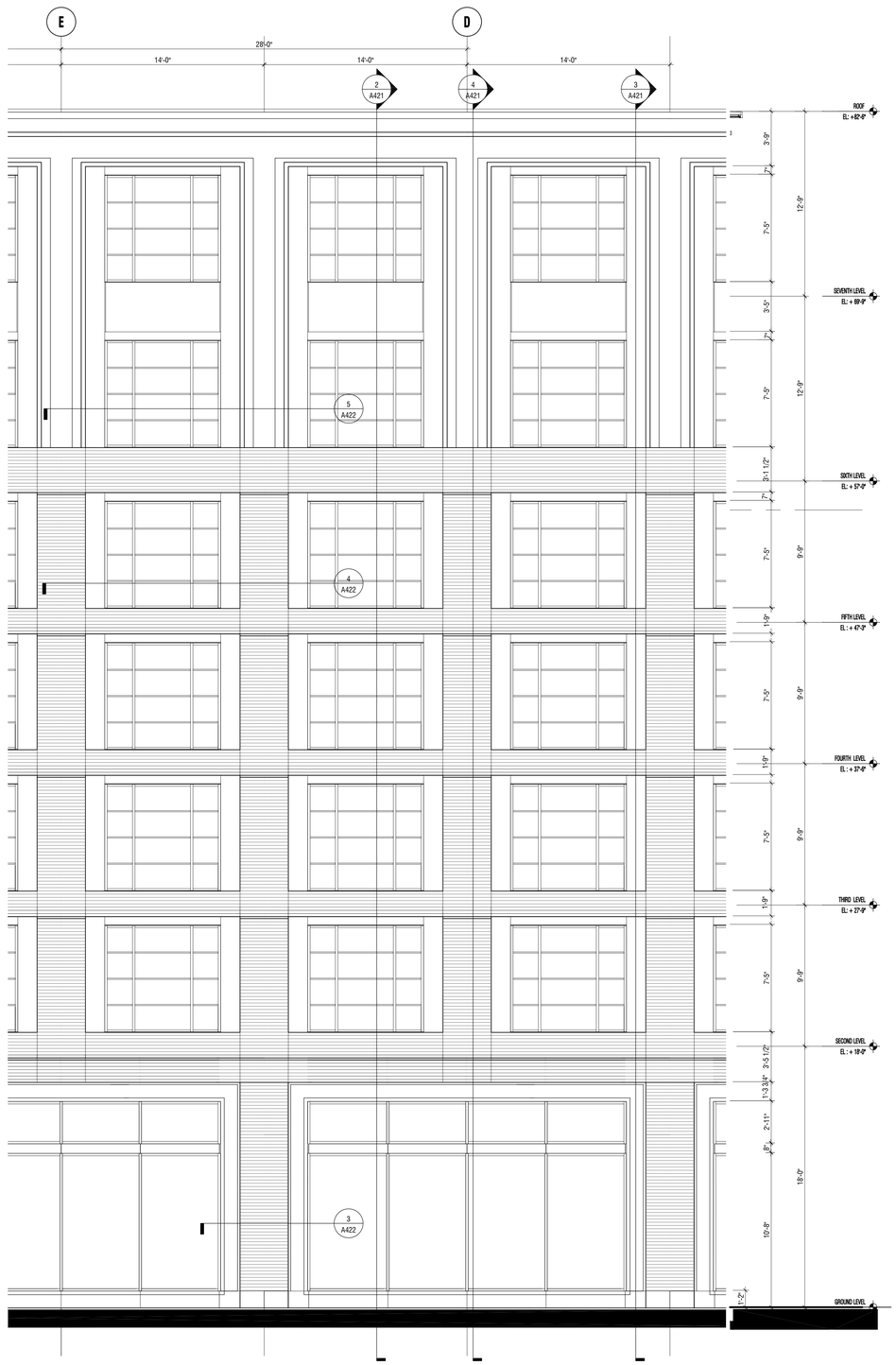
4 **WALL SECTION AT PIER**
SCALE: 1/4" = 1'-0"



3 **WALLL SECTION AT WINDOW SIDE PANELS**
SCALE: 1/4" = 1'-0"



2 **WALLL SECTION AT WINDOW**
SCALE: 1/4" = 1'-0"



1 **ENLARGED ELEVATION AT MICHIGAN AVENUE & 8TH STREET**
SCALE: 1/4" = 1'-0"

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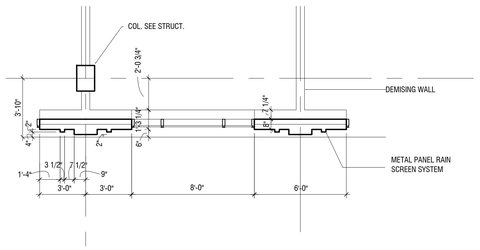
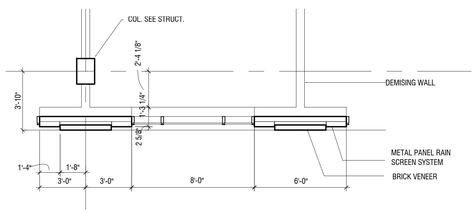
Title
ENLARGED ELEVATION AND WALL SECTIONS

Sheet
A421



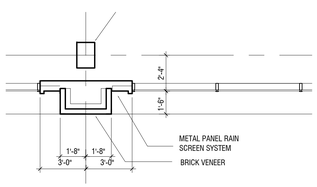
5 ENLARGED WINDOW BAY PLAN - SIXTH AND SEVENTH FLOORS

SCALE: 1/4" = 1'-0"



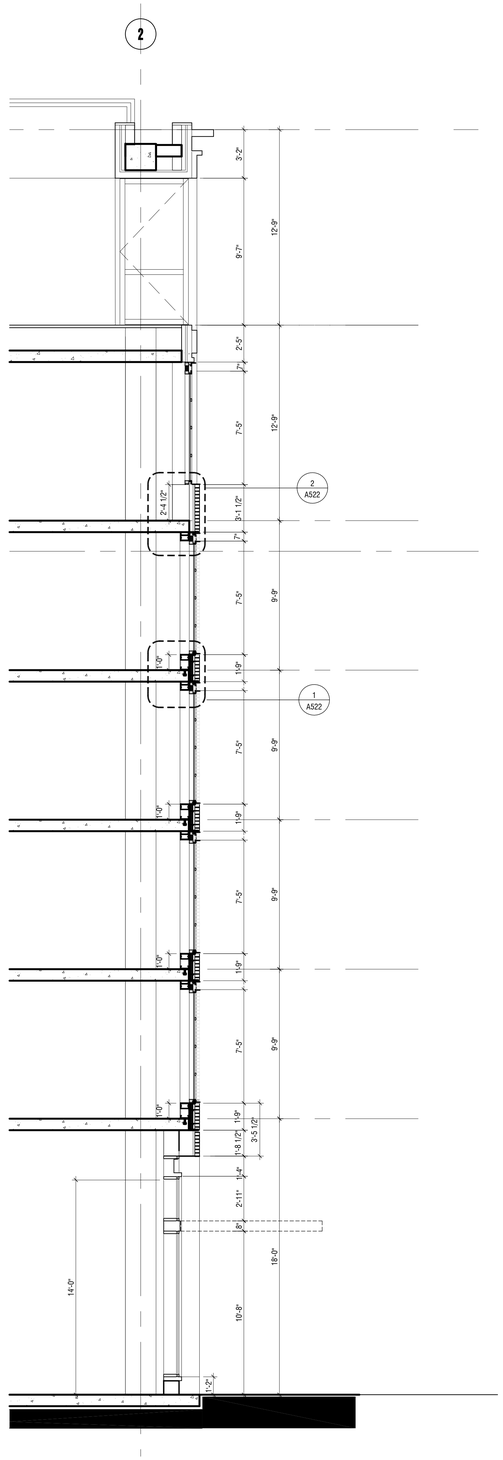
4 ENLARGED WINDOW BAY PLAN - SECOND-FIFTH FLOORS

SCALE: 1/4" = 1'-0"



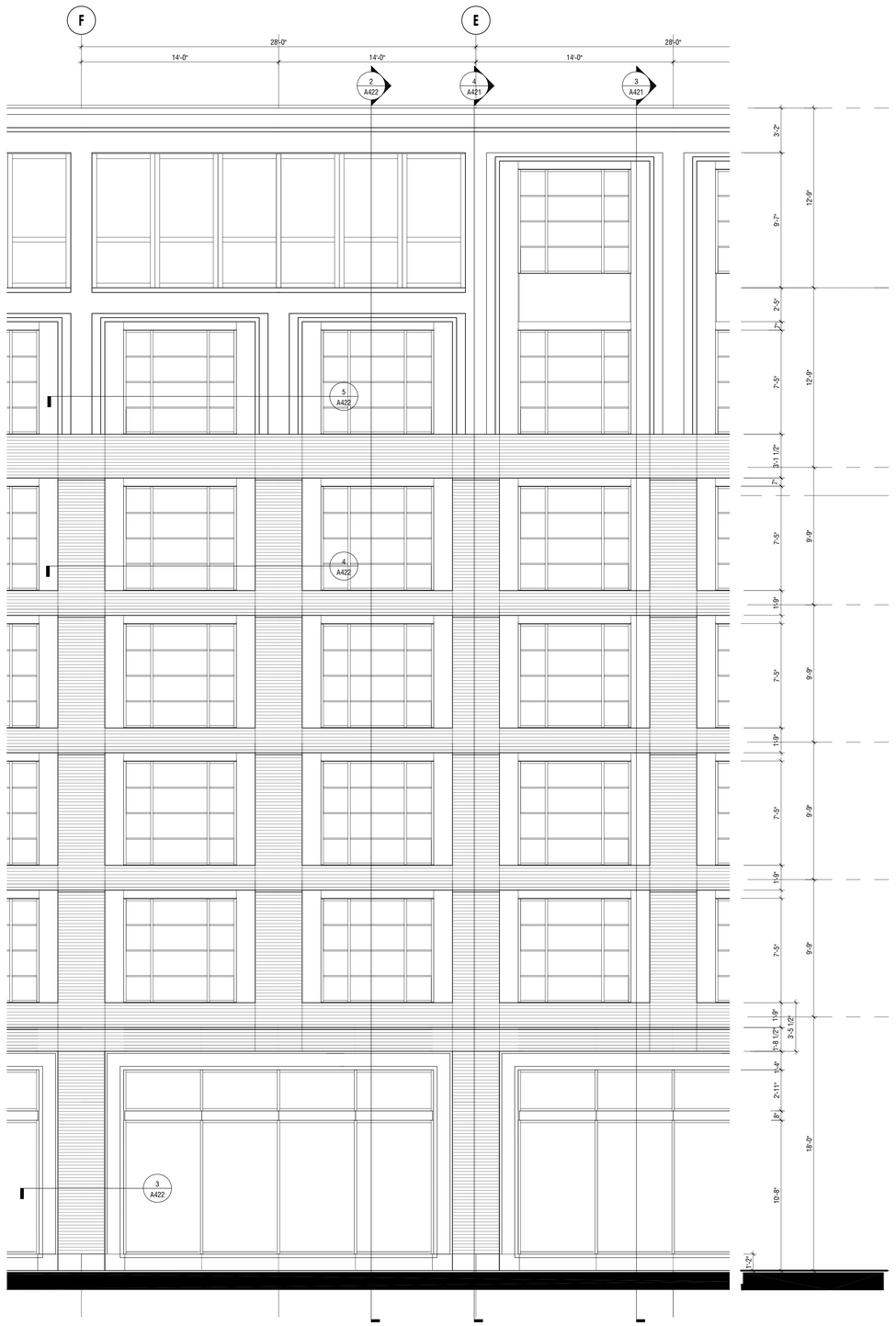
3 ENLARGED WINDOW BAY PLAN - FIRST FLOOR

SCALE: 1/4" = 1'-0"



2 WALLL SECTION AT WINDOW

SCALE: 1/4" = 1'-0"



1 ENLARGED ELEVATION AT 8TH STREET

SCALE: 1/4" = 1'-0"

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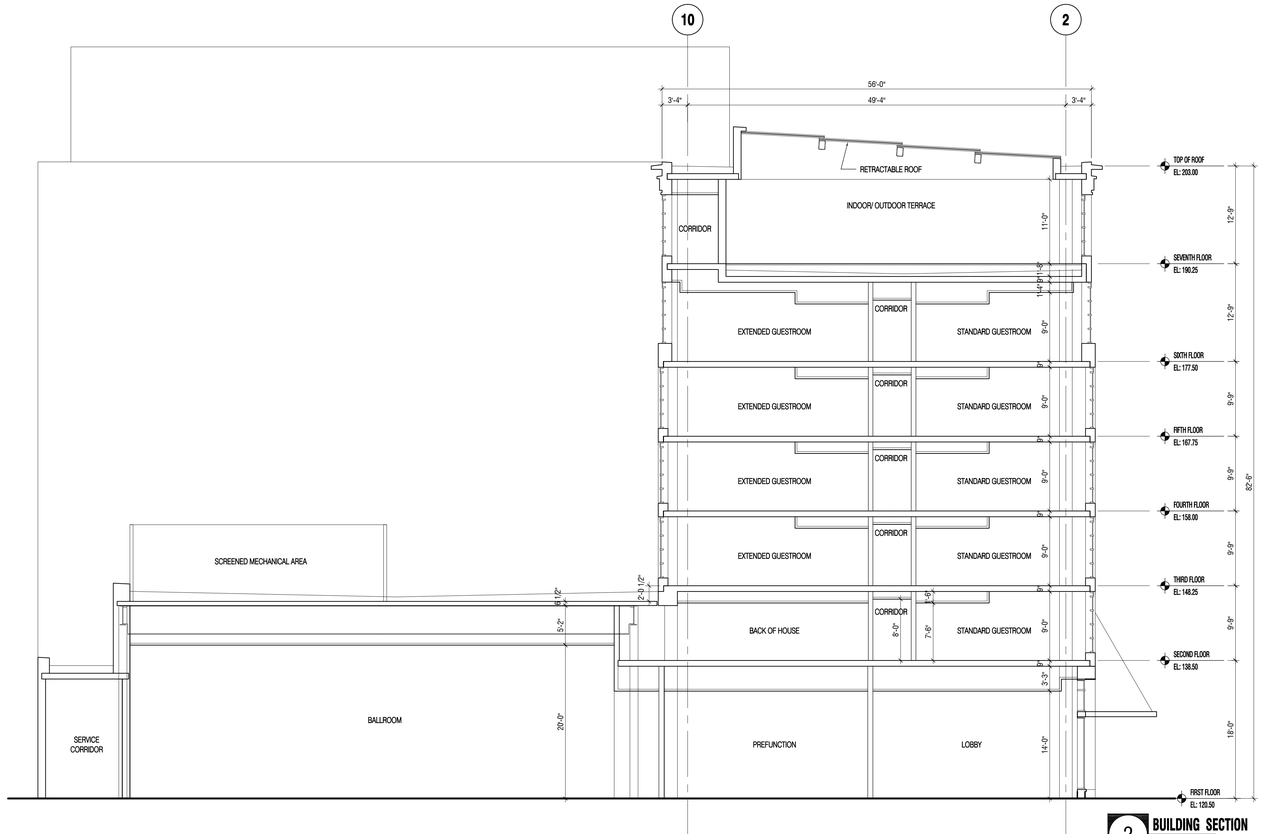
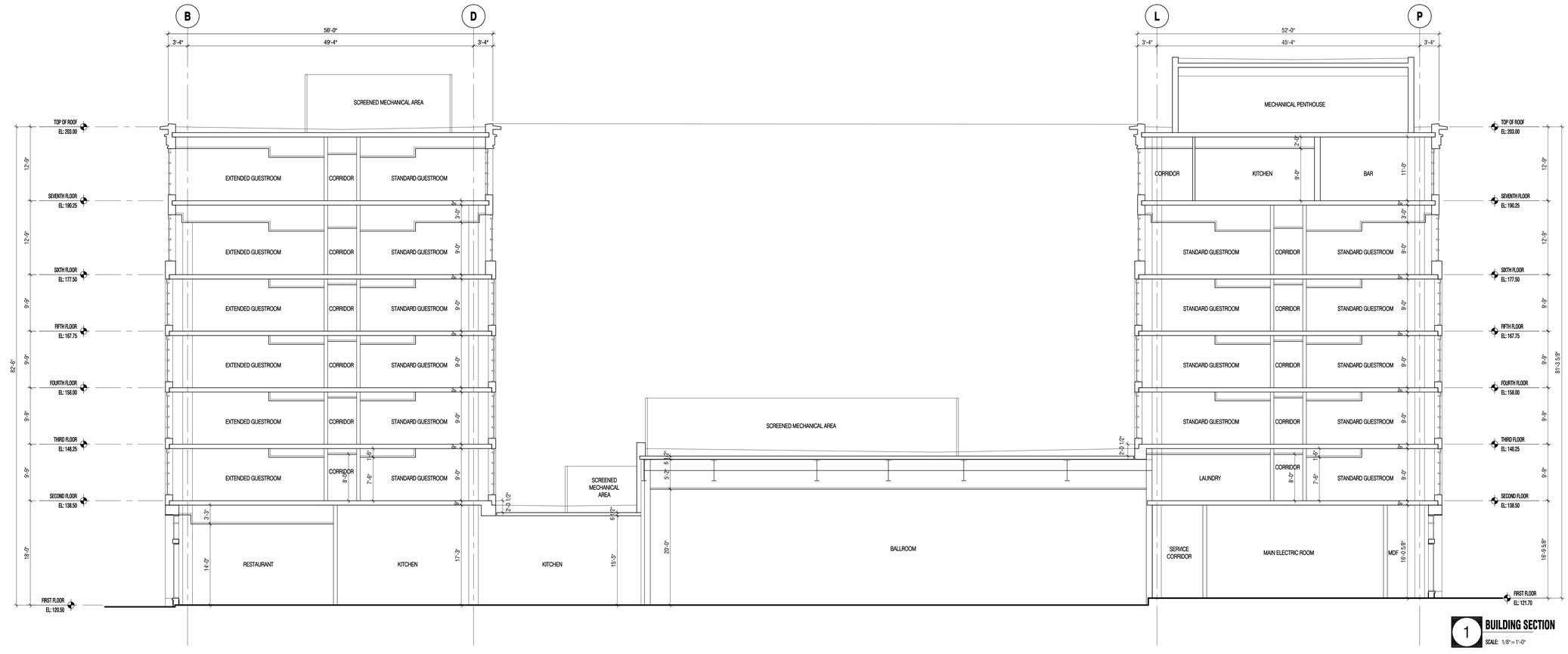
Title
ENLARGED ELEV, WALL SECTION AND ENLARGED WINDOW BAY PLANS

Sheet
A422



2 **BUILDING SECTION**
SCALE: 1/8" = 1'-0"



1 **BUILDING SECTION**
SCALE: 1/8" = 1'-0"

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Title
BUILDING SECTIONS

Sheet
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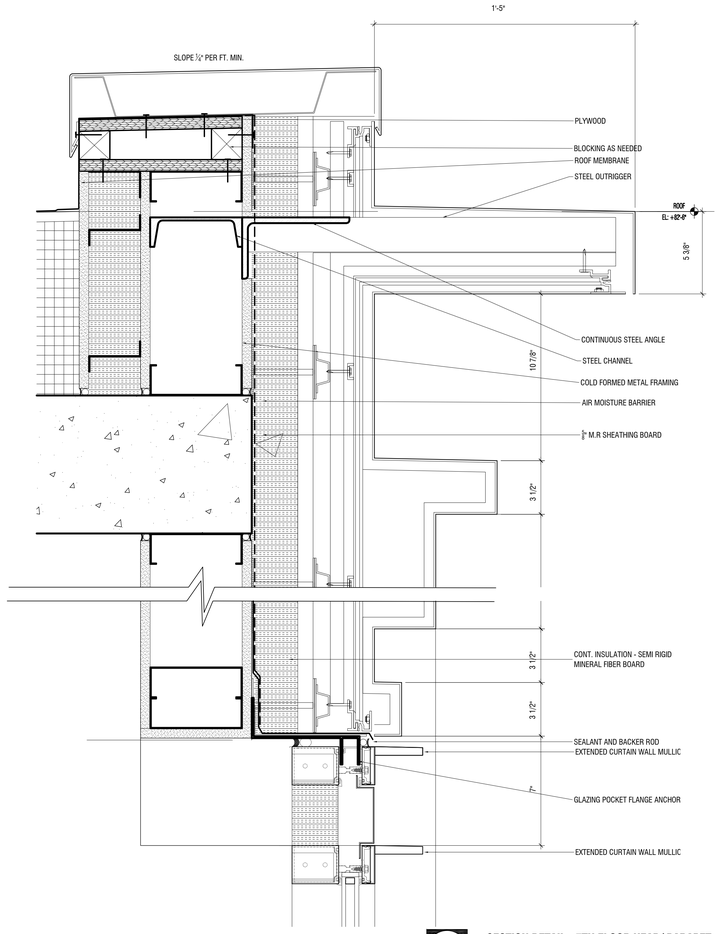
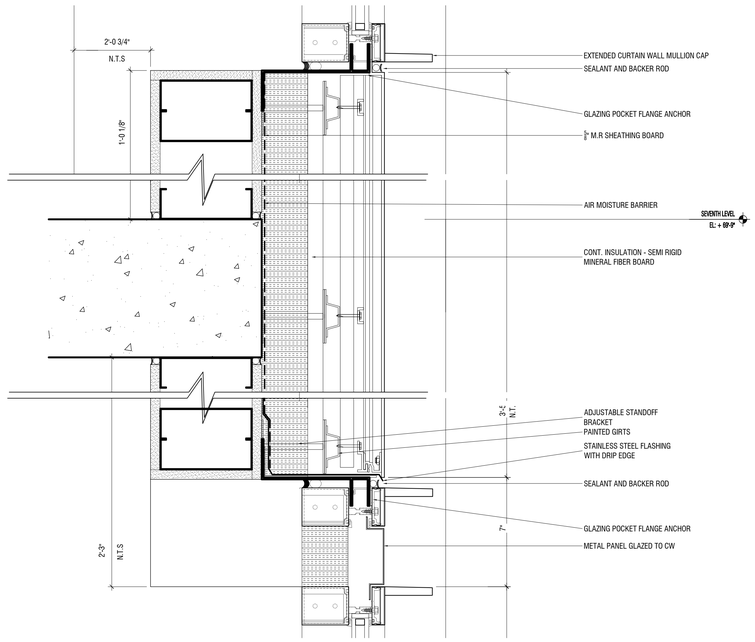


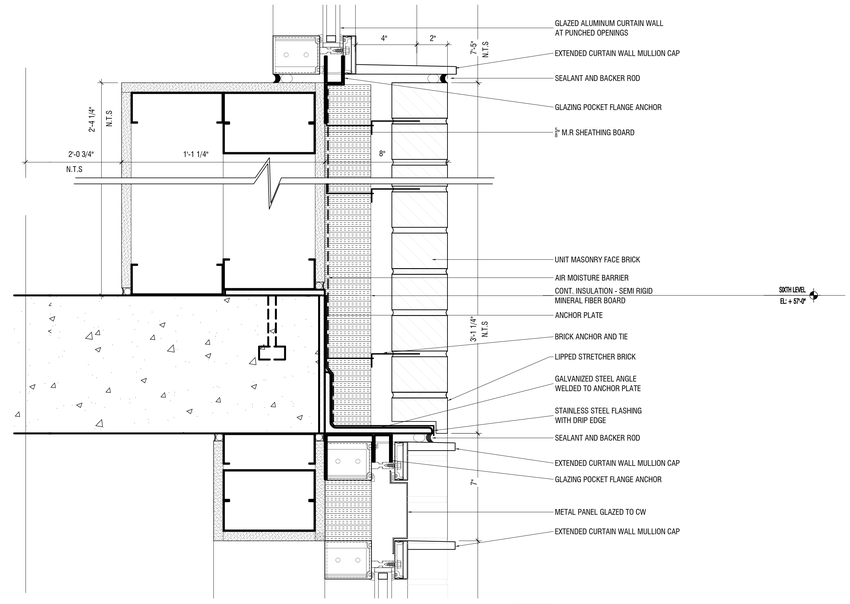
4 SECTION DETAIL - 7TH FLOOR HEAD/ PARAPET

SCALE: 3" = 1'-0"



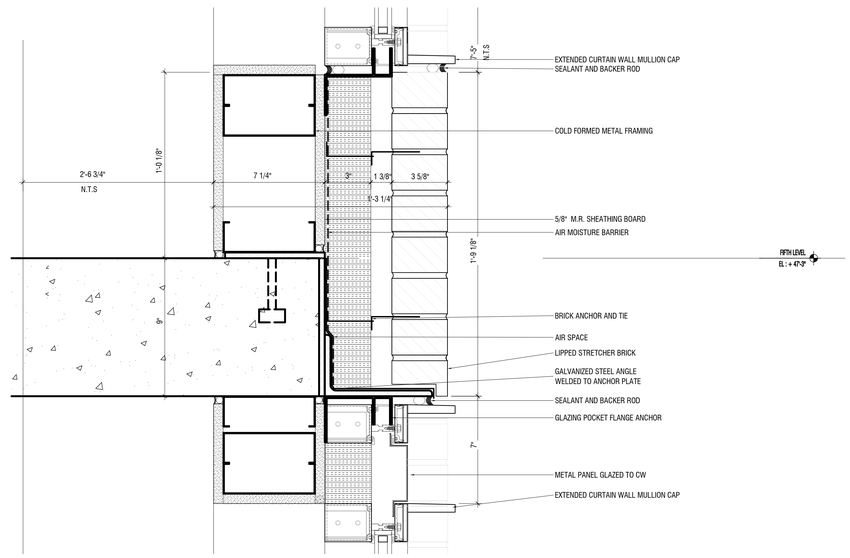
3 SECTION DETAIL - 6TH/7TH HEAD/SILL

SCALE: 3" = 1'-0"



2 SECTION DETAIL - 5TH/6TH FLOOR HEAD /SILL

SCALE: 3" = 1'-0"



1 SECTION DETAIL - TYPICAL HEAD /SILL

SCALE: 3" = 1'-0"

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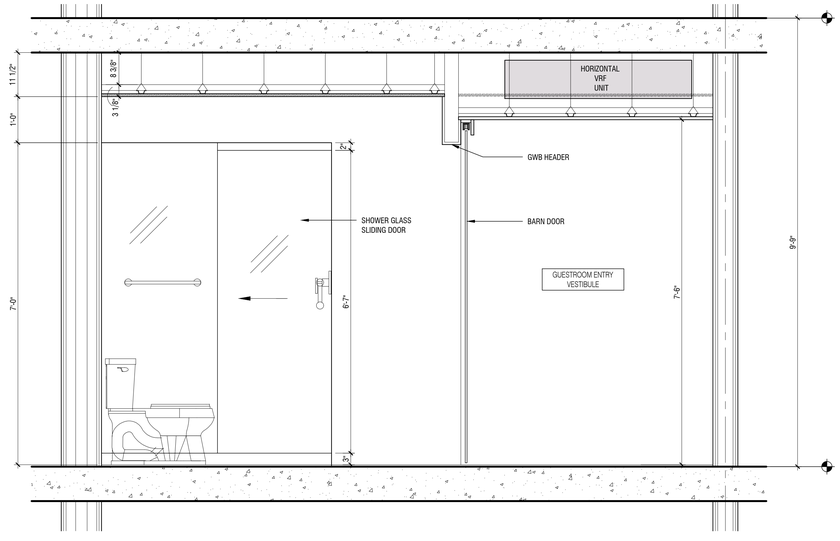
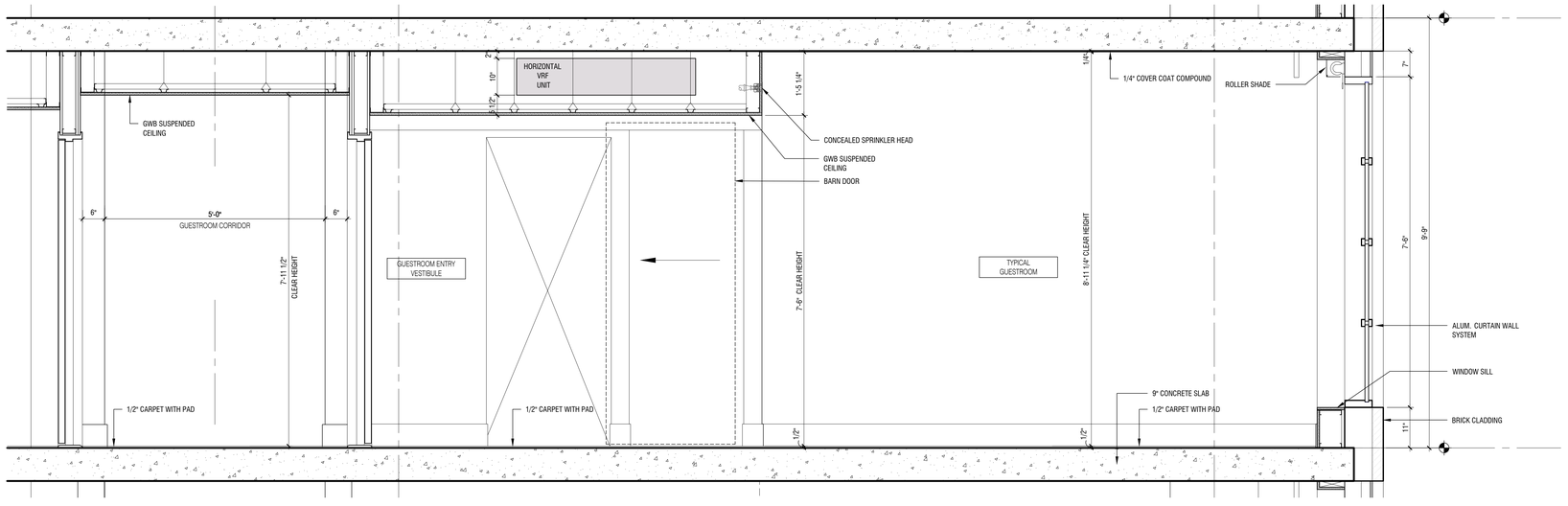
Title
EXTERIOR SECTION DETAILS

Sheet
A522



2 ENLARGED CROSS SECTION - TYPICAL GUESTROOM

SCALE: 3/4"=1'-0"



1 ENLARGED LONGITUDINAL SECTION - TYPICAL GUESTROOM

SCALE: 3/4"=1'-0"

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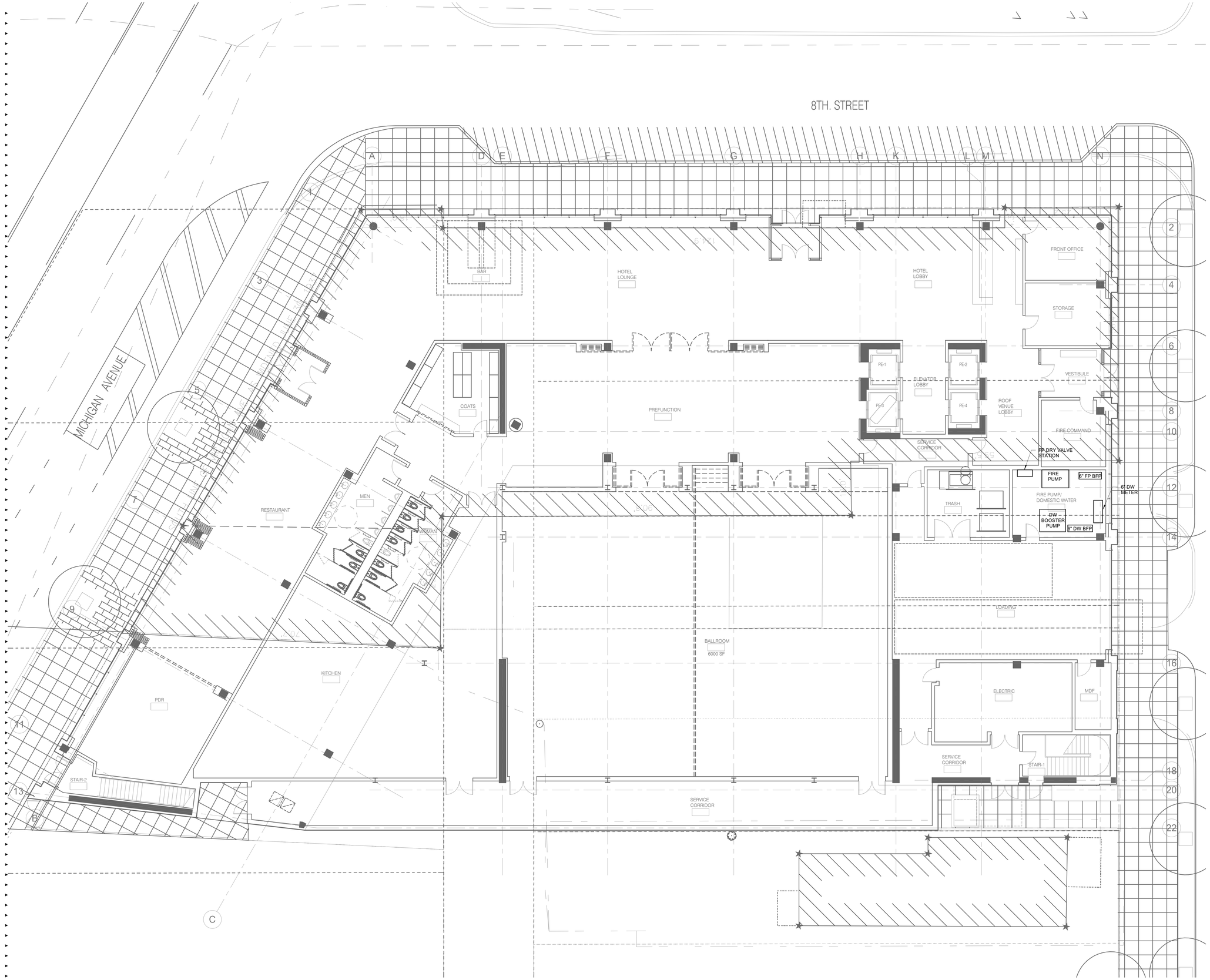
Title
ENLARGED GUESTROOM SECTIONS

Sheet
A621



NORTH

1 LEVEL 1 FLOOR PLAN-VENTILATION

1/8" = 1'-0"

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Title
LEVEL 1 FLOOR PLAN - VENTILATION

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M101

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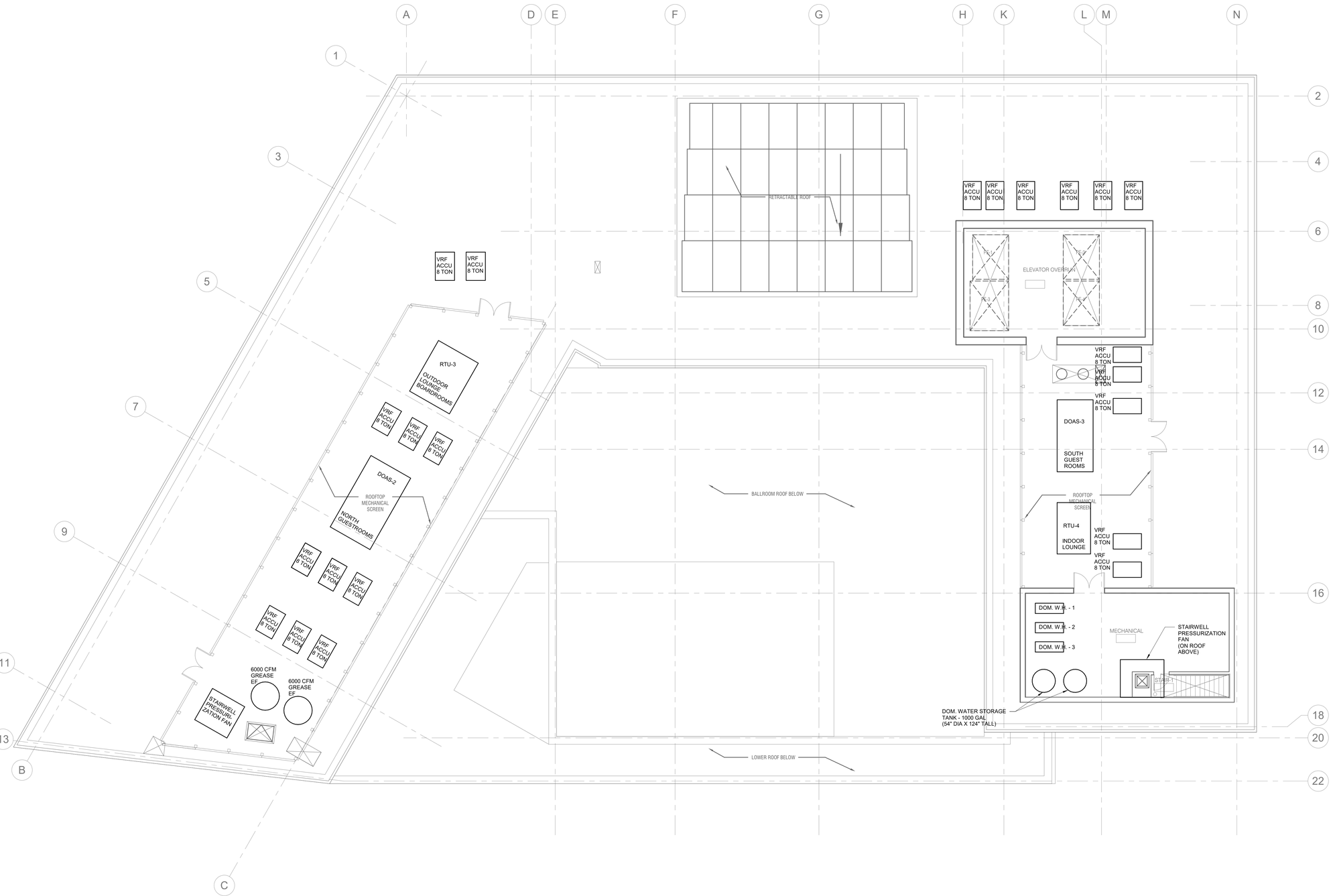

NORTH

1 ROOF PLAN-VENTILATION

1/8" = 1'-0"

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IMEG 231 SOUTH LASALLE, SUITE 600 CHICAGO, IL 60604 312.294.0501 FAX: 312.294.0003 www.imegcorp.com PROJECT # 20000609.00
Illinois Design Firm Registration #184007527-0014

REFERENCE SCALE IN INCHES
0 1 2 3

Revisions

04.17.2020 SD PROGRESS PRICING

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Job Number
19068.400

Title
ROOF PLAN - VENTILATION

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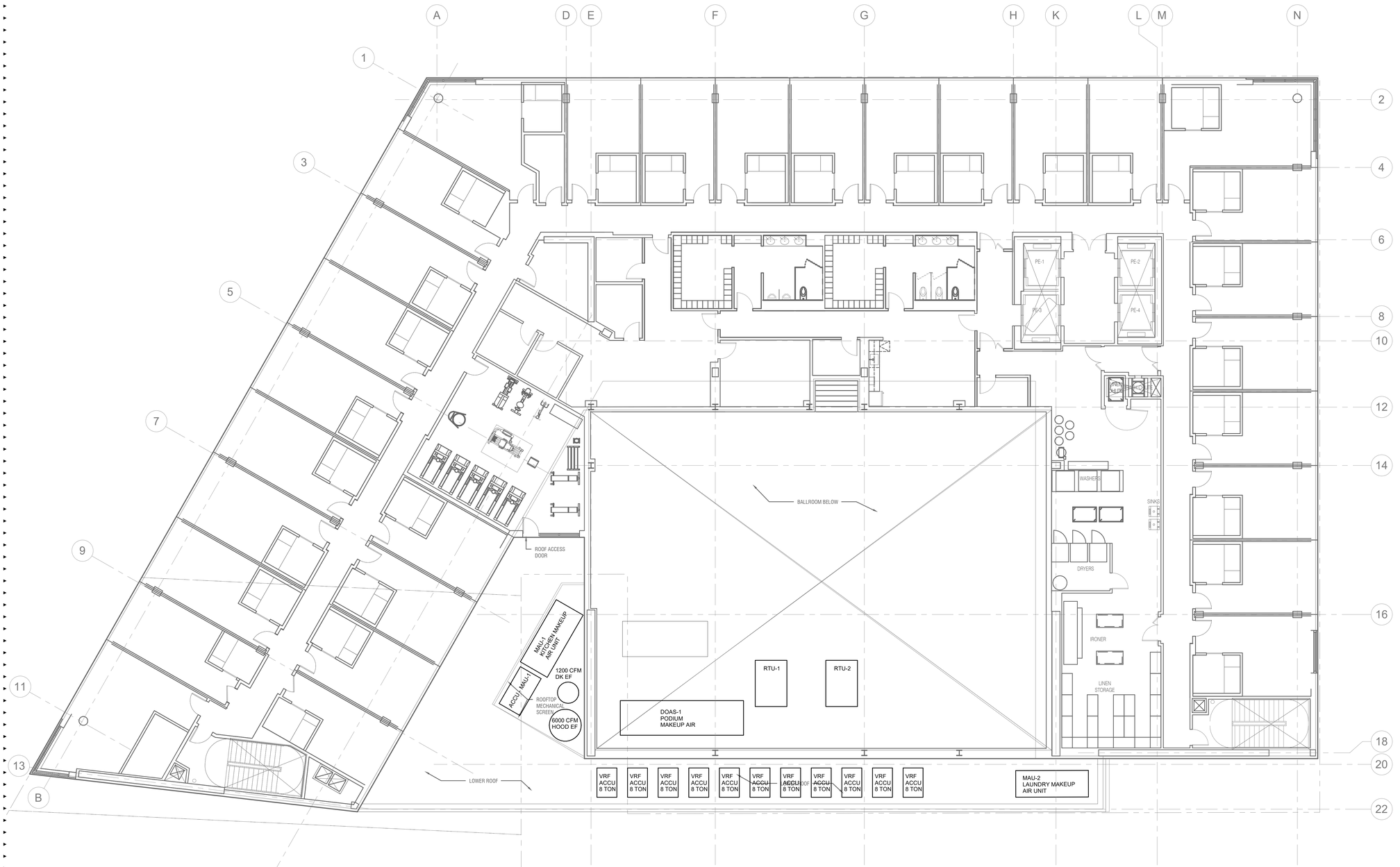

NORTH 1 **LEVEL 2 FLOOR PLAN-VENTILATION**

1/8" = 1'-0"

architecture
NEUMANN SMITH

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- [ ] Construction
- [ ] Record

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Job Number
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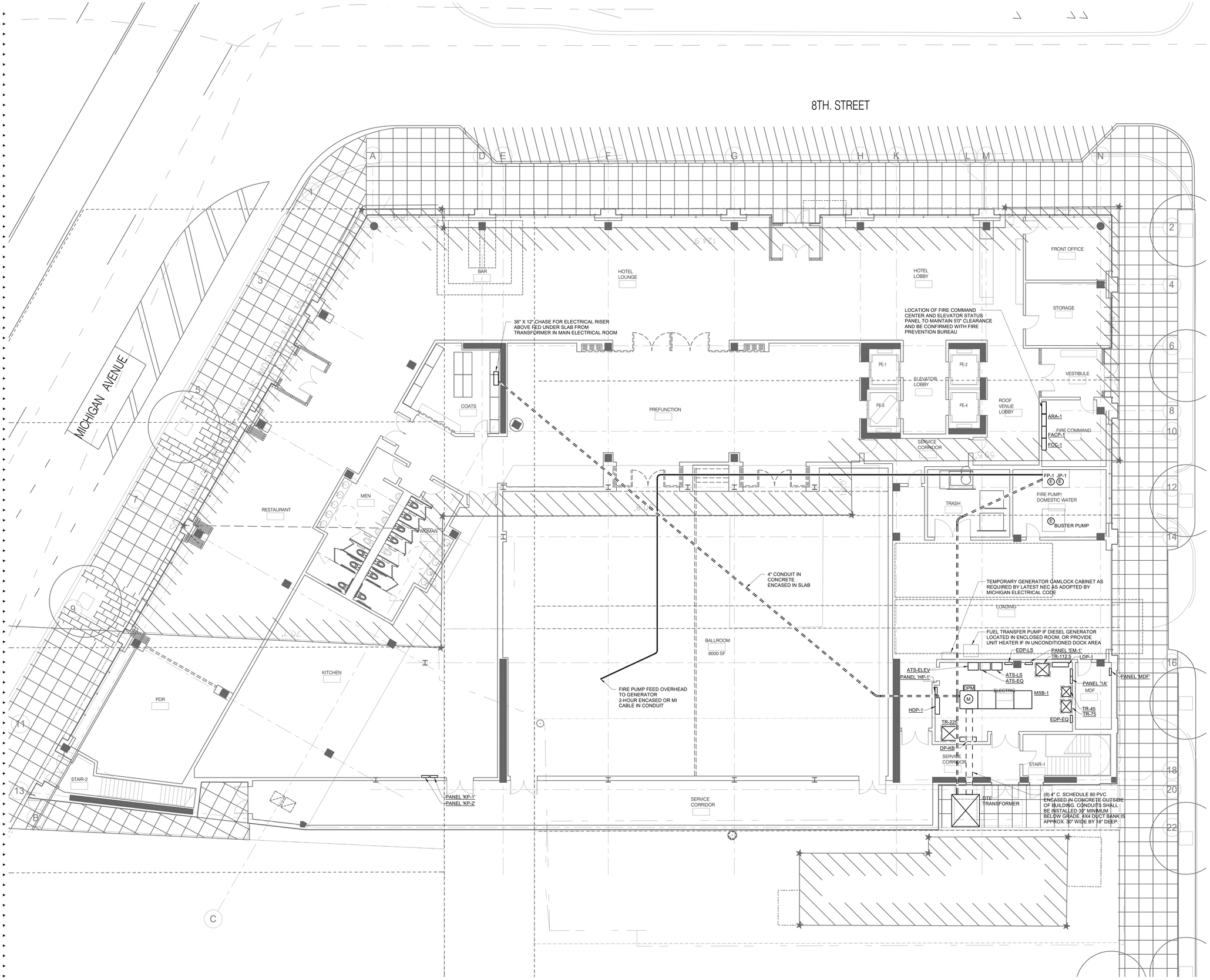

NORTH 1 **LEVEL 1 FLOOR PLAN-POWER**
1/8" = 1'-0"

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Illinois Design Firm Registration #184007637-2014

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Job Number
19068.400

Title
LEVEL 1 FLOOR PLAN - POWER

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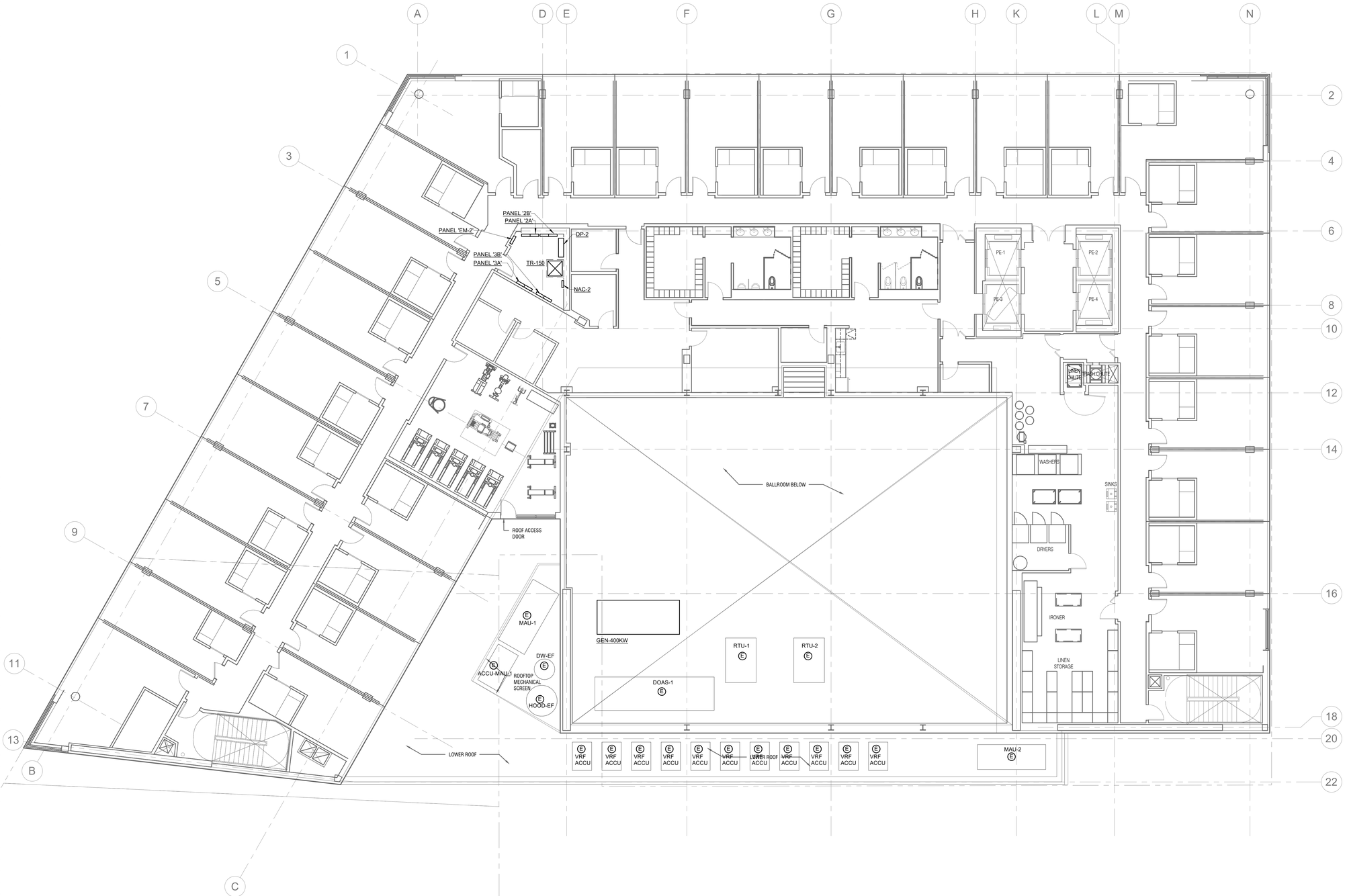

NORTH 1 **LEVEL 2 FLOOR PLAN-POWER**
1/8" = 1'-0"

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Illinois Design Firm Registration #184007637-0014

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Job Number
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Title
LEVEL 2 FLOOR PLAN - POWER

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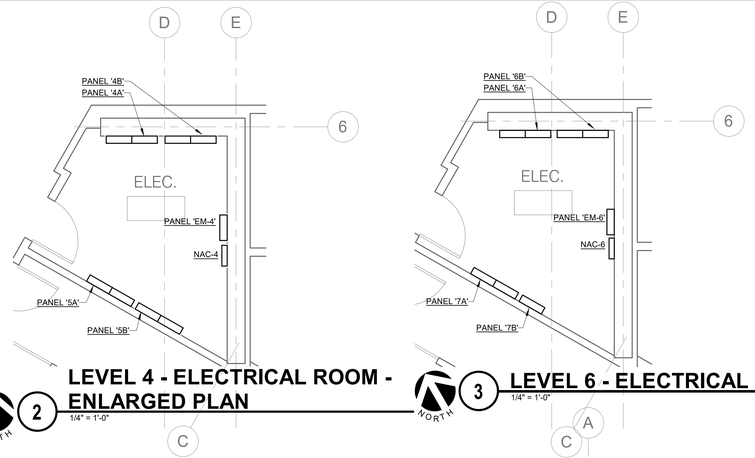

LEVEL 4 - ELECTRICAL ROOM - ENLARGED PLAN

2 — 1/4" = 1'-0"

LEVEL 6 - ELECTRICAL ROOM - ENLARGED PLAN

3 — 1/4" = 1'-0"

LEVEL 4-6 FLOOR PLANS-POWER

1 — 1/8" = 1'-0"

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PROJECT # 20000809.00

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Job Number
19068.400

Title
LEVEL 4-6 FLOOR PLANS - POWER

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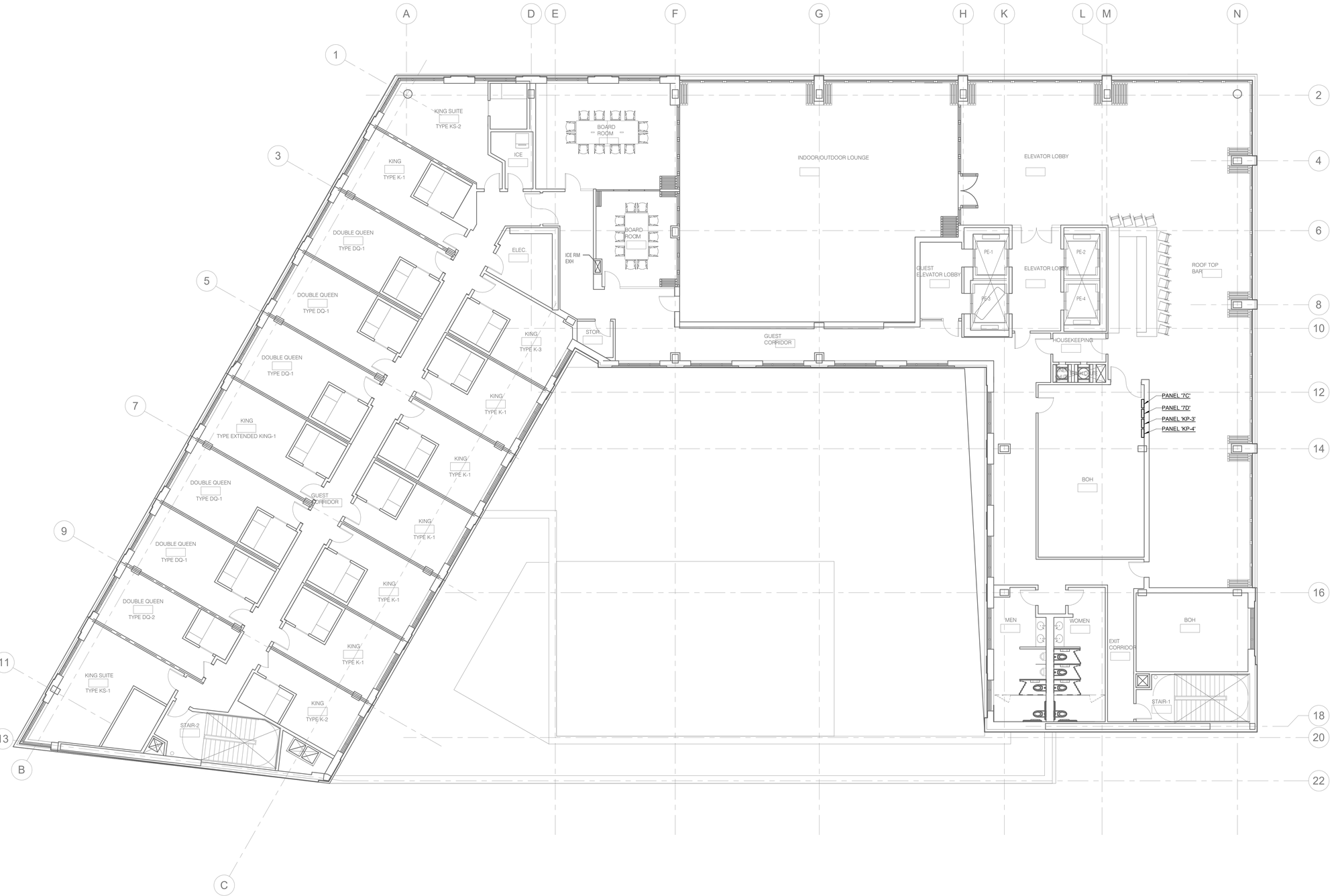

NORTH 1 **LEVEL 7 FLOOR PLAN-POWER**

1/8" = 1'-0"

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Illinois Design Firm Registration #184007527-0014

REFERENCE SCALE IN INCHES

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Title
LEVEL 7 FLOOR PLAN - POWER

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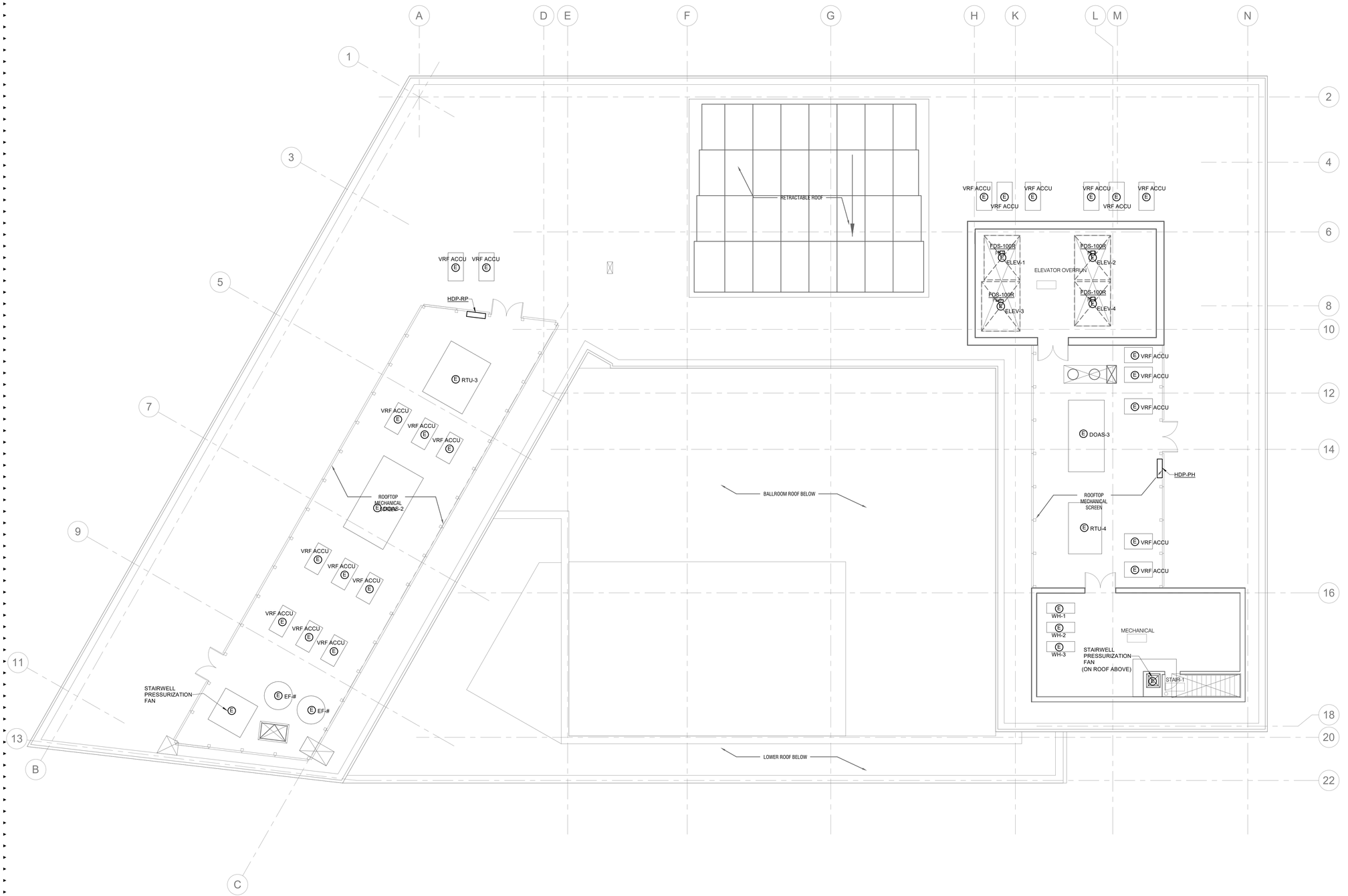

NORTH

1 ROOF PLAN-POWER

1/8" = 1'-0"

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Illinois Design Firm Registration #184007637-0014

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ROOF PLAN - POWER

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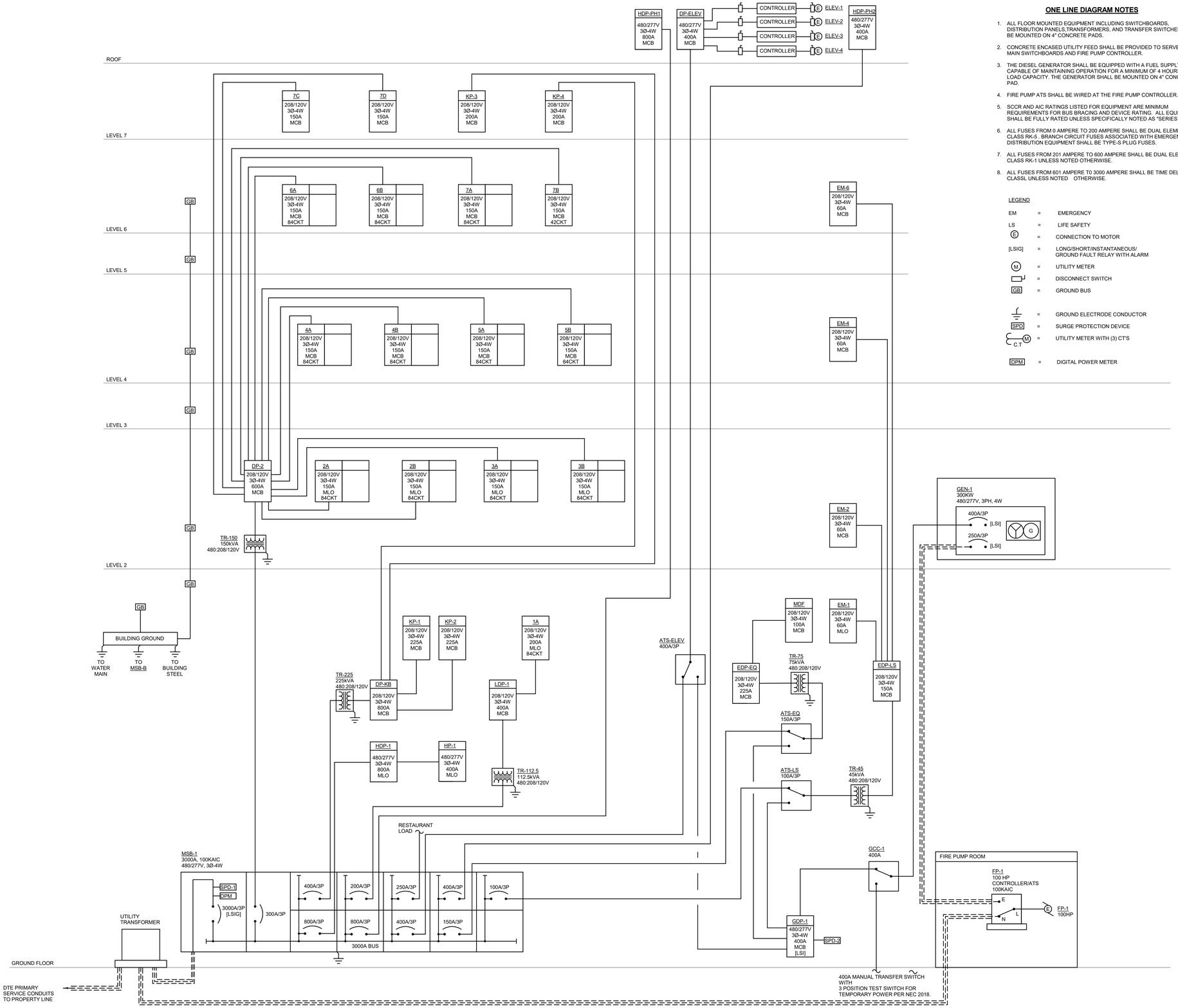

1 **ELCTRICAL RISER DIAGRAM**
NO SCALE

ONE LINE DIAGRAM NOTES

1. ALL FLOOR MOUNTED EQUIPMENT INCLUDING SWITCHBOARDS, DISTRIBUTION PANELS,TRANSFORMERS, AND TRANSFER SWITCHES SHALL BE MOUNTED ON 4" CONCRETE PADS.
2. CONCRETE ENCASED UTILITY FEED SHALL BE PROVIDED TO SERVE THE MAIN SWITCHBOARDS AND FIRE PUMP CONTROLLER.
3. THE DIESEL GENERATOR SHALL BE EQUIPPED WITH A FUEL SUPPLY CAPABLE OF MAINTAINING OPERATION FOR A MINIMUM OF 4 HOURS OF FULL LOAD CAPACITY. THE GENERATOR SHALL BE MOUNTED ON 4" CONCRETE PAD.
4. FIRE PUMP ATS SHALL BE WIRED AT THE FIRE PUMP CONTROLLER.
5. SCCR AND AIC RATINGS LISTED FOR EQUIPMENT ARE MINIMUM REQUIREMENTS FOR BUS BRACING AND DEVICE RATING. ALL EQUIPMENT SHALL BE FULLY RATED UNLESS SPECIFICALLY NOTED AS "SERIES RATED".
6. ALL FUSES FROM 0 AMPERE TO 200 AMPERE SHALL BE DUAL ELEMENT CLASS RK-5 . BRANCH CIRCUIT FUSES ASSOCIATED WITH EMERGENCY DISTRIBUTION EQUIPMENT SHALL BE TYPE-S PLUG FUSES.
7. ALL FUSES FROM 201 AMPERE TO 600 AMPERE SHALL BE DUAL ELEMENT, CLASS RK-1 UNLESS NOTED OTHERWISE.
8. ALL FUSES FROM 601 AMPERE T0 3000 AMPERE SHALL BE TIME DELAY CLASSL UNLESS NOTED OTHERWISE.

LEGEND

EM	=	EMERGENCY
LS	=	LIFE SAFETY
(E)	=	CONNECTION TO MOTOR
[LSIG]	=	LONG/SHORT/INSTANTANEOUS/ GROUND FAULT RELAY WITH ALARM
(M)	=	UTILITY METER
	=	DISCONNECT SWITCH
GB	=	GROUND BUS
	=	GROUND ELECTRODE CONDUCTOR
SPD	=	SURGE PROTECTION DEVICE
(M) C.T	=	UTILITY METER WITH (3) CT'S
DPM	=	DIGITAL POWER METER

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Title
ELECTRICAL RISER DIAGRAM

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ELKUS | MANFREDI
ARCHITECTS

PROJECT MANUAL

GODFREY DETROIT PROPCO, LLC

GODFREY DETROIT
DETROIT, MICHIGAN

SD PROGRESS PRICING

APRIL 17, 2020

PROJECT NO. 2020011

ARCHITECT OF RECORD:
NEUMANN / SMITH ARCHITECTURE

DESIGN ARCHITECT:
ELKUS | MANFREDI ARCHITECTS

PROJECT MANUAL

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III Interior Framework Narrative - TGG

IV Structural Narrative - RE

V MEP Narrative - IC

VI Soils Report -- SME

LEGEND

CL	Cinni Little	Foodservice Consultant
EMA	Elkus Manfredi Architects	Design Architect
GWE	Giffels Webster	Traffic/ Landscape
IC	IMEG Corp	Mechanical/ Electrical/ Plumbing Engineer
NSA	Neumann Smith Architects	Project Architect
RE	Resurget Engineering	Structural Engineer
SME	SME	Soils/ Environmental Engineer
TGG	The Gettys Group	Branding Consultant/ Interior Designer

END OF TABLE OF CONTENTS

CIVIL DESIGN NARRATIVE

Existing Conditions & Topographic Survey
The existing site is approximately 0.64 acres in total area and is bounded by Michigan Avenue to the north, Leverette Street to the south, 8th Street to the east and the vacated alley and adjacent property to the west. The limits of the topographical survey include the existing building at 1401 Michigan Avenue, the adjacent vacated alley, the adjacent public alleys, the property at 1411 Michigan Avenue, the property at 1432 Leverette Street and the full width of the three adjacent rights-of-way.

The existing site grade is relatively shallow slopes with runoff typically flowing away from the building. Existing site elevations vary between one hundred and nineteen feet (119') to one hundred and twenty-one feet (121') (City of Detroit datum).

Demolition & Erosion and Sediment Control
It is expected that the site adjacent to the existing building will be completely cleared of all surface debris, brick and concrete pavement. Disposal shall comply with all local and state laws and ordinances.

The Contractor shall remove and stockpile street signs, as necessary, during construction and replace all signs as directed at the end of construction.

Roadway and sidewalk pavement within the public rights-of-way that is removed for the installation of new utility services or damaged during construction shall be restored in accordance with City of Detroit standards and shall be scheduled and coordinated to minimize any inconvenience to pedestrian and vehicular traffic.

Several Erosion & Sediment Control (ESC) measures shall be installed and maintained during construction to prevent sediment from exiting the site. ESC measures typically required during construction include sediment inlet filters, sediment fences, filter sock sediment traps and aggregate mud mats.

The Contractor shall also clean all new manholes, catch basins, and drain lines immediately after they have been installed and immediately after the project reaches substantial completion.

Water Service
The water service to the site shall be provided by the Detroit Water and Sewerage Department (DWSD). An existing twelve-inch (12") water main is located within Michigan Avenue on the south side of the roadway. This is also an existing eight-inch (8") water main located within Eight Street in the middle of the roadway and with Leverette Street on the north side of the roadway. Within the adjacent easement to the west and the east/west alley between Michigan Avenue and Leverette Street there is an eight-inch (8") water main that connects the main from Leverette to the main within Trumbull.

The hotel's new water service will need to be split into two leads (i.e. one for domestic water and one for fire suppression) within the right-of-way sidewalk area outside the building. A shut off valve will be required for both services and will also need to be located within the right-of-way sidewalk area. The location and size of the new fire suppression and domestic water supply leads will need to be confirmed by the MEP engineer and fire suppression contractor prior to DWSD approval. The Contractor will need to coordinate the water main shut off with DWSD and receive their approval prior to starting work.

There are two (2) existing fire hydrants located within 8th Street as well as one (1) hydrant located on Michigan Avenue just west of the site. The City of Detroit fire marshal requires a fire hydrant to be located within one hundred feet (100') of the building's Fire Department Connection (FDC). Depending on the proposed FDC location a new hydrant and assembly may be required in the adjacent rights-of-way.

Sanitary & Storm Sewer

DWSD utilizes a combined sewer system, which means that sanitary and stormwater flows are conveyed together within the same sewer system. DWSD's record map information shows a fifteen-inch (15") by twenty-inch (20") egg shaped brick sewer pipe underneath the existing building footprint. According to DWSD's record maps, these sewers were constructed in 1878, well before the completion of the existing office building. It is likely that this sewer line was demolished or abandoned and bulk-headed prior to construction.

Within the rights-of-way surrounding the site, there is a fifteen-inch (15") by twenty-inch (20") egg shaped brick sewer pipe in Eight Street that drains to a fifteen-inch (15") by twenty-inch (20") egg shaped brick sewer pipe in Michigan Avenue. There is also a two-foot (2') eight-inch (8") by four-foot (4') egg shaped brick sewer in Michigan Avenue on the north side of the roadway. There is a fifteen-inch (15") by twenty-inch (20") egg shaped brick sewer pipe in the east/west alley between Michigan Avenue and Leverette Street that drains into a four-foot (4') six-inch (6") by six-foot (6') egg shaped brick sewer in the middle of Trumbull Avenue. Cleaning and televising will be required to confirm the location, condition and flow capacity of these existing storm sewer pipes. This information will also assist in determining whether any pipe rehabilitation measures are required for the existing storm sewer system.

There are also several catch basins and smaller storm sewer pipes located within the vacated alley to the west and the proposed vacated portion of the east/west alley between Michigan Avenue and Leverette Street. These will be removed during the demolition phase of the project.

New building storm and sanitary leads are expected to be required as part of the site improvements and the plumbing engineer will need to confirm the minimum size of these leads to meet the requirements of the Michigan Building Code. These new leads along with a new combined manhole with connect to the fifteen-inch (15") by twenty-inch (20") egg shaped brick sewer pipe in the east/west alley between Michigan Avenue and Leverette Street.

Gas Service

Existing gas mains (DTE Energy/Michcon) are located within close proximity to the site. There are three mains within the adjacent rights-of-way; a 1 ¼" diameter plastic main in Michigan Avenue, a 2" diameter plastic main in Eight Street and a 2" diameter plastic in Leverette Street. All of these mains were installed in 1987 and contain 10 pounds of pressure for the delivery of natural gas.

A new gas supply for the building is to be provided via a new gas service on the south side of the building. The new gas service and meter assembly is proposed to connect to the existing two-inch (2") diameter gas main within Leverette Street. DTE Energy/Michcon will self-perform all of their own work on gas services and street mains and it is understood that load sheets for the building almost ready to be provided to DTE Energy/Michcon.

Electrical Services

There are serval existing electrical poles, overhead wires and streetlight poles in the adjacent rights-of-way of 8th Street, Leverette Street, the adjacent vacated alley to the west and the east/west 20-foot wide public alley to the west. Coordination will be required with the Public Lighting Authority to relocate

their existing equipment and infrastructure prior to the start of construction. Coordination will also be required between the design team and DTE Energy to determine the final placement of new electrical equipment and infrastructure such as switchgear and conduits supporting the proposed hotel. Private easements may be required where electrical equipment and infrastructure are located within private property.

Load sheets for the hotel's permanent power requirements have been finalized and provided to DTE Energy to begin the planning of this work. DTE Energy will self-perform all their own work on primary services up to the switchgear and their input on routing will be required the during design development phase.

Pavement Improvements
Existing pavement and sidewalks within the site are generally in poor condition and, based on the conceptual site plan, it is anticipated that they shall be demolished and replaced with new roadway and sidewalk pavement. Similarly, it is anticipated that all existing sidewalks surrounding the site within the public rights-of-way will be removed and replaced.

Roadway pavement within the public rights-of-way that is removed due to the installation of new utilities or damaged during construction shall be restored in accordance with City of Detroit standards and specifications. New concrete sidewalk pavement within the public rights-of-way will typically be a minimum of four inches (4") thick with a concrete strength of four thousand pounds per square inch (4,000 psi) with a standard broom finish and control joints located five feet (5') apart.

During the removal of sidewalks, most of the existing curbs will also be required to be demolished and replaced with new curbs. Care shall be required during this process as there are several underground utility systems with the adjacent public rights of way surrounding the site.

The City of Detroit (Eight Street and Leverette Street) and Michigan Department of Transportation (Michigan Avenue) will require the Contractor to install a suitable pedestrian detour during construction. New pavement markings and signage shall be installed in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). The top of castings of all existing utility structures shall also be adjusted to match the finished grade elevation of new sidewalk and pavement.

Site Grading
Where required, the grading of all new pavement areas will be designed and constructed in accordance with the ADA Standards for Accessible Design. The cross slope of all ADA accessible routes shall not exceed 1 in 50 (2%) and the longitudinal (or running) slope shall not exceed 1 in 20 (5%). The longitudinal slope of ADA ramps shall not exceed 1 in 12 (8.33%). A minimum five feet (5') flat unobstructed landing shall also be provided at the top and bottom of all doors, stairs, ramps and fence gates that are required to be accessible.

Stormwater Management
The City of Detroit and DWSD have recently approved Detroit's first Post-Construction Stormwater Management Ordinance (PCSWMO). The PCSWMO shall be applicable to all land development (both new development and redevelopment) that creates or replaces half an acre (0.5 ac) or more of impervious surface area. The proposed conceptual site plan indicates that the redevelopment will exceed this threshold and therefore will be subject to the requirements of the PCSWMO.

The primary objectives of the site's stormwater management plan will be to meet the requirements and intent of the City of Detroit's stormwater management performance standards as currently shown in Table 2-1 of the Stormwater Management Design Manual (November 2018). A summary of the relevant

water quality and quantity-based performance standards, including our interpretation of their application to this project, are as follows:

- Match natural conditions for peak flow and volume for the 90th percentile storm event.
- Remove a minimum of 80% of the Total Suspended Solids (TSS) from the post-developed site.
- Ensure the peak flow rate of stormwater runoff from the site shall not exceed the predevelopment peak flow rate for the 2-year Average Recurrence Interval (ARI), 24-hour storm
- Design the entire development site's new underground stormwater drainage system (and any proposed infrastructure upgrades) for the 10-year ARI design storm event.
- Limit the total development site's stormwater runoff release rate to fifteen one-hundredths cubic feet per second per acre (0.15 cfs/ac) for the 10-year ARI design storm event.

Preliminary storage volume calculations were recently completed for the development site to determine the total storage volume of runoff required on-site to limit the development site's runoff release rate to 0.15 cfs/ac for the 10-year ARI design storm event. A total storage volume of 6,500 cubic feet (48,623 gallons) was determined. This runoff volume will be stored in a precast concrete stormwater storage system engineered for underground installation. This modular, multi-chambered system will be installed under the hotel's ballroom floor and encompass a preliminary footprint of a 65' x 45' area. There will also be a control structure and the ultimate outlet to the city's sewer system in the east/west alley between Michigan Avenue and Leverette Street. Currently, we are not anticipating a need to have a pretreatment structure to improve water quality before its outlet into the city system. All the storm runoff will be from the roof with minimal TSS loading. If that condition changes, we will require a water quality system prior to the stormwater detention system. A Vortechnic 2000 treatment system could be added to the system.

Landscape
We intend to enhance the adjacent rights of way by installing shade trees. In addition, on Leverette Street we've proposed ground cover to soften the service area. Plant material shall be reflective of the owner's plant palette in size and species while maintaining compliance with the city of Detroit standards.

ARCHITECTURAL DESIGN NARRATIVE

Elkus Manfredi Architects

Program

The Godfrey Hotel Detroit is a new, 227-room hotel located along Michigan Avenue at the corner of 8th Street in Detroit's historic Corktown neighborhood, one mile west of the city's central business district. The program includes a ground-level lobby, bar and restaurant, an approximately 6,000 square-foot ballroom with prefunction space, and a roof top café and amenity space. The guest room program includes a mix of room types with a range of single and double rooms to large suites.

Site Plan

The main 7-story building fronts on Michigan Avenue, 8th Street, and Leverette Street. These primary building facades are set at the property line forming a "C" shaped plan with an interior courtyard on the west facing the St. Peter's Episcopal Church property and a smaller lot continuing a large billboard structure facing Michigan Avenue. The base of the courtyard is a two and three story podium housing the ballroom and kitchens.

Two setbacks are provided at the west property line at the north and south ends, while the center, in the zone of the courtyard, is set at the property line. At the southern (Leverette Street) end of the west property line the building is set back ten feet where an existing house occupies the southeast corner of the church lot. At the northern (Michigan Avenue) end of the west property line the building is set back approximately five feet. At the ground level, the hotel's public functions will create an active and comfortable street level pedestrian realm. Sidewalks will be upgraded to city standards with landscape and street lighting. Existing street trees will be preserved and new trees added.

Hotel services, primarily located off Leverette Street, will be accommodated within the building. A vehicular pull-off is designed along 8th street for Hotel and ballroom pick-up and drop-off as well as valet parking operation.

Floor Plans

The primary program components and plan layouts are described as follows:

- The ground level houses the lobby, restaurant, and ballroom. These highly visible public hotel functions wrap around the building from Michigan Avenue to 8th Street and the corner of Leverette Street. These interior spaces are interconnected, multifunctional and flexible with the potential of working together or independently. Hotel service and mechanical spaces are located along Leverette and within the west podium zone. The hotel restaurant extends the full width of the building's Michigan Avenue frontage and has its own independent entrance. Operable folding glass walls will allow for indoor / outdoor dining in good weather. The restaurant bar is located at the corner of Michigan and 8th Street and connects with the multi-

propose lobby bar and living room zone which extends south to merge with the ballroom prefunction and hotel lobby. The kitchens, coat room, and bathrooms are located behind the public lobby zone. A single main building entrance is shared with the hotel and ballroom functions. Lobby reception and concierge are located to the south to the corner of Leverette Street. The service docks and mechanical spaces are located along Leverette Street. A special independent public entry to the roof amenity space is located on Leverette near the corner of 8th Street.

- The main building elevator core includes four elevators: three passenger and one swing (combination passenger and service elevator.) Elevators have double-sided entries providing operational flexibility including independent access to the seventh floor guest rooms and amenity space. Housekeeping storage and laundry and trash chutes are located at the core area with access from the guest room corridor.
- Level two includes guest rooms and a fitness center as well as back-of-house hotel functions including the laundry, staff rooms, and hotel operations offices.
- Levels three through six house guest rooms.
- Level seven includes guest rooms and the rooftop amenity space. The rooftop amenity space has continuous exterior folding glass walls which can fully open between column bays. The amenity space has an enclosed roof except at the special operable roof bays along the west façade where the roof can be enclosed as a weather protected skylight or fully open to the sky. In addition to the café, bar, and public gathering space, the rooftop amenity zone includes two meeting rooms which can be opened or closed off from the main amenity space. The rooftop amenity is served by a kitchen and storage, bathrooms, and mechanical spaces.
- Roof levels on the second, third, and eighth floor roof level have screened mechanical penthouses.

Structural System

The seven story main hotel component is designed as cast in place, post tensioned concrete structural system. The main seven story building floor to floor dimesons are as follows:

- Ground level: 18 feet (Minimum 14-foot ceiling height).
- Levels two through five: 9 foot, 9 inches. Ceiling is underside of concrete slab exposed or with plaster skim coat. Lower, dropped drywall ceilings will be provided in public corridors and guest room entry hallways and bathrooms.
- Level six: 12 foot, 9 inches (minimum 9 foot ceiling height).
- Level seven: 12 foot, 9 inches (minimum 9 foot ceiling height).
- The Ballroom component of the courtyard podium is steel framed long span, connected but independent of the main seven story concrete frame with a 25 foot, 9inch floor-to-floor dimension (minimum 20 foot ceiling height).

Mechanical System

The building mechanical system is still to be evaluated and confirmed by ownership. The basis of this schematic progress submission is a VRF system with horizontal ceiling mounted units in the guest rooms.

Exterior

The exterior design takes its inspiration from the traditional brick and steel industrial buildings of Corktown and merges this with a more contemporary and sophisticated design aesthetic.
The transparent ground level storefront zone and the breakdown in vertical scale of the façade will create a street friendly building that fits into the neighborhood context of Corktown.

The proposed development is designed to the 82'-6" height limit allowable within the major thoroughfare zone of Michigan Avenue. To break down the scale of the 7 story building, the façade is organized into three zones: base, middle, and top. The façade expression and materials differentiate the three zones while maintaining a unified overall design.

- The base (ground level) is designed to maximize transparency into the building. The active public hotel functions including the hotel lobby, ballroom / prefunction space, and restaurant will be highly visible from the street and active seven days a week. The red brick columns meet the ground on a larger column bay, spacing equal to two hotel room modules above. Frames and entry canopy are dark metal so that the storefront zone has its own distinctive look and feel in the spirit of the traditional historical storefronts of Corktown. Service spaces off Leverette are designed to blend with the storefront expression using the same two metal panels used throughout the building façades.
- The middle zone (levels two through five) recalls the brick masonry tradition of Corktown. A simple column and spandrel grid of red brick surrounds large industrial style, punched windows with frames and in dark charcoal. The top of this zone defines a 5-story datum line, which corresponds to the heights of a number of buildings along Michigan Avenue and within the Elton Park development area. The windows are bordered by metal panels on both sides in a medium gray.
- The top zone (levels six and seven) has a contrasting two-story expression to highlight both the special upper level hotel rooms and also the roof amenity deck space. The two different metal colors accent the articulation of columns and window surrounds. The windows are the same dark charcoal metal as the middle zone. Metal clad columns, beams, and articulated cornice frame both the hotel rooms and the lighter framing of the operable roof amenity space openings with views to the downtown.

Final brick and metal panel color selections are pending the evaluation of physical samples by Ownership. The current working color pallet is as follows:

- Brick: modular dimension in medium red color range with variation
- Metal plate wall panel # 1: medium gray
- Metal plate wall panel # 2: dark gray
- Windows: dark charcoal

GODFREY DETROIT,

CORKTOWN

50% FRAMEWORK

Preliminary Finish notes

Prepared for:

Oxford Hotels and Resorts & Hunter Pasteur Homes
April 17, 2020

THE GETTYS GROUP

GETTYS Preliminary Finish notes 2020.April.17

PUBLIC SPACES, FIRST FLOOR
LOBBY, BAR, PREFUNCTION, CIRCULATION
1. Allow for decorative stone floor throughout
Lobby, bar, and checking/circulation areas./OFCI aximinster over pad in prefunction.
2. Allow for decorative bronze flooring inserts
(Schluter or =)
3. Allow for articulated reflected clgs, with architectural cove and ambient lighting, and OFCI decorative feature ltg.
4. Best quality millwork for bar, check-in desks and prefunction support systems. Allow for combination of wood, solid surface/stone, metal and glazing/mirror. Allow for integral lighting and connectivity. Purse hooks at bar.
5. Allow for wall, and floor located electrical and connectivity receptacles throughout
6. Allow for future art blocking in all interior walls.
7. Allow for large scale/ custom pull hardware at entry and prefunction doors
8. Allow for custom bi-fold prefunction doors, glass, metal, wood.

BALLROOM
1. Allow for OFCI Axminster cpt over pad
2. Allow for fully articulated wall panels, with acoustical inserts, glazing/mirror, OFCI decorative wall lights
3. Allow for heavily articulated reflected clgs, with architectural cove and ambient lighting, and OFCI decorative feature ltg.
4. Allow for oversized doors for entry doors.
5. Allow for large scale/ custom pull hardware at entry and prefunction doors

RESTROOMS
1. Allow for through body large format porcelain tile floor and full height wet walls
2. Allow for full gyp board partitions, and wood doors at each stall
3. Allow for full height solid surface/stone demising partitions at urinals
4. Allow for bronze finish
5. Allow for touchless lavsets
6. Allow for recessed restroom support amenities
7. Allow for cove lighting in stalls (wet wall)
8. Allow for solid surface vanity and ledge tops
9. Allow for gyp board ceilings

General, all areas
1. Allow for linear diffusers
2. Restaurant or Back of house areas not included.
3. AV concerns are not addressed here.
4. Full architectural lighting, controls, and systems are not addressed here.
5. Equipment needs are not addressed here.
6. All goods, means & methods presumed to be best quality commensurate with upper upscale hospitality.
7. 7th Floor terrace not addressed here.

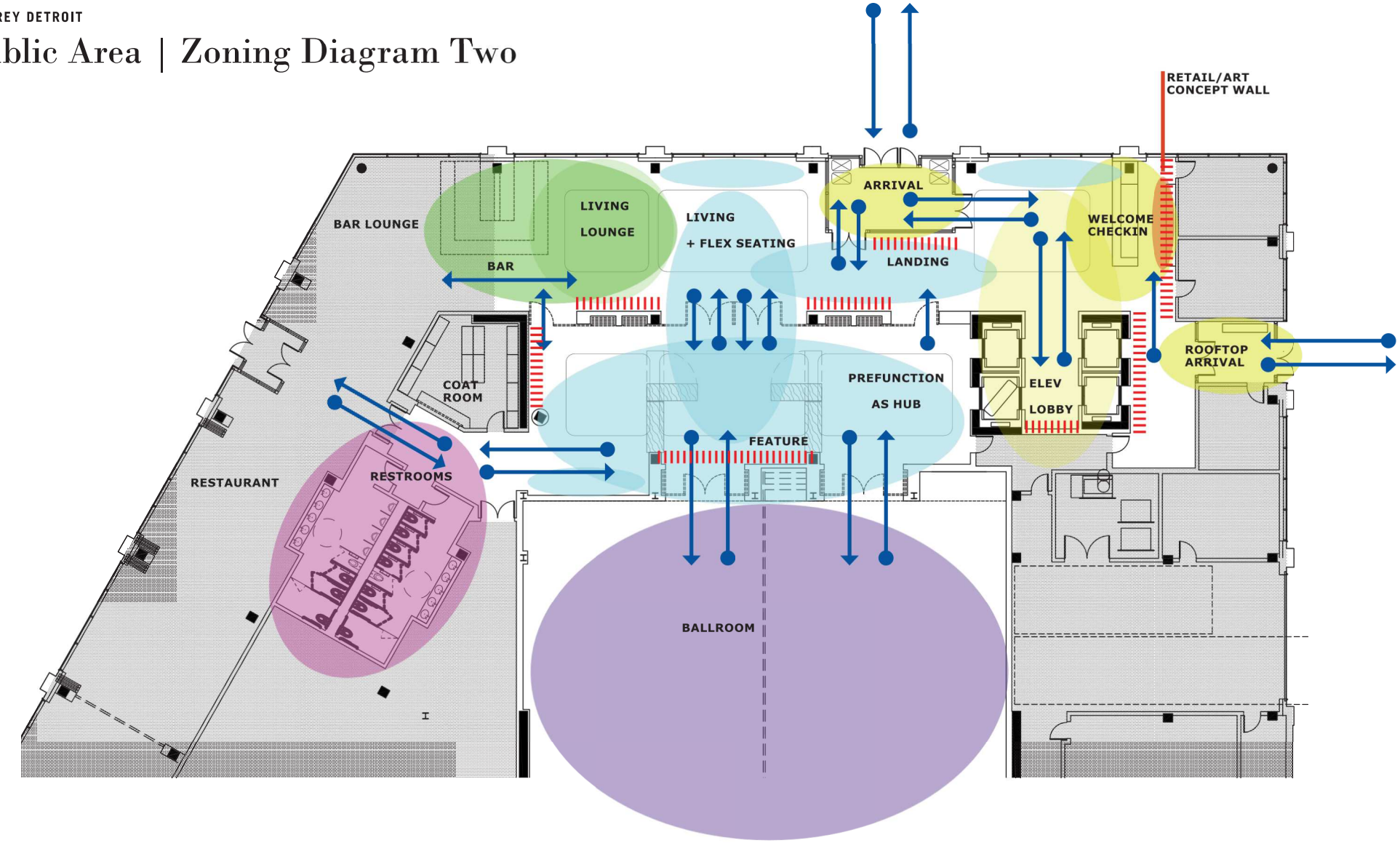
GUEST SPACES
ELEVATOR CABS
1. Allow for decorative stone floor
2. Allow for custom cab interior, walls, ceilings, ltg.
2. Allow for decorative bronze finish
4. Allow for digital screen each cab interior

GUEST ROOM CORRIDORS
1. Allow for OFCI Axminster cpt over pad
2. Allow for fully articulated wall panels, glazing/mirror, OFCI decorative wall lights at elevator lobbies
3. Allow for through body large format porcelain tile floor at Elevator lobby, 7th floor
4. Allow for electrical at GR door signage

GUEST ROOMS
Vestibule/Bathroom:
1. Allow for through body large format porcelain tile floor, full height wet walls and shower enclosure
2. Allow for tiled shower pan, linear drain
3. Allow for bronze finish
4. Allow for 8” spread lav sets, shower heads and hand helds
5. Allow for solid surface/stone vanity and ledge tops
6. Allow for painted gyp board ceilings
Rooms:
1. Allow for LVT floor
2. Allow for gyp wall prepped for OFCI WC.
3. Allow for typical tv, power and connectivity locations.
4. Ceilings to be painted.
Suites
1. Allow for 4 fixture bath
2. Allow for wet bar

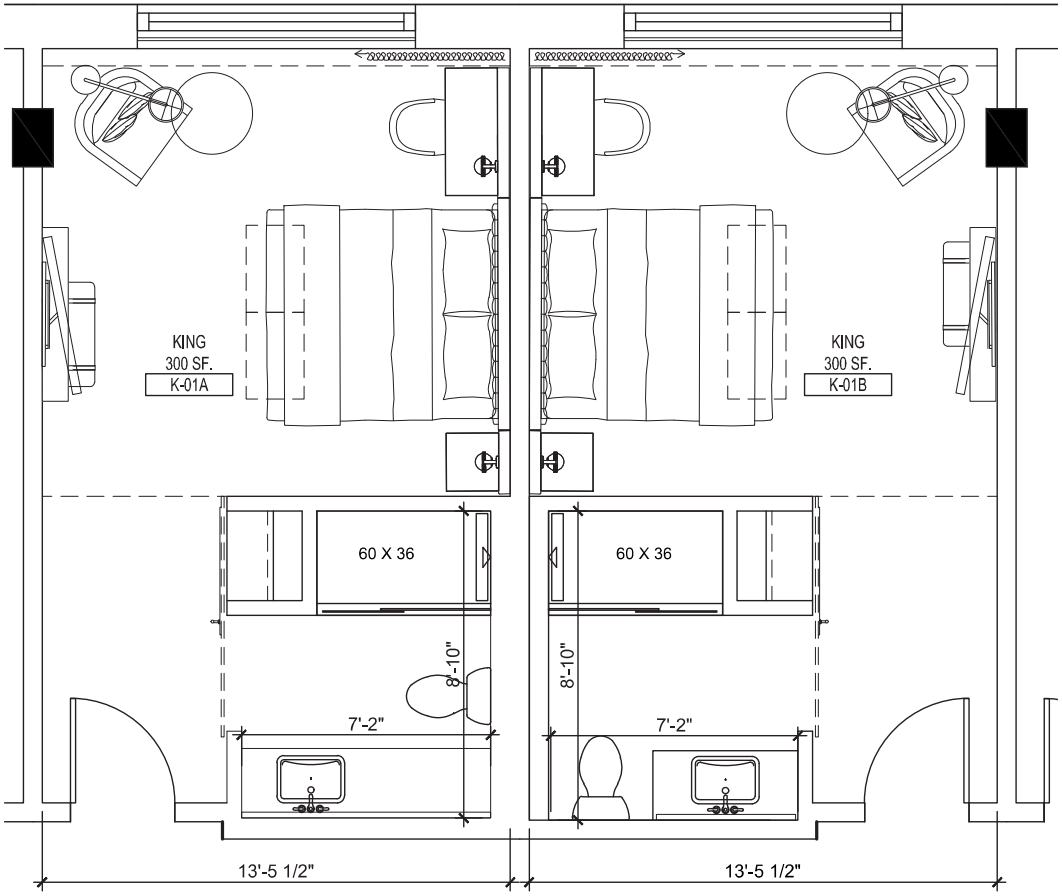
Notes listed here are preliminary and are to indicate level of finish. These notes do not reflect final client approved design. Plans attached are for reference only.

Public Area | Zoning Diagram Two



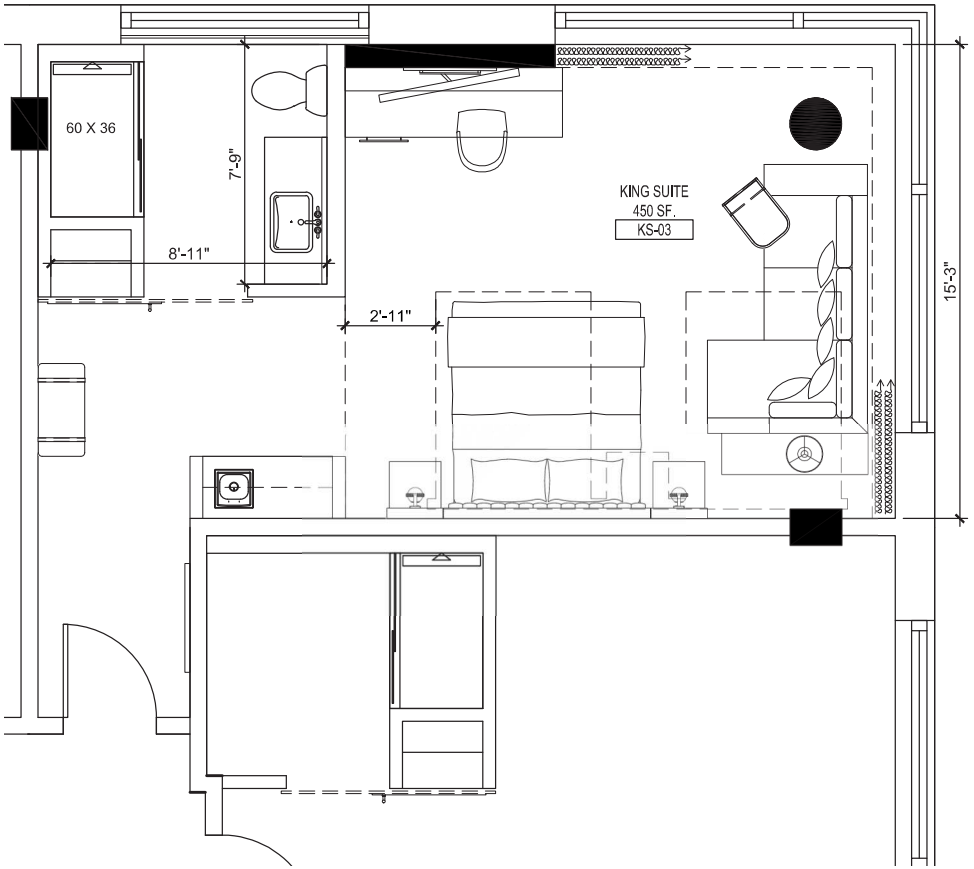
TEST FIT PLAN

King Standard K-01 - 300 SF



TEST FIT PLAN

King Suite KS-03, 450 SF



Godfrey Detroit Propco, LLC

Godfrey Hotel

Structural Schematic Design Narrative

April 17, 2020

Job number 20021

Resurget Engineering PLC
4219 Woodward Ave., Suite 306
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www.resurget.engineering

RESURGET
ENGINEERING

1 Project Description

The Godfrey Hotel consists of a seven-story hotel in Corktown, Detroit Michigan. The building includes a ground floor lobby, ballroom, and restaurant, six floors of hotel rooms and indoor/outdoor rooftop bar and function space.

The structural system consists of concrete post-tensioned floor slabs and concrete columns, laterally supported by a concrete shear wall system. This report summarizes the conceptual structural system.

2 Building Codes and Standards

The design is based on the 2015 Michigan Building Code (hereafter referred to as the Code). Additional structural standards used include:

- General loading standard: ASCE 7-10 Minimum Design Loads for Buildings and Other Structures.
- Concrete standard: ACI 318-14 Building Code Requirements for Structural Concrete and Commentary
- Post-tension standard: Specification for Unbonded Single Strand Tendons by the Post-Tensioning Institute
- Steel standard: ANSI/AISC 360-14 Specification for Structural Steel Buildings.
- Cold Formed Metal standard: AISI S100-12
- Masonry standard: Building Code Requirements and Specification for Masonry Structures, 2013 (TMS 402-13 / TMS 602-13)

3 Occupancy Classification

Per section 1604.5 of IBC 2012, The Godfrey Hotel is a multi-occupancy building, mainly made up of type R and supporting areas of type A occupancies. The Godfrey Hotel's *primary use* is that of a Residential Group R-1 which is classified as residential occupancies containing sleeping units where the occupants are primarily transient in nature. The A and A-2 occupancies pertain to the event space, restaurant, and bar areas, which is not the Godfrey Hotel's primary use or function.

3.1 Risk Category

The applicable building code for the Godfrey Hotel is the 2015 Michigan Building Code which references IBC 2012.

IBC chapter 16 addresses *Structural Design*, Section 1604 addresses *General Design Requirements*, and Section 1604.5 specifically addresses *Risk Category*. Risk categories are determined by the nature of occupancy in accordance with Table 1604.5.

In table 1604.5, Risk Category II is the default Risk Category and intended for normal "standard occupancy" structures, unless the structure is determined to meet any of the other "Nature of Occupancy" definitions for the other Risk Categories I, III, or IV. Note that none of the occupancies contained in Godfrey Hotel automatically trigger any of the Risk Categories from IBC 2012 Table 1604.5.

The primary occupancy for the Godfrey Hotel, for the purpose of defining risk category, is R-1 Hotel. Although the hotel houses a ballroom designated as an assembly space, this is not the primary occupancy of the building.

The intent of the code in defining "primary occupancy" is outlined in the commentary of the IBC. The commentary elaborates on how to determine the "primary occupancy" for use in chapter 16 and states;

> *"The wording requires agreement on the determination that a building's "primary occupancy" is in fact public assembly. This could be as simple as verifying that the portion of the building housing the public assembly occupancy is more than 50 percent of the total building area"*

Type R occupancy, hotel, is the primary occupancy category at approximately 75% of the total building. While Type A assembly spaces only represent the remaining 25% of the total building area. This demonstrates that the primary occupancy of the Godfrey Hotel is Type R – Hotel, and not Type A.

Based on this definition, The Godfrey Hotel should be classified as a Risk Category II Building for design and detailing requirements of the structure.

Please note that this interpretation of "primary occupancy" is only applicable to determining the "risk category" for structural design and detailing requirements. This should be considered independent of the architectural, exiting, and fire-life safety design requirements for the building, where the assembly occupancy may govern.

4 Loading

4.1 Dead Loads

Dead loads include the weight of all structural elements and permanently structural elements plus the superimposed weight of finishes, cladding, and fixed equipment.

4.2 Live Loads

Assumed live loads for various floor uses are given in Table 1.

TABLE 1: LIVE LOADS

OCCUPANCY	LIVE LOAD
Private Rooms and Corridors Serving Them	40 PSF + 15 PSF Partition
Balconies	60 PSF
Lobby, Retail, and other Public Areas	100 PSF
Stairs, Exit Ways, and First Floor Corridors	100 PSF
Light Storage or Light Mechanical Space	125 PSF
Heavy Storage or Heavy Mechanical Space	250 PSF
Roof – Typical	20 PSF

The Code permits live loads to be reduced for structural elements that support a floor area larger than 400 ft^2. Live loads will be reduced as permitted by ASCE 7-10 for the design of columns, girders and foundations.

4.3 Snow Loads

The snow loads are developed based on ASCE 7-10. Typical snow loads assumed are:

- Ground snow load: 25psf
- Exposure factor: 1.0
- Thermal factor: 1.0
- Importance factor: 1.0
- Flat roof snow load: 25psf (minimum)
- Allowance for snow drift per ASCE 7-10 based on roof geometry and projections.

4.4 Wind Loads

The following wind loading parameters for this site are from ASCE 7-10:

- Risk Category II
- Basic Wind Speed, 3-second gust (V_u): 115 mph
- Deflection Wind Speed (MRI 50-Year): 90 mph
- Exposure Category: B
- Wind directionality factor K_d: 0.85

- Topographical factor K_t: 1.0
- Height factor K_z(max): 0.94
- Gust factor G: 0.85
- Enclosure Classification: Enclosed Building

4.5 Seismic Loads

The following seismic loading parameters for this site are from ASCE 7-10:

- Risk Category II
- Site Class: D – Stiff Soil (to be confirmed)
- S_s - MCE_R ground motion. (for 0.2 sec period): 0.096
- S_1 - MCE_R ground motion. (for 1.0 sec period): 0.047
- S_{MS} – Site-modified spectral acceleration value: 0.154
- S_{M1} – Site-modified spectral acceleration value: 0.113
- S_{DS} – Numeric seismic design value at 0.2s period: 0.103
- S_{D1} – Numeric seismic design value at 1.0s period: 0.075
- Ordinary Reinforced Concrete Shear Walls: R=4, Omega=2.5, Cd=4

5 Materials

5.1 Reinforced Concrete

- Concrete for PT Slabs – Normal weight: f'c = 5000 psi
- Concrete for Columns and Shear Walls – Normal weight: f'c = 5000 psi
- Concrete for Slab-on-grade, Spread Footings, Grade Beams – Normal weight: f'c = 4000 psi
- Concrete fill in metal decks – Normal weight: f'c = 4000 psi
- Reinforcing bars: ASTM A615 GR 60 (ASTM A706 where welding is required)

5.2 Structural Steel

- Typical for Structural Shapes: ASTM A992 Grade 50 (Fy = 50 ksi)
- Plates: ASTM A572 grade 50

- Structural Steel Tubing Sections (TS or HSS Sections): Square and Rectangular Sections: ASTM A500, Grade B (Fy = 46 ksi); Round Sections: ASTM A500, Grade C (Fy = 46 ksi)
- Steel Pipe Sections: ASTM A53 Type E or S (welded or seamless), Grade B (Fy = 35ksi) or ASTM A501 (Fy = 35ksi)
- High Strength Bolts: High strength bolts, nuts and washers shall comply with ASTM A325 with unless otherwise noted. ASTM A490 where indicated on the drawings. "Twist Off" type tension controlled bolt / nut / washer assemblies are allowed and shall conform to ASTM F1852.
- Anchor Rods and Anchor Bolts: ASTM A1554, Grade 55 (weldable per section S1 and CVN toughness of at least 20 ft-lbs at 65 degrees Fahrenheit per section S4). ASTM A1554 Grade 105 where designated on Drawings.
- Headed studs: ASTM A108
- Deformed Bar Anchors: Stud type, ASTM A 496 cold finished low-carbon steel, minimum tensile strength of 80,000 psi. Provide Nelson Deformed Bar Concrete Anchors D2L or equal.
- Welding electrodes: E70
- Threaded rod: ASTM A36
- Non-shrink grout for base plates: f'c = 8000 psi

5.3 Metal Deck

- Galvanized Steel Decking: ASTM A653 - SS Designation, Grade 33, Minimum yield 38 ksi, with zinc coating in accordance with ASTM A653, G60, unless otherwise indicated.

6 Structural Serviceability Criteria

6.1 Floor Live and Dead Load Deflections

The floors will be design in accordance with the recommended deflection limits in the Building Code, unless a more stringent project specific criteria is required in specific areas. The deflections shall meet the following:

- Live Load displacement: the smaller of span/360 or 1 inch
- Total DL + LL displacement: span/240

Locations that require more stringent deflection criteria will be identified in future design phases. These areas include curtain wall support, movable partitions, sliding glass walls, and the movable roof.

6.2 Floor Vibration

Floor vibrations will be evaluated in accordance with the reference guide, "A Design Guide for Footfall Induced Vibration of Structures," published by The Concrete Centre. Finite element models will be used to calculate the vibration response factor, R, which is a multiplier on the level of vibration at the threshold of human perception.

In accordance with The Concrete Centre recommendations, hotel room floors will be designed to achieve a maximum response factor of R=2. For public lobbies and ballroom areas, appropriate vibration criteria will be determined during Schematic Design.

6.3 Lateral Displacements

The lateral displacement and story drifts due to wind and seismic loads will be calculated in Schematic Design to meet the serviceability limits set by the code. The building drift shall meet the following requirements:

- Seismic drift: 2% of story height
- Wind drift: height/500

7 Building Systems

7.1 PT Concrete Framing

Due to building height constraints and relatively short structural spans, cast concrete post tensioned slabs offer numerous advantages. Post-tensioned flat concrete slabs virtually eliminate beams that impinge into ceiling/plenum space. Figure 1 shows the overall building system.

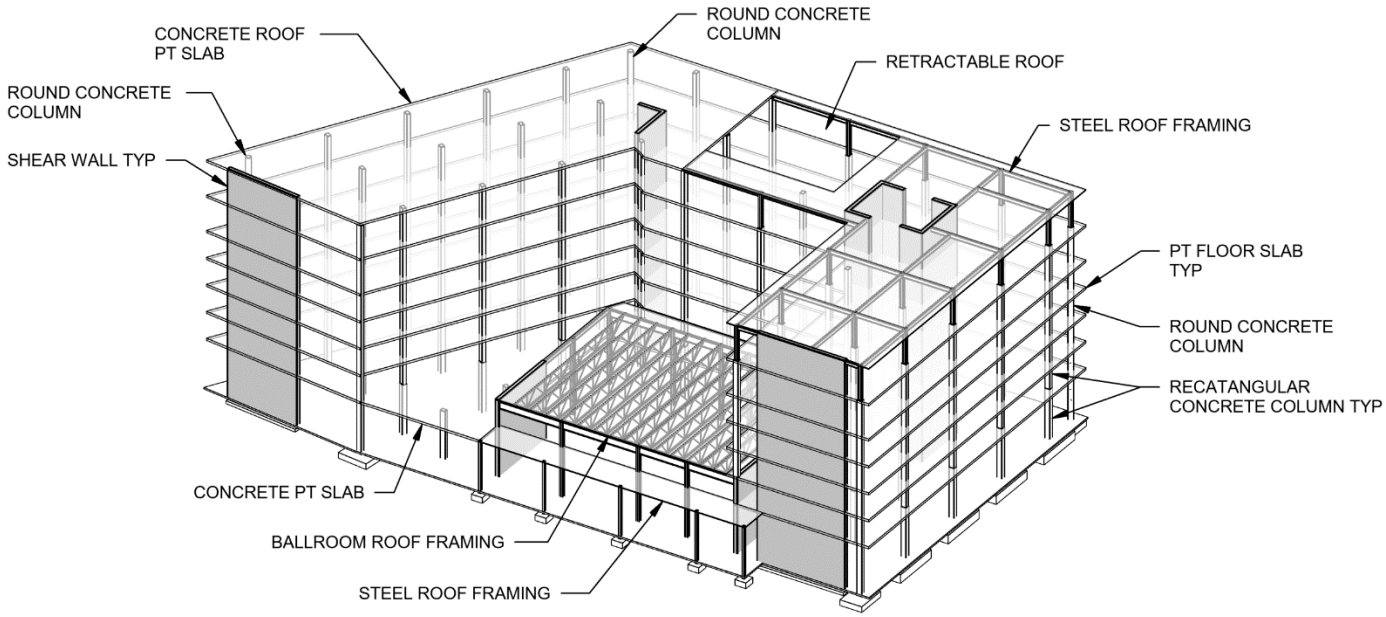

FIGURE 1: CONCRETE BUILDING SYSTEM

7.1.1 Gravity System

A 9" thick PT slab is anticipated for the typical floor levels of the hotel. See Figure 2 for a typical example of post-tensioned slab prior to concrete placement. The estimated reinforcement for the typical PT floors include 1 psf of PT tendons and 2-3 psf mild reinforcement.

FIGURE 2: POST-TENSIONED SLAB CONSTRUCTION

The columns supporting the PT slab are concrete columns that are typically located between hotel rooms. Because of the column locations, the size is limited to a 14 inch by 20 inch column above level 2. Below level 2, a larger size column of 18 inches by 20 inches is needed. The columns occur at every other demising wall at 28'-0" on center with a column at each exterior face of building and one near the corridor along the length of the building.

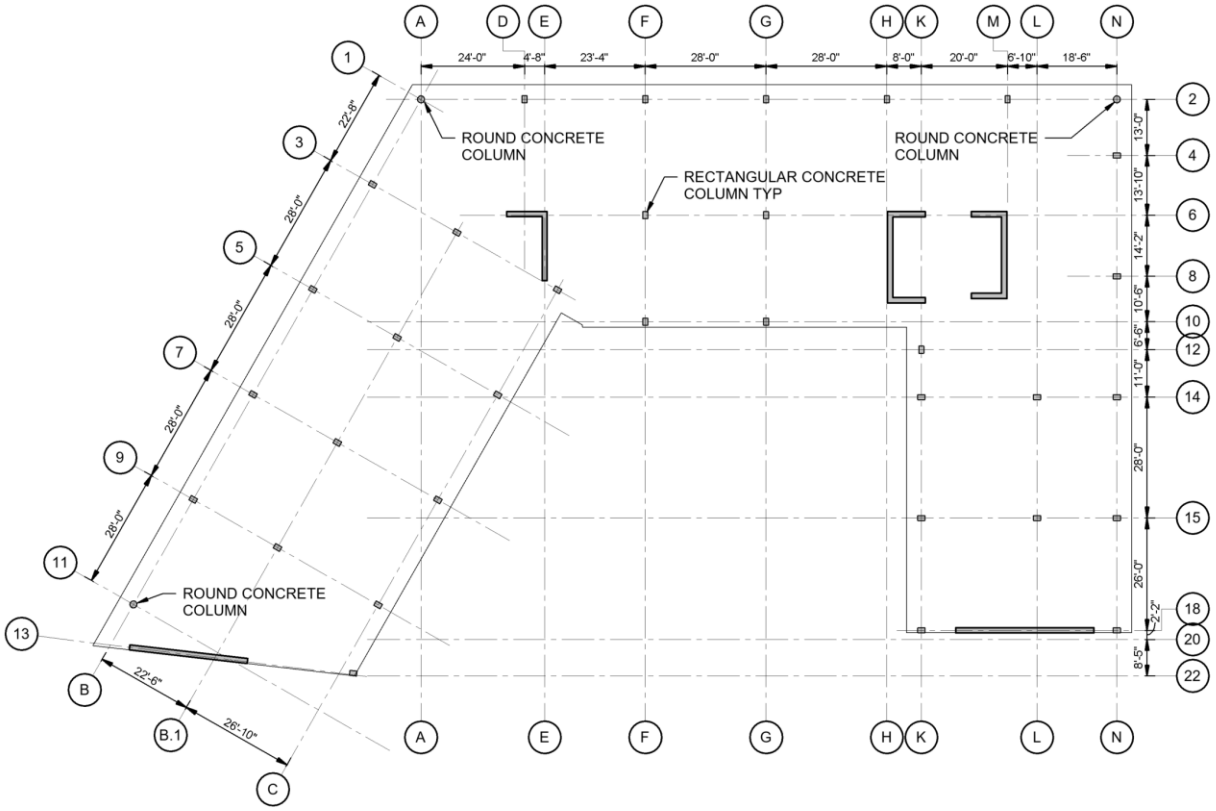

FIGURE 3: CONCRETE COLUMN LOCATIONS

7.1.2 Roof Terrace

At the 7th floor terrace and lounge areas, steel columns are required to support a roof and retractable roof structure. These columns bear on the concrete columns below the 7th floor. The remaining roof over the typical rooms will be a PT roof slab. See Figure 4 below for the preliminary distribution of the roof framing.

At the 7th floor level, the concrete slab steps at the transitions from indoor to outdoor spaces and requires a deeper floor to floor height between level 6 and 7.

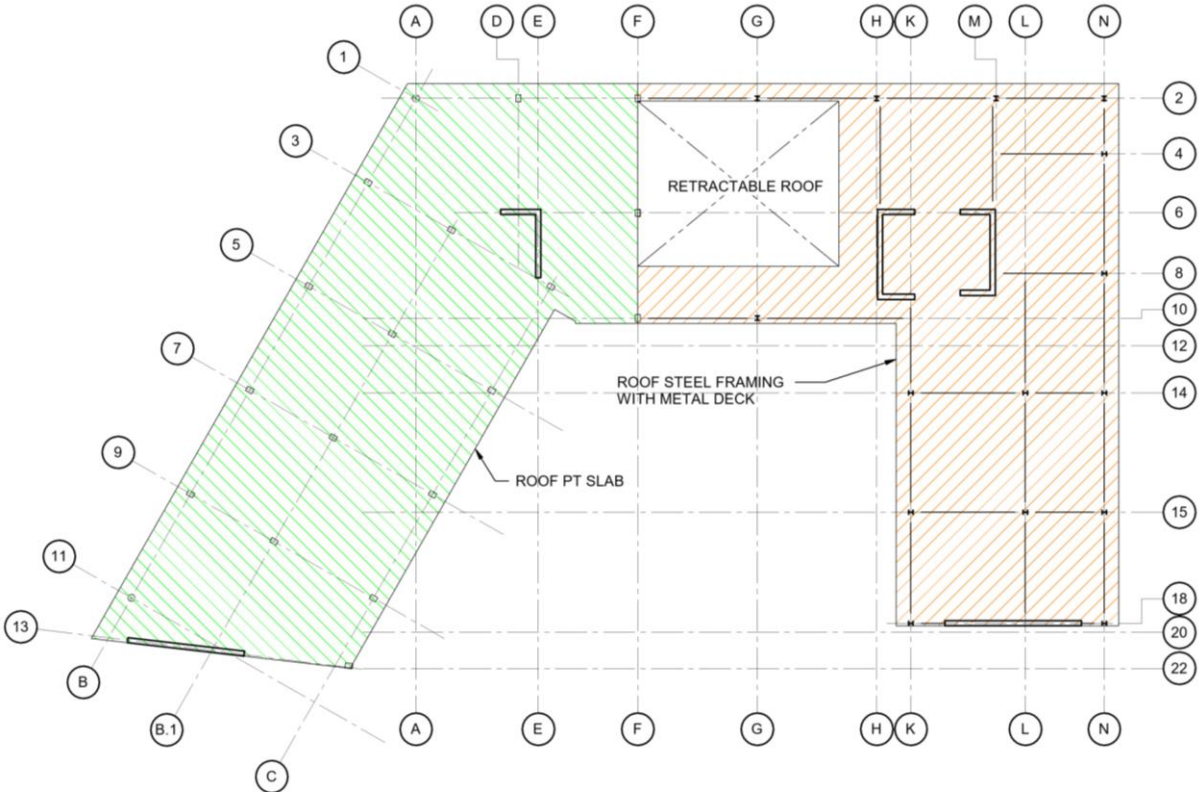

FIGURE 4: ROOF FRAMING

7.1.3 Building Section

The shallow depth of the PT slab without the need for an additional architectural ceiling results in the greatest floor to floor heights within the building height limit. Figure 5 shows the elevations based on the concrete system.

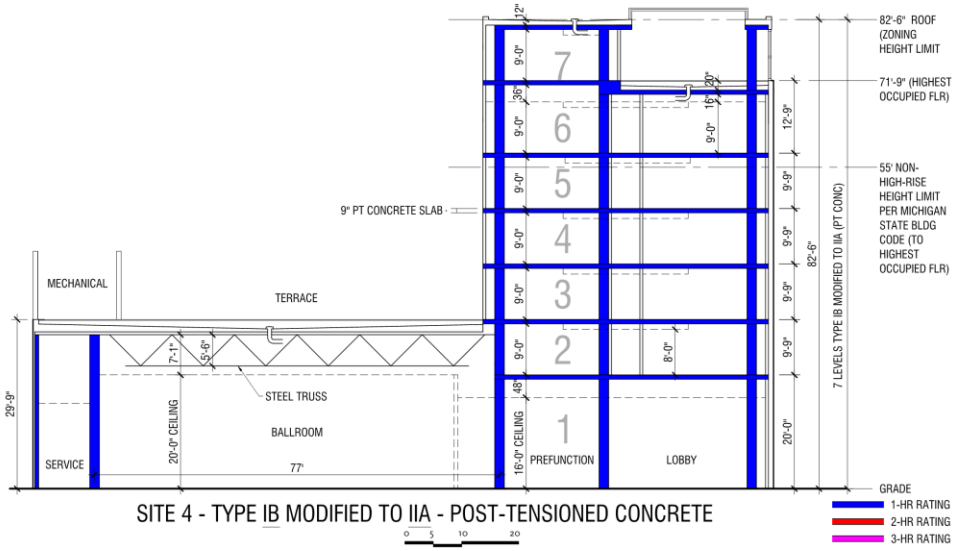

FIGURE 5: ELEVATION OF CONCRETE STRUCTURE

7.1.4 Lateral System

Reinforced concrete shear walls (14" thick) are envisioned as the lateral force resisting system for the concrete system. Figure 6 and Figure 7 show the preferred locations of shear walls for the lateral system.

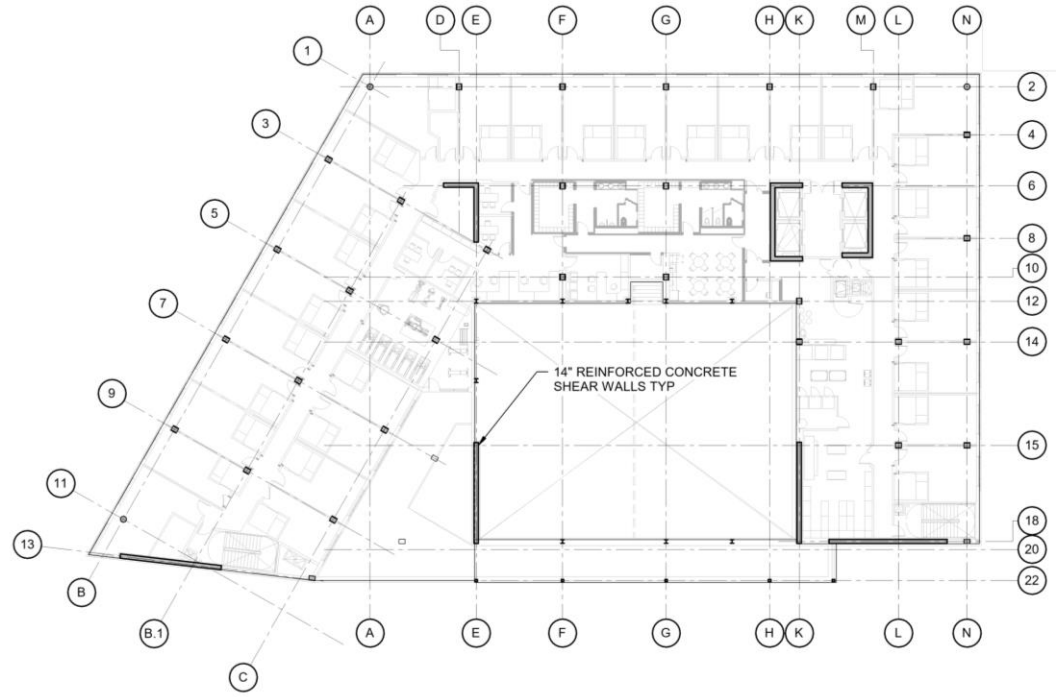

FIGURE 6: PROPOSED SHEAR WALLS LEVEL 1 TO LEVEL 3

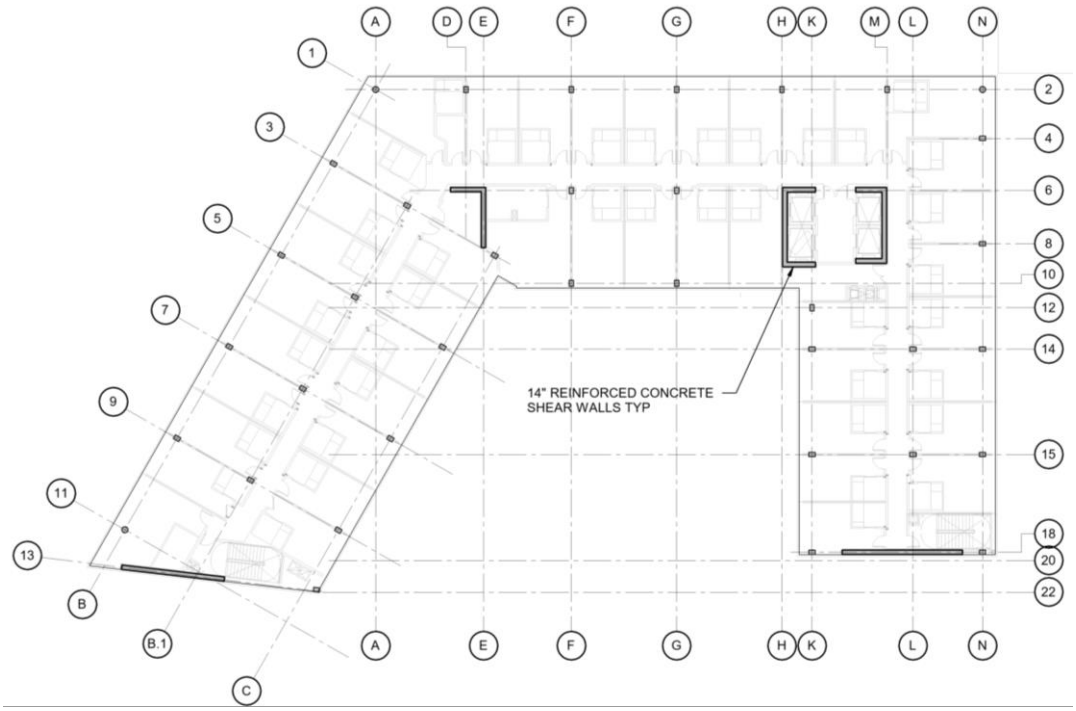

FIGURE 7: PROPOSED SHEAR WALLS LEVEL 3 TO ROOF

7.2 Ballroom Steel Joists

The roof of the ballroom is proposed to be unoccupied with roof joists spanning the space. These joists would be about 5'-0" in depth at approximately 6' on center. The joists also support the roof top mechanical units and screen walls.

To help with noise and vibration from the mechanical units, a concrete filled metal deck is used as the roof system. Preliminary size of deck is a 2" composite deck with 3.5" normal weight concrete fill, 5.5" total thickness. Final deck thickness to be confirmed with acoustical performance criteria for the ballroom.

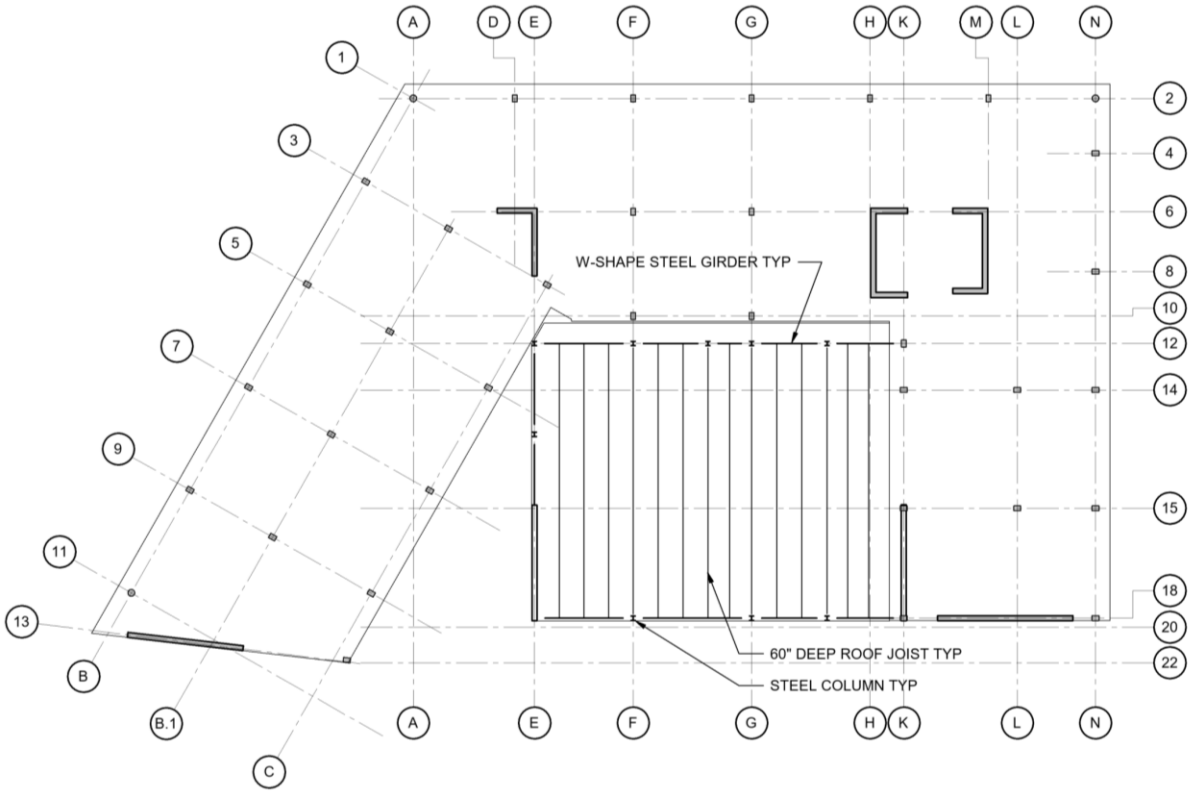

FIGURE 8: BALLROOM ROOF FRAMING

8 Foundations

8.1 Site Conditions

The geotechnical report by SME is used to determine foundation types and soil properties. From this report, an allow soil bearing pressure of 5000psf is given with a recommendation of using shallow foundations. An increase in allowable soil bearing pressure is permitted for wind/seismic cases and eccentric column footings. The increase is up to one-third the given soil bearing pressure. In addition to the increase for eccentric column footings, it is assumed the average soil bearing pressure does not exceed the allowable. For areas of undocumented fill, the geotechnical report describes the methodology to remove and replace with engineered fill.

Figure 9 shows an preliminary estimation of column footings. All foundations up to 13’ are 2’-6” thick and 13’ and above are 3’-0” thick. A wall foundation extending to 3’-6” below grade is required around the perimeter of the building to support the façade.

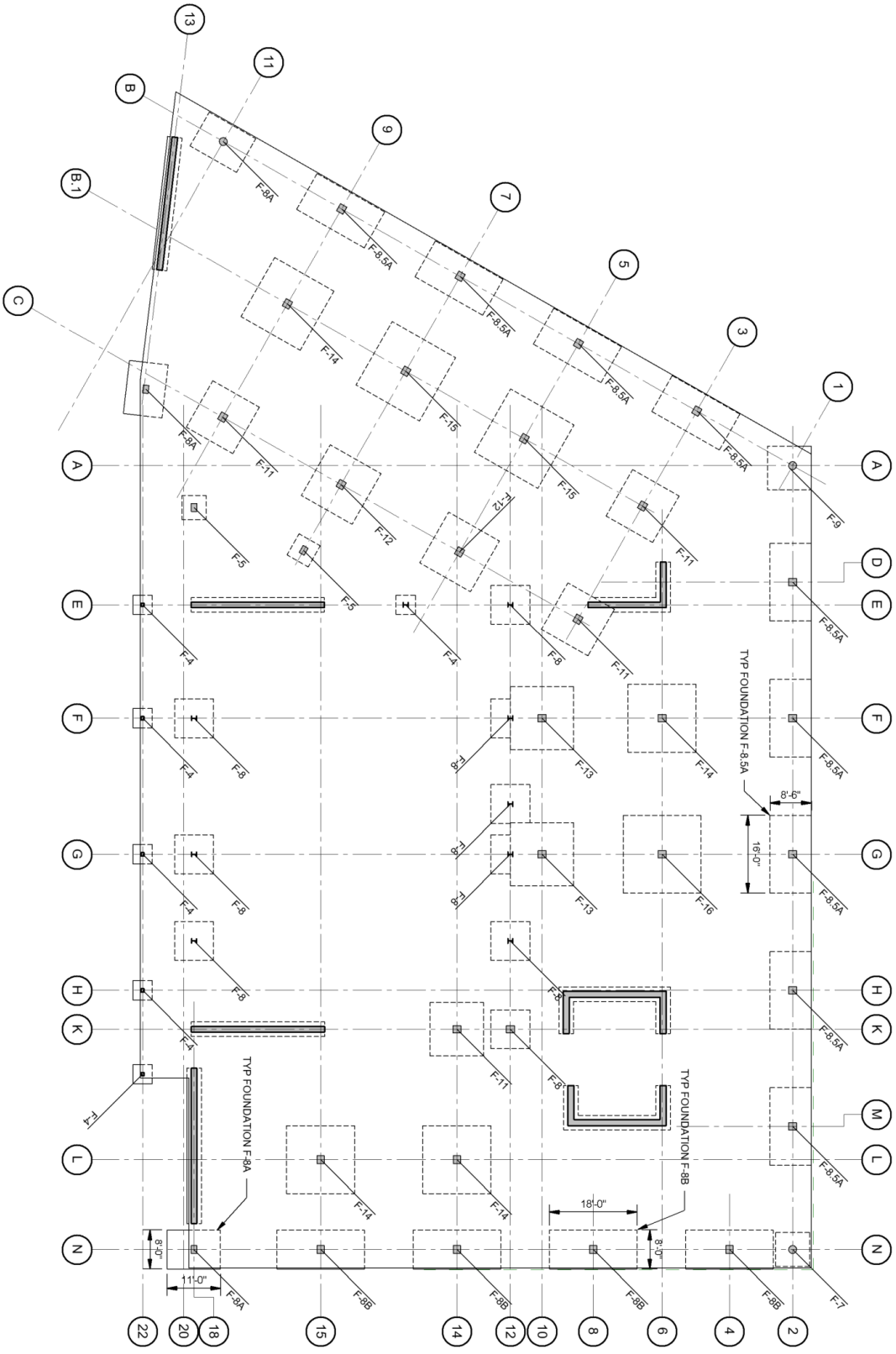

FIGURE 9: COLUMN FOOTINGS

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Schematic Design Narrative
for
Godfrey Hotel
Corktown - Detroit, MI

IMEG #20000609.00
April 17, 2020

A. Introduction

1. The Godfrey Hotel will be a 7-story high-rise hotel constructed in the Corktown district of Detroit. It will consist of a ballroom and restaurant on the main level, 222 keys across 6 guest room floors, indoor/outdoor rooftop terraces with an F&B venue, amenity and support areas. Below is a brief summary of MEP system options considered for the property.

B. HVAC Systems

1. Air-Cooled VRF Systems:

a. All areas of the building except for the level 1 ballroom and level 7 public spaces shall be served by variable refrigerant flow (VRF) equipment as follows.

b. VRF Fan Coil Units:

1) Guestroom and common area spaces shall be served by horizontal, ducted, concealed type variable refrigerant flow (VRF) fan coils. The fan coil will include a filter, ECM low static fan, refrigerant coil, duct flanges and integral controls. The unit will be accessible via a ceiling panel large enough for unit service.

2) In each hotel guestroom the VRF fan coil unit will be located above the lower elevation entry ceiling. The unit will be ducted to a hinged filter return grille near the guestroom entry and a sidewall supply grille at the guestroom entry corridor/bedroom demising wall.

3) The units will have an integral condensate drain pan with drainpipe routed to a condensate riser serving units on multiple floors. Common area fan coils shall have condensate drainage discharge to an appropriate location on that floor. An auxiliary drain pan will be provided with condensate switch that shall shut off the unit in the event of condensate overflow.

4) The VRF unit will be controlled via a wired thermostat located on the bathroom/bedroom demising wall.

5) Refrigerant piping shall be routed to the unit from a multi-port, heat recovery type branch selector box located in the corridor ceiling.

c. VRF Air-Cooled Condensers:

Air-cooled VRF condensers shall be located on various roofs (Level 7 roof for guestrooms, and Level 1/Level 2 roofs for lower level public spaces). Condensers shall be low ambient, heat recovery type. Each condenser shall include a variable speed compressor, DX refrigeration system, and integral controls. The condensers shall be mounted on roof rails. The condensers shall provide 80% of the unit's nominal heating output at an ambient of -13°F.

1) Heat recovery type refrigerant piping shall be routed from the roof mounted condensers through the building to distributed branch selector boxes. There shall be one branch selector box per VRF condensing unit, with 3-4 VRF branch selectors per guestroom floor. The branch selector box will be accessible via a ceiling access panel. Branch selector boxes will be multi-port type such that each connected fan coil can individually be in either the heating or cooling mode.
2) All system refrigerant piping/fittings shall meet the VRF manufacturer requirements and comply with the requirements of ASHRAE 15. All piping shall be insulated per manufacturer requirements. On guestroom floors, all refrigerant piping shall be routed within the lower ceilings of guestroom entries and bathrooms.
3) Twenty-one (21) 8-ton heat pump condensing units shall serve the guestrooms.
4) Eleven (11) 8-ton heat pump condensing units shall serve the level one and two public spaces.
5) Approved system manufacturers will be Daikin, LG, Trane, Samsung, Mitsubishi, or approved equal.

2. Dedicated Outdoor Air Systems

a. All areas served by VRF systems shall also be served by dedicated outdoor air systems (DOAS) for ventilation and relief air. There shall be three DOAS systems within the building as follows:
1) Two (2) Guestroom units at 7,000 CFM each.
2) One (1) Lower-Level Public Spaces unit at 12,000 CFM.

b. Dedicated Outdoor Air Units (DOAS-1,2, 3):
1) Outdoor modular type, constant volume, air handling unit shall provide dehumidified and tempered air to all occupied spaces served.
2) Outside air is dehumidified, heated or cooled, and filtered at the air handling unit. The unit will include exhaust fans and an enthalpy wheel type energy recovery device to exchange energy from the exhaust airstream to the outdoor airstream. General space exhaust,

housekeeping exhaust, common bathroom exhaust, and guestroom exhaust shall be taken from each room and ducted to the unit.

3) The unit will include an outdoor air motorized damper, angled MERV 13 filter section, enthalpy wheel energy recovery section, gas-fired heating section, DX cooling coil, DX re-heat coil, refrigeration system with 4 stages of cooling, integral air cooled condenser, and variable speed plenum type supply/exhaust fans with premium efficiency motors. The unit shall have optional side connections for exhaust and supply ductwork such that ductwork could be routed from the unit to the supply and exhaust shafts, respectively. Access sections will be provided for the filters, coils, energy recovery section, and fans.
4) The units will be located on the roof level and screened architecturally.
5) Each guestroom, guestroom corridor, and public space served by the VRF system will receive ducted, mechanical ventilation air from these units. Guestroom ventilation will be ducted horizontally in the 7th level ceiling plenum and drop branch ducts into shafts serving each guestroom stack. Each 10”x10” guestroom ventilation stack will serve a pair of back-to-back bathrooms. A fire/smoke damper with ceiling access panel will be provided at each horizontal duct takeoff from the riser. Each guestroom will receive a branch supply duct connected to the horizontal VRF terminal unit’s return air plenum. Common spaces will have outdoor air ductwork connected to separate supply air outlets.
6) Each guestroom will have ducted, constant volume exhaust via a bathroom ceiling exhaust grille served by a branch duct. The branch duct will connect to a 10”x10” vertical exhaust duct riser routed adjacent to the ventilation duct riser within the guest bathroom duct shaft. Fire/smoke dampers will be provided at the branch duct shaft wall penetrations. To prevent ‘cross talk’, each ‘stack’ of bathrooms will have a dedicated exhaust duct.
7) Common area exhaust will collect from various areas to shafts through the building.
8) The DOAS units will have factory controls and will be monitored by the building DDC system.
9) Acceptable unit manufacturers will be Valent, Trane, Daikin, Petra, or approved equal.

c. Packaged Rooftop Units (RTUs):

Ballroom: 2 RTUs (north and south halves), 20 tons each; 7,500 CFM single-zone, variable volume RTU.

Level 7 (non-guest room areas): 2 RTUs, 30-tons each; 10,000 CFM, variable volume RTU with VAV terminals for zoning with electric reheat coils.

1) Outdoor packaged rooftop type, variable volume, air handling unit shall provide dehumidified and heated/cooled air to the spaces served. Outside and return air is dehumidified, heated or cooled, and filtered at the air handling unit.
2) The unit will include an outdoor air hood with motorized damper, motorized return damper, angled filter section, modulating indirect gas-fired heating section, DX cooling coil, reheat coil (single-zone units), and variable speed plenum type supply/exhaust fans with premium efficiency motors. Access sections will be provided for the filters, coils, and fans. The cooling coil will be a DX type with an air-cooled condenser. The reheat coil for the single-zone units will be a modulating DX hot gas reheat coil.
3) The units will be located on roof curbs in the mechanical screened area over the ballroom roof.
4) For the Level 7 lounge RTUs, medium pressure supply ductwork will be routed to fan powered boxes throughout the space. Boxes shall be series fan-powered type with ECM motors and electric reheat coils. Boxes shall be ducted to linear slot diffusers throughout the space. Return air shall be ducted via return grilles on each floor. The units will be located on roof curbs in the mechanical screened area on the high roof.
5) Acceptable unit manufacturers will be Daikin, JCI, Trane, Tempmaster or approved equal.
6) The RTU unit will be controlled by the building DDC system.

d. Kitchen and Laundry Exhaust/Makeup Air:
1) Kitchen type 1 hood exhaust, type 2 hood exhaust, and dishwasher exhaust shall be provided for the kitchen on the ground level. Similar exhaust systems shall be provided for any 7th level kitchens. Exhaust serving type 2 and dishwasher hoods will be routed to the low roof or western building wall and discharge via louvered openings for the ground level kitchen. Exhaust serving the two type 1 hoods shall be routed to the 7th floor roof and discharged via grease-rated fans.
2) Type 1 hood exhaust ductwork shall be fully welded black iron with 2 hour fire wrap. Horizontal ductwork shall have cleanouts every 12 feet and at changes in direction. Vertical ductwork shall have cleanouts accessed through rated access panels on every floor.
3) An 8,000 CFM makeup air unit shall be provided for each kitchen and located on the roofs over the kitchens. The units will be direct-fired with DX coils and remote condensing units. These units will discharge 75˚F air in cooling mode and 65˚F air in heating mode to kitchen hoods.

4) The exhaust fans and makeup air units will be tied to the kitchen exhaust hood controls. A controller tied to the building DDC system will monitor the fan.
5) A 5,000 CFM laundry makeup air unit shall be provided for the dryer room. Unit will be direct-fired. These units will discharge 65˚F air in heating mode to dryer intake plenum room. This unit will be located in the mechanical screened area over the ballrooms.

e. Terminal Heating Units:
1) Electric cabinet unit heaters or electric radiant heat will be provided in spaces such as restrooms on the building exterior, mechanical/electrical rooms with exterior exposures, entryways, and stairwells.
2) Terminal units will have standalone controls and will not be connected to the building DDC system.

f. General Exhaust:
1) Guestroom floor ice/vending and housekeeping areas will have a ceiling exhaust grille ducted to a dedicated exhaust riser connected to the DOAS.
2) In-line exhaust fans controlled by wall mounted thermostats will be provided for all IDF closets. Ducts from these fans will terminate in the ceiling plenum. These fans will be monitored and controlled by the building DDC system.
3) All guestroom bathrooms will have ceiling exhaust grilles with exhaust ductwork connected to the respective DOAS unit as described previously.
4) General exhaust shall be provided for linen storage, the laundry room, and the trash room. These areas will be served by dedicated exhaust fans.
5) The sheet metal contractor shall extend the top of the linen chute to a gooseneck roof termination.
6) Separate ducted exhaust and makeup air shall be provided for laundry dryers. All laundry equipment ductwork will be of stainless steel construction. The dryer exhaust ducts will terminate at the second level on the west exterior wall of the back of house space adjacent to the laundry.
7) The systems identified in this section will be monitored and controlled by the building DDC system.

g. Supplemental Cooling:
1) Air-cooled DX type computer room units will be provided for the main server room. Remote condensing units shall be located on the 1st floor

roof for the main server room. This equipment shall be monitored by the building DDC system.

2) VRF fan coils will serve distributed electrical closets with transformers, and the elevator machine room. Remote condensing units will be on adjacent roofs.

h. Stairwell Pressurization Fans:

1) Stairwells – 10,000 CFM per unit. There will be a total of two units serving two stairwells. Both fans will be roof mounted hood-downblast type.
2) The units shall be located on the upper roof, above or adjacent to the stairway served. The units will be on elevated roof curbs.
3) The unit will include a 2-position outdoor air motorized damper, variable speed supply fan with VFD control.
4) Low pressure supply ductwork from each unit will discharge directly into the stairway being served with a fire/smoke damper provided at the stairway termination. Air will be introduced at 3 locations in each stairwell.
5) The units will be controlled by fire alarm system smoke detectors located at the entrance to the stairway on each floor level. The units will also be activated through the building fire alarm system and upon a loss of building power. The units will be on the back-up generator.
6) The units will be monitored by the building DDC system and fire alarm system.

i. Ductwork:

1) DOAS/Makeup Air/RTU Supply Ductwork:
   a) Medium pressure supply air ductwork shall be of 3 inch pressure class seal class A, galvanized steel and shall be wrapped. Low pressure supply air ductwork shall be of 2 inch pressure class seal class A, galvanized steel and lined (rectangular) or wrapped (round).

j. General Exhaust:

1) Lined for the horizontal distribution within guestroom floors, unlined for the remainder. Lined within 15 feet of an exhaust fan.
2) Roof mounted ductwork shall be double wall galvanized steel with 2 inch insulation.

k. Ducted Fan Coil Units/Low Pressure Ductwork:

1) Supply and return ductwork shall be of 1 inch pressure class galvanized steel and lined.

l. Kitchen Grease Exhaust:
   1) Welded black iron exhaust duct with 2 hour rated fire wrap.

3. HVAC Controls and Instrumentation

   a. The building control systems will be a direct digital control (DDC) BACnet based system. The DDC system will be capable of monitoring spaces as described above, controlling equipment and trending energy usage. A computer with DDC system user interface will be located in the ground level engineer office. This computer will have a dedicated IP address and a web browser-based user-interface will be created for the building DDC system for remote monitoring.

   b. The VRF system manufacturer shall provide all VRF system controls for condensing unit operation. This system shall communicate with the guestroom management system thermostats. Common area fan coils shall utilize thermostats provided by the VRF system manufacturer.

   c. The guestrooms will be on separate controls. A guestroom management type DDC system will be provided for the guestroom fan coil unit/heat pump controls. This system will be comprised of thermostats and occupancy sensors located in each guestroom that communicate on a wireless mesh network throughout the building. Data from this network will be fed to a central network area controller which will be wired to both the building DDC system via a BACnet interface and to the building ethernet with a dedicated IP address. A web browser-based user-interface will be created for the building management on the system vendor's software for remote monitoring. Wireless signal booster/coordinators will be provided throughout the building to boost and coordinate the thermostat communication per vendor's requirements.

   d. The temperature controls contractor will provide all control devices and low voltage wiring for both the building DDC system and guestroom management system.

C. Plumbing Systems

1. Plumbing Fixtures

   a. All guestroom and public plumbing fixtures shall meet hotel brand standards.

   b. Stainless steel sinks in back-of-house and kitchen spaces will be by Elkay or approved equal. Stainless steel counters with integral sinks will be provided in the kitchen by the kitchen equipment supplier. Trim will be provided by the plumbing contractor.

c. Battery powered infrared sensors will be provided at fixtures for all public, multiple occupant toilet rooms.

2. Storm Drainage

a. Cast iron roof drains and cast iron storm drainage piping with no-hub fittings will be routed down within column enclosures and guestroom wet walls. A complete primary and secondary storm drain system shall be provided. The secondary system shall discharge to lambs tongue outlets at grade. Below grade storm piping can be PVC, provided this is acceptable to the local authority. Cellular core PVC is not acceptable.

b. Storm piping will be collected on the 1st floor and lower level and routed to site connections as coordinated with civil.

c. Horizontal storm piping shall be insulated throughout the building.

3. Sanitary Drainage

a. A complete sanitary and vent system shall be provided for the entire building including piping to each fixture as required by code. The sanitary site connection shall be a 10 inch pipe connecting to site sewer.

b. Sanitary piping from each guestroom bathroom riser and upper floor common restrooms/kitchens will be collected in the lower level ceilings. Vent stacks will be provided at each riser, collecting in the ceiling of the top guestroom floor, and extending through the roof.

c. All above grade piping will be cast iron with no-hub fittings for piping 3 inch and greater. Copper piping (Type DWV) may be used for above grade sanitary piping 2-1/2 inches or smaller. Below grade storm piping can be PVC, provided this is acceptable to the local authority. Cellular core PVC is not acceptable. All piping receiving discharge from the commercial kitchen spaces and laundry spaces will be cast iron.

d. Floor drains will be provided in all public toilet rooms, the laundry room, public kitchens, guestroom ice/vending areas, guestrooms with ADA roll-in showers, and mechanical rooms. All floor drains will be equipped with trap primers.

e. Grease waste from the all kitchens will be collected separately and routed to an exterior in-ground, gravity-type, grease interceptor. This interceptor will be located in an outdoor or loading area with the sanitary discharge routed to the sewer.

f. The laundry washers will discharge to a trench drain with integral lint interceptor.

4. Domestic Water System

a. A 6 inch domestic water service will be provided and routed to a ground level mechanical room.

b. The domestic water service will be provided with an RPZ type backflow preventer directly adjacent to the service entrance in the ground level water service room. From the backflow preventer, 6 inch piping will be routed to a triplex booster pump system. Each pump of the booster shall be sized for 150 GPM at an 85 PSI boost. The pump shall include a hydropneumatic tank located adjacent to the pump. The pump shall be monitored by the building DDC system.

c. The building shall be fed as a single pressure zone. The ground floor shall be distributed from the building booster pump with an express line to the rooftop penthouse for the domestic hot water system and the guest rooms will be downfed.

d. Domestic cold and hot water serving the back-of-house and common spaces on the ground level will distribute through ceiling spaces on these floors.

e. Domestic water isolation valves shall be provided at take-offs from risers, at each individual guestroom or back-to-back guestrooms, at drops to separate fixture groups throughout the building, and other locations as required by code. Stop valves shall be provided at each fixture.

f. Freeze-proof wall hydrants will be provided around the exterior of the building and on accessible roofs. Hose bibbs will be provided in housekeeping and mechanical rooms.

g. Domestic cold, hot, and hot water circulating piping will be type L copper with solder or press fittings. PEX tubing with brass/stainless steel crimp rings are acceptable, if approved by ownership, for use in branch piping from guestroom risers to guestroom fixtures only. Copper manifolds serving PEX branch piping will be located under lavatories in wet-walls behind wall access panels. The plumbing contractor shall provide a line item deduct for use of PEX tubing in this application.

h. All domestic cold, hot, and hot water circulating piping will be insulated with fiberglass insulation.

i. Water hammer arrestors will be provided at all dishwashers, icemakers, washing machines, and banks of flush-valve type fixtures.

5. Domestic Hot Water

   a. A new natural gas domestic hot water heating plant will be located in the tower south penthouse.

   b. The guestroom and common hotel area hot water plant will include three tankless, condensing boiler type 800 MBH, direct vent water heaters and two 1,000 gallon storage tanks. Water heaters shall be by AO Smith BTH or approved equal. The water heaters will be tied to the building DDC system for monitoring.

   c. Hot water will be stored at 140°F. A master, digital thermostatic mixing valve will mix hot and cold water to supply 120°F for all the guestrooms. The guestrooms will be fed from dedicated hot water and hot water circulation pipe risers. Hot water recirculation piping will collect in the lower floors and will be routed back to the penthouse plant. The master mixing valve and supply temperature sensor will be tied to the building DDC system for monitoring.

   d. Separate hot water and hot water circulation pipe risers will provide 140°F water to kitchens, and the laundry area. Hot water recirculation piping will collect in the lower floors and will be routed back to the penthouse plant.

   e. Thermostatic mixing valves will be located at all public bathroom fixtures to limit the discharge water temperature to 110°F.

6. Natural Gas Piping

   a. A complete system of natural gas piping serving domestic hot water heaters, DOAS units, air handlers, packaged rooftop units, kitchen spaces, and miscellaneous equipment will be provided. Piping will be distributed at 2 PSI pressure from the utility entrance and throughout the building. Each kitchen shall have a dedicated pressure regulator. Individual pressure regulators shall serve all other equipment, located at each piece of equipment. All pressure regulators located indoors shall be vented to the outdoors.

   b. Shutoff valves and dirt legs will be provided at each equipment connection.

   c. Natural gas piping will be schedule 40 black steel with welded fittings for piping larger than 2 inches and threaded fittings for piping 2 inches or smaller

D. Fire Protection

1. Fire Protection Sprinkler/Standpipe System

a. A 6 inch fire protection service will be routed into the ground level fire pump room. The fire protection service will enter the building separately from the domestic water service. This separate service will be confirmed with the city water department and the civil engineer.

b. A 6 inch double detector check valve backflow preventer will be located immediately adjacent to the water service entrance in the fire pump room. From this point, 6 inch piping will be routed to the fire pump suction.

c. A 750 GPM, 125 HP, horizontal split case type fire pump will serve the combined sprinkler and standpipe system in the building. A jockey pump will be provided adjacent to the fire pump for pressure maintenance.

d. The fire pump and system piping will be designed such that 100 PSI is maintained at the uppermost standpipe hose valve.

e. System piping will be schedule 10 black steel for piping 2-1/2 inch and larger with grooved fittings. System piping will be schedule 40 for piping 2 inch and smaller with grooved or threaded fittings. Branch distribution piping and fittings on guestroom floors for guestroom sprinkler systems can be CPVC if approved by ownership. The FP contractor shall provide a line item deduct for use of CPVC piping in the application noted. Non-guestroom sprinkler piping shall remain black steel as specified.

2. Sprinkler Systems

a. The sprinkler system will be supplied from the city water system.

b. The entire building will be sprinkled. Density of coverage will be based on NFPA 13 requirements.

c. The system shall be hydraulically designed by the fire protection contractor with 10% safety factor on system pipe sizing.

d. Elevator machine rooms and top of elevator hoistways used for emergency egress/firefighter operation will not have sprinklers per code. Sprinklering of elevator hoistways will be required should elevator traction elevators have combustible oil.

e. High temperature wet pipe heads will be located in all electrical and technology closets.

f. All system components shall be UL listed and FM approved (if required by the Owner's insurance company).

3. Standpipe and Hose Systems

a. Standpipes will be routed from the ground level to the roof level of two main stair towers. Standpipes shall be provided per NFPA 14 requirements.

b. Class 1 fire department hose valves will be provided on each standpipe at each floor level.

4. Fire Protection Specialties

a. Fully recessed sprinklers will be used in areas with finished ceilings.

b. Sidewall sprinklers will be used in guestrooms and as required by architectural requirements in other spaces.

c. Pendant or upright sprinklers will be used in areas without ceilings. Guards will be provided for areas where damage may occur.

d. A fire department connection will be provided adjacent to the building in location(s) approved by the fire department.

5. Special Fire Protection Systems

a. Dry-pipe type sprinklers will be used in walk-in coolers and freezers in kitchen areas if such equipment is present.

b. Sidewall dry type sprinkler heads will be provided for guestroom balconies and ground level overhangs.

c. A dedicated sprinkler zone will be provided for the laundry chute with sprinklers on every other floor and the top of the shaft.

E. Electrical

1. Service Entrance

a. The exact method of electrical service entrance is yet to be confirmed by DTE. Speculated options as follows:

1) DTE owned and operated exterior pad mount transformers. Under this option the owner would be responsible for equipment space within the property boundaries, including overhead clearance. All primary conduits and pad infrastructure would be by the GC. The main electrical room inside the building would be approximately 30’ x 15’. This is the option preferred by ownership.

2) DTE ‘Primary Service’ into the building. Under this scenario the GC would provide primary conduits to the property line and an interior medium-voltage substation with transformer compartment sized at 2000 KVA to stepdown to the building system voltage. This gear would be contractor furnished and owner operated. The medium voltage cabling would be furnished by the EC and terminated at the switchgear. The main electrical room inside the building would be approximately 45’ x 15’.

3) Overhead pole mounted transformers. Due to the load requirements of the building, it is not assumed existing overhead pole-mount power is available at this time.

b. Separately metered services from DTE will be provided for the Fire Pump and Temporary Power. The ground floor restaurant may be separately metered if deemed necessary.

c. Load forms will be submitted to DTE for assignment of their engineering department upon finalization of loads. The permanent load forms are contingent on the selected mechanical system described above.

2. Power Distribution

a. The secondary main service switchboard will be 3000A at 480/277V, 3-phase, 4-wire. The board will be provided with a LSIG type main circuit breaker. The switchboard and all floor mounted equipment in the main electrical room will be mounted on a concreate pad.

b. Stepdown transformers will be provided in the main electrical room and throughout the building for both common area and guest floor 208V distribution.

c. Guestroom distribution will derive from the 2nd floor corner electrical closet. Floors 2, 4 and 6 will be dedicated to the electrical equipment only. Alternate floors may be reserved as IDF closets or storage. The 2nd floor closet will be fed

via 150 KVA transformer and 600A distribution panel @208/120V to serve branch panels for the guestrooms. Each sub-closet will have 8 branch panels to for guestroom branch circuits. Guestroom circuits will be AFCI type. Vertical busway is not planned for the guest floors at this time due to the height of the building and floorspace disadvantages involved.

d. Each guestroom will have a minimum of 6 receptacle outlets. More will be necessary in larger suites. The exact quantity will be confirmed as the room layouts become known. Final quantities will be in accordance with NEC and Michigan Electrical Code. All outlets will be tamperproof. Each room will have a minimum of four circuits. The guestroom lighting can be fed from the convenience outlet circuit. The bathroom outlet will be dedicated. The fan coil unit circuit can be shared with other fan coil units upon determination of the fan horsepower.

e. All public area outlets and faceplates will be decorative type with the option for screwless cover plates if owner or brand prefers. Outlets and faceplates in wet locations such as kitchen and laundries will be stainless steel.

f. Floor boxes with recessed covers will be provided in conference rooms and ballrooms spaced in accordance with Michigan Electrical Code.

g. Copper conductors will be used for motor loads, generator, fire pump, grounding electrodes, and feeders under 100A. Aluminum conductors may be used in all other locations. Permission from DTE will be required for use of aluminum on the secondary conductors.

h. A UL-listed lightning protection system for the building will be provided. Though a system is not code-required, it is recommended. Omission of the system should first be reviewed with hotel brand standards and the building's insurance carrier.

3. Emergency Generation

a. The emergency generator will be located on the 2nd floor roof terrace. The generator will be natural gas pending confirmation of gas pressure with DTE and contain all associated fuel piping. As an alternate, a diesel generator a daytank of 8-hour runtime capacity may be provided. A means of remote fuel transfer from the loading dock will be designed under this scenario. This will result in a smaller generator footprint.

b. The generator is assumed to be 250 KW at this time and carry only the code minimum loads. An option for 400 KW should be considered for optional loads driven by the hotel brand such as restaurant coolers or the network system.

c. Separate ATS will be provided for life safety, elevator distribution, and non-essential equipment branches. The fire pump controller will have an integral ATS and contain necessary relays to load shed the optional branch during operation on emergency power.

d. A temporary generator connection cabinet will be provided at the loading dock and wired to the generator distribution panel as required by NEC 2017 as adopted by the Michigan Electrical Code.

e. All distribution equipment associated with the emergency distribution shall be protected by electronic trip LSI type circuit breakers to accomplish selective coordination as required by the Michigan Electrical Code. This includes the generator circuit breakers, generator distribution panel and sub-breakers, the elevator distribution panel and sub-breakers, the life safety distribution panel and sub-breakers, life safety branch panel main circuit breakers, the non-essential equipment branch main circuit breaker, and the upstream circuit breaker on the normal side of all said distribution.

f. All emergency and elevator distribution will be protected by externally mounted surge protection.

4. Grounding and Bonding

a. A grounding system and equipment grounding will be provided per Michigan Electrical Code Article 250. The grounding electrode system will be compromised of copper ground rods, a counterpoise ground ring, concrete encased electrode (Ufer), and bonding to the metal underground water piping and structural metal building framing.

b. A green insulated equipment ground copper conductor, sized per Michigan Electrical Code 250.122, will be run with all feeders and branch circuits.

c. An intersystem bonding termination ground bar will be provided in the main electrical rooms, utility meter rooms, and all MDF/IDF rooms.

5. Lighting

a. Interior lighting in the building will meet and exceed IES recommendations under normal conditions and NFPA 101 requirements under emergency conditions.

b. All lighting will be LED type. Back of House lighting will be provided for all corridors, stairwells, loading docks, storage, and MEP spaces.

c. Public area and guestroom lighting fixture will be discussed in a forthcoming narrative by the lighting designer. All lamps required for decorative FF&E fixtures will be by the EC and compatible with the selected fixture.

d. Public area and guest corridor controls will consist of 0-10V or DALI based dimming protocol based on the number of zones determined by the lighting designer. Zones designated as emergency lighting will be programmed and wired to turn on 100% during emergency operation.

e. All areas shall contain automatic shutoff capabilities such as occupancy/vacancy sensors, daylight harvesting, and timeclock. Each enclosed space will contain a manual control assumed to be an electronic keypad at this time. Manual controls for the main lobby and public restrooms may be located at the reception desk.

f. Guestroom controls will require both manual and automatic shutoff means in accordance with the Michigan Energy Code. Where dimmable fixtures are identified, either 120V or electronic dimmers will be located to suit the brand and owner requirements for guest experience. The bedroom will contain occupancy sensors or can operate via the guest management system via T-stat. The bathroom will be provided with a wall switch vacancy sensor. The sensor will be ceiling mounted if it is determined the bathroom downlights and vanity mirrors will be zoned separately and dimmable. As a deduct alternate, a Captive Key Entry system complies as an exception to the requirement for automatic shutoff, but this must be reviewed and approved by the hotel brand and operator.

g. Exterior lighting and controls will be provided where required by the lighting designer. This includes canopy lighting, building mounted wall packs, façade uplighting, and exterior amenity spaces. Where RGB color changing is specified, the building control system will be specified to provide compatibility. Alternatively, a separate DMX control system and controller can be provided.

h. Exit signs in public spaces will be edge-lit type. Exit signs in back of house spaces will be plastic or steel. Signs will be powered from the emergency generator and therefore batteries are not required.

6. Fire Alarm and Life Safety Systems

a. A NFPA 72 compliant addressable voice command fire alarm system will be provided. A 2-hour fire command room will be provided in a location as dictated by the local fire chief. The room will contain the fire alarm voice evacuation system, area of rescue assistance two-way communication, and a distributed antenna system (DAS) assuming one will be required for first responders.

b. Notification appliance circuit panels will be sized for 24 hours of standby operation and 15 minutes of alarm.

c. System notification will consist of ADA- and NFPA-compliant voice speakers, visual strobes, and combination audio/visual devices in all locations.

d. System initiation will consist of individually addressable analog smoke and heat detectors, addressable fire pull stations, and sprinkler system flow switches.

e. Photoelectric smoke detectors with integral carbon monoxide detectors, visual strobe and sounder base will be provided guestroom. Where multiple detectors are required, they shall be wired so that the actuation of one alarm will actuate all of the alarms within the unit.

f. Smoke detectors will be located in electrical rooms, mechanical rooms, elevator equipment rooms, elevator lobbies, and other areas as required per code. Duct-type smoke detectors to close smoke dampers and shut down air distribution systems will be provided.

g. Heat detectors will be provided in elevator machine rooms, elevator shafts, and other location required by code.

h. Pull stations will be located within a travel distance of 200 feet and at all exterior exits.

i. Door unlocking and hold-open devices will be provided for corridor and stairwell doors per the life safety plans and applicable codes.

j. Sprinkler water flow detection and valve position annunciation will be provided.

k. A firefighter phone system will be provided in the stairwells where it a DAS first responder system is deemed unnecessary. In addition, the area of rescue assistance two-way communication call stations will be provided in either the stairwells or elevator lobbies where the architect shows the area of refuge.

l. Fire/smoke dampers in each guestroom will be wired for power and/or fire alarm connectivity between the mechanical contractor and temperature controls contractor.

m. Guestrooms conforming to the accessibility requirements of the ADA, including those with required communication features, will contain strobes in the habitable bedroom as well as the bathroom. The strobes in these rooms will be initiated by the in-room smoke detector as well as the building system notification. These

units will also be will be equipped with a doorbell, strobe, and switch to allow the occupant to override the incoming notification.

7. Technology infrastructure

   a. A dedicated Netpop room will be required for incoming Comcast, Rocket Fiber and SBC services. The room will be sized approximately 10’ x 8’. This will feed a dedicated MDF room sized approximately 20’ x 10’. The rooms can be combined upon approval from the hotel brand and utility service providers.

   b. A dedicated IDF closet will be provided as deemed necessary by the technology consultant floors the electrical closets described above. Assume four 4 inch conduits from the MDF room up to the 7th floor closet and penthouse. Vertical free air cabling will not be allowed through the floors which are electrical closets.

   c. Necessary rough-in for each guestroom and guest corridor for the entertainment center, desk and phones as determined by the technology consultant..

   d. All Division 27 system descriptions including structured cabling, A/V, distributed antenna (for end user cellular repeaters) and WIFI will be described in a future narrative by the Technology designer.

   e. All Division 28 system descriptions including CCTV and access control will be described in a future narrative by the Technology designer.

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GEOTECHNICAL EVALUATION REPORT

PROPOSED CORKTOWN HOTEL DEVELOPMENT
DETROIT, MICHIGAN

SME Project 083655.01
March 24, 2020

SME

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March 24, 2020

Mr. Matt Kalt
Oxford Capital
350 W. Hubbard
Suite 440
Chicago, Illinois 60654

Via electronic mail: mkalt@oxford-capital.com (PDF file)

RE: Geotechnical Evaluation Report
Proposed Corktown Hotel Development
1611 Michigan Avenue
Detroit, Michigan
SME Project 083655.01

Dear Mr. Kalt:

We have completed our geotechnical evaluation for the subject project. This report presents the results of our observations and analyses, our geotechnical recommendations for undocumented fill, subgrade preparation and earthwork, slabs-on-grade, re-use of on-site soils as engineered fill, foundation design, seismic site classification, and general construction considerations based on the information disclosed by the borings.

We appreciate the opportunity to provide service. If you have questions or require additional information, please contact me.

Very truly yours,

SME

Peter D. Fourtounis, PE
Project Engineer

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GENERAL COMMENTS
LABORATORY TESTING PROCEDURES

1. INTRODUCTION

This report presents the results of our geotechnical evaluation for the subject project. We followed the scope of services outlined in Change Order 1, dated February 14, 2020. Mr. Matt Kalt of Oxford Capital authorized this evaluation.

1.1 SITE CONDITIONS AND HISTORY

The project site is located at 1411 Michigan Avenue on the southwest corner of the intersection between Michigan Avenue and 8th Street. The site consists of an existing asphalt pavement parking lot, and an existing building, based on our recent site reconnaissance. The site area is generally flat. Existing elevations at the site range from approximately 119 to 122 DCD based on the provided topographic map titled “HPC Corktown Site 4” prepared by Giffels Webster, dated March 23, 2020.

Based on historical aerials and topographic maps, it appears the northernmost triangular portion of the existing building or another similarly sized triangular building occupied the area since 1905. The remainder of the property was partly residential and we observed a parking lot. The existing building or potential addition to the aforementioned triangular building was constructed sometime between 1957 and 1966. In general, the area was a densely populated urban area based on our knowledge of the site and as indicated by historical topographic maps. Therefore, take into consideration an increased likelihood of encountering buried obstructions and undocumented fill from backfilled basements and/or home demolition.

1.2 PROJECT DESCRIPTION

The site consists of the design and construction of a seven (7) story building consisting of hotel, parking, and restaurant space with no basement. Design grade-slab level is expected to be at/near the existing ground surface. Design pavement level outside the new building is expected to be at or slightly lower than the design grade-slab floor level.

The structural loads will be moderate with individual column loads reaching up to 920 kips, based on information provided by the project structural engineer.

2. EVALUATION PROCEDURES

2.1 FIELD EXPLORATION

SME and Neumann/Smith Architecture jointly determined the number, depths, and locations of the borings after the review of prior geotechnical information at the subject site. SME located the borings in the field together with a client representative prior to drilling operations. SME explored the subsurface site conditions with six (6) borings performed to depths ranging from of 10 to 60 feet below ground surface (bgs), for a total of 175 lineal feet of drilling. SME performed the borings using a truck mounted drill rig. Some boring locations were offset because of limited accessibility due to overhead power lines or existing obstacles on site. Depths discussed in this report reference Detroit City Datum and the existing ground surface when the field exploration was performed. The approximate locations, associated boring depths, and locations are included on the Boring Location Plan in Appendix A of this report.

SME drilled and sampled the borings in accordance with ASTM Standards. SME measured and recorded groundwater depths during and immediately after completion of each boring. We took the recovered soil samples to our laboratory for further observation and testing. We backfilled borings upon completion with excess drill cuttings.

2.2 LABORATORY TESTING

The laboratory testing program consists of performing visual soil classification on recovered samples along with moisture content and hand penetrometer shear tests on portions of cohesive samples obtained. In addition, we performed three consolidation tests on select Shelby Tube soil samples. The Laboratory Testing Procedures in Appendix B provide general descriptions of the laboratory tests given above.

Upon completion of the laboratory testing, boring logs were prepared and include materials encountered, penetration resistances, pertinent field observations made during the drilling operations, and the results of certain laboratory tests. The boring logs are included in Appendix A. The soil descriptions included on the boring logs were developed from both visual classification and the results of laboratory tests, where applicable.

Soil samples retained over a long time, even sealed in jars, are subject to moisture loss and are no longer representative of the conditions initially encountered in the field. Therefore, soil samples are normally retained in our laboratory for 60 days and then disposed, unless instructed otherwise.

3. SUBSURFACE CONDITIONS

3.1 SOIL CONDITIONS

The soil conditions at the borings consists of pavement or undocumented fill at the surface. Undocumented fill is located in all of the explored borings ranging in depth of about 1.2 to 8 ft bgs. Below the undocumented fill, natural clay extends to the explored depths of the borings. Refer to the summary (below) of the soils encountered in the borings, beginning at the existing ground surface and proceeding downward:

Stratum 1: Pavement and Undocumented fill. Surficial vehicular pavements are located at Borings B3 through B5 ranging from approximately 2 to 3 inches of asphalt pavement. Undocumented fill is at the surface or below the surface layers at Borings B1 through B6. The undocumented fill materials consist of silty sand (SM), sandy clay (CL) or lean clay (CL). The undocumented fill, for the majority of the site, extends up to approximately 3 feet bgs, however, we encountered about 8 feet of existing fill at boring B6. Appreciable amounts of construction debris consisting of brick, glass, gravel and root hairs are in the upper 3 feet of the site in Boring B1. The clay fill is generally stiff to very stiff with moisture contents ranging from 13 to 23 percent and sand fill is loose.

Stratum 2: Lean Clay. Natural lean clays are below the undocumented fill at the boring locations. Undrained shear strength in the clay, as determined by a hand penetrometer, range from approximately 0.5 to greater than 4.5 kips per square feet (ksf), with corresponding moisture contents ranging from approximately 14 to 31 percent. The natural clays in the upper approximately 20 to 25 feet bgs are generally very stiff to hard with strengths decreasing with depth thereafter.

The soil profile described above and included on the appended boring logs are generalized descriptions of the conditions encountered. The stratification depths described above and shown on the boring logs indicate a zone of transition from one soil type to another. The intent is not to show exact depths of change from one soil type to another. We base the soil descriptions on visual classification of the soils encountered. Soil conditions may vary between or away from the boring locations. Please refer to the boring logs for the soil conditions at the specific boring locations.

We consider thickness measurements of surficial materials reported on the boring logs (i.e., asphalt pavement, near-surface undocumented fill, etc.) approximate since mixing of these materials can occur in small diameter boreholes. Therefore, if accurate thickness measurements are required for inclusion in bid documents or purposes of design, perform additional evaluations on an as-needed basis such as additional pavement cores.

It is sometimes difficult to distinguish between undocumented fill and natural soils based on samples and cuttings from small-diameter boreholes, especially when portions of the undocumented fill do not contain man-made materials, debris, topsoil or organic layers, and when the undocumented fill appears similar in composition to the local natural soils. Therefore, the delineation of undocumented fill described above and on the appended boring logs are considered approximate only. A more comprehensive evaluation of the extent and composition of the suspect undocumented fill could be made by reviewing former site topography plans such as grading plans from the original construction, aerial photographs, and other historic site records and by observing test pit excavations.

3.2 GROUNDWATER CONDITIONS

We did not encounter groundwater during or immediately after drilling the soil borings during this exploration. However, based on the soil profile, surface water can become trapped, or “perched” in sandy soils above the less permeable clay soils. The borings indicate some areas of the site consist of sandy soil over clay, and therefore, it is possible perched groundwater could be encountered in some areas onsite (particularly during/after wet periods).

In cohesive soils (clays), a long time may be required for the groundwater level in the borehole to reach an equilibrium position. However, a color change from brown to gray in clay is oftentimes an indicator of long term groundwater levels. We observed the change from brown to gray in the borings at about 12 feet below the ground surface. If desired, use groundwater observation wells (piezometers) to further evaluate the site groundwater levels at this site.

Overall, hydrostatic groundwater levels, perched conditions, and the potential for infiltration into excavations is expected to fluctuate throughout the year, based on variations in precipitation, evaporation, run-off, and other factors. The groundwater levels indicated by the borings represent conditions at the time the readings were taken. The actual groundwater levels at the time of construction may vary. If more information regarding groundwater levels at this site is required, then we recommend performing additional subsurface assessment(s).

4. ANALYSIS AND RECOMMENDATIONS

4.1 SITE PREPARATION AND EARTHWORK

4.1.1 EXISTING FILL CONSIDERATIONS

The depth of existing fill at this site appears to typically range from about 1 to 3 feet bgs, however, we encountered deeper fill at boring B6 (to about 8 feet bgs). The area of deeper fill could be related to a previous basement onsite, a previous utility trench, or associated with some other below-grade structure. In general, deep fill areas pose an increased potential for significant earthwork and construction cost to improve the subgrade for support of the new construction.

The existing undocumented fill consists of both clay and sand. The strength of the undocumented fill is variable and generally marginally to poorly compacted as expected with urban fill. When constructing in areas of urban fill, there is always increased likelihood of encountering areas of deeper undocumented fill likely representing locations of former basements/lower levels of structures previously constructed onsite. Based on the borings and given we do not have proper documentation of earthwork performed in the subject area, we can conclude the undocumented fill was placed in an uncontrolled manner.

Regarding proposed foundation areas, the existing fill is not suitable for foundation support and will need to be completely removed and replaced within the bearing zone of the new foundations. Refer to Section 4.2 of this report for additional information.

Regarding proposed slab and pavement areas, it appears most of the undocumented fill is adequate for support of slabs and pavements provided the Owner and design team accepts an elevated risk for poor performance (i.e., settlement, cracking). Specifically, as with any construction over undocumented fill, there is a risk for poor structural performance (i.e., settlements, cracking) of structures (i.e., pavements, slabs, utilities) supported by the material. Proper subgrade preparation can reduce, but not eliminate, this risk. Remove and replace areas of buried debris-laden and/or overly soft/loose soils with inorganic engineered fill. For additional information regarding subgrade preparation, refer to the remainder of Section 4 of this report.

Overall, proper subgrade preparation typically includes removing unsuitable soils, uniformly compacting suitable undocumented fill and/or natural soils with relatively large compaction equipment, performing proofroll tests, undercutting overly soft/loose (and/or debris/organic-laden) subgrade, and replacing undercuts with suitable engineered fill. A uniform compaction effort for placement of engineered fill requires proper equipment and controlled lift thicknesses. An SME representative shall evaluate the undocumented fill on a case-by-case basis in the field (at the time of construction). To address budgetary concerns, include a contingency for additional earthwork (i.e., undercutting, in-place compaction, removal of unsuitable soils, importing suitable materials, etc.) which may be required to improve subsurface conditions.

Undocumented fill is inherently variable and typically intermittent throughout a site. If even a low risk for poor performance is not acceptable, completely remove the undocumented fill and replace with engineered fill. Based on the depths of undocumented fill found in the borings, we expect a soil removal operation of approximately 3 feet bgs, and up to about 8 feet in some areas onsite (refer to boring B6), would be required to expose the questionable areas and verify if the soils are suitable for their intended use. Please contact us if this is the desired approach, and we can update the report recommendations accordingly.

4.1.2 GENERAL SITE SUBGRADE PREPARATION

Contractors doing subsurface work shall review available environmental assessment information and develop a plan to appropriately handle and dispose of impacted soil and groundwater. Manage all soil and groundwater generated from construction activities in accordance with applicable environmental regulations and the Owner’s soil and groundwater management plan for the site.

Clear the proposed development areas of pavements, topsoil, unsuitable undocumented fill, and any other deleterious materials to expose the underlying inorganic subgrade soils. Clearing shall extend a minimum of 5 feet beyond the proposed construction and pavement areas. After clearing, an SME representative shall observe the limits of grading and earthwork for isolated areas of questionable soils and deeper undocumented fill. Areas shall be potholed on an as-needed basis to verify the soils are suitable for their intended use. Removal and replacement of unsuitable soils may be necessary depending on the conditions encountered.

Existing utilities within the proposed building construction footprint shall be rerouted around the new structures. All abandoned utilities shall be removed and backfilled with granular engineered fill to the design subgrade level. As an alternative, existing abandoned utilities below proposed grade slab areas may be left in-place and fully grouted, provided the abandoned utility is situated at least 2.5 feet below the final subgrade level to reduce the potential of developing “hard spots” in the subgrade. Locations of planned abandoned in-place utilities need their locations reviewed to verify the utilities do not conflict with the proposed construction. Abandoned utilities shall be removed below proposed foundations if practical and feasible. The condition of the backfill in existing utility trenches where the utility is abandoned in-place shall be evaluated to confirm these soils are adequate for support of engineered fill and grade slabs. Unsuitable existing trench backfill shall be undercut and replaced with granular engineered fill. Exercise care when excavating near existing utilities protected-in-place to prevent unwanted distress or damage.

Subgrade disturbance during construction can be a significant factor at this site and a significant amount of subgrade improvements could be required to achieve a stable working platform and subgrade for engineered fill placement. Based on the results of the borings, we anticipate the subgrade exposed after

stripping may provide relatively poor support for heavy, rubber-tire construction equipment, especially during wetter (and colder) periods of the year. Include a contingency in the construction budget for subgrade stabilization. We also recommend construction traffic use designated haul roads and not be allowed to randomly traffic the site. Haul roads could be composed of crushed aggregate or crushed concrete placed on the subgrade and could include the placement of geotextile fabric or geogrid on the subgrade for separation prior to placement of the crushed material.

The amount and type of subgrade stabilization will depend on the soil conditions encountered, construction traffic, and associated weather conditions. Preliminarily, subgrade stabilization techniques could include discing, drying, and aeration of the subgrade prior to recompaction; removal and replacement of soft or disturbed areas with a crushed material; or placing a woven geotextile on the subgrade followed by placement of crushed aggregate on the geotextile. The specific technique(s) implemented will depend on the specific site conditions encountered during construction. SME would be pleased to discuss the above options with you further, if requested.

Improve the suitable undocumented fill in-place once the locations of questionable undocumented fill are addressed (refer to Section 4.1.1 above). The exposed subgrade soils shall be uniformly compacted with heavy rubber-tired earth moving equipment or other appropriate compaction equipment.

After compaction, proofroll the subgrade in the presence of SME. Perform proofrolling with a fully-loaded, tandem-axle truck or other similar pneumatic tire construction equipment. The purpose of proofrolling is to locate areas of unsuitably loose subgrade. Areas of unsuitable (i.e., overly loose) subgrade revealed during proofrolling shall be mechanically improved (compacted) in-place. If it is not possible to compact the unsuitable subgrade, it will be necessary to remove the unsuitable soils and replace them with engineered fill.

Use proofroll testing on a regular basis throughout the site earthwork operations. The purpose for the proofroll tests are to verify compaction and subgrade stability prior to placement of additional fill/pavements/slabs, etc. As subgrade conditions can change due to changes in weather, traffic, or other factors, place the new fill/pavements/slabs soon after a successful proofroll test. Evaluate the intensity and type of proofrolling on a case-by-case basis. For example, when proofrolling uniformly placed and properly compacted engineered fill (and remains in an undisturbed condition), wheel spacing of about 10 to 20 feet is typically acceptable. For proofrolling subgrade where compaction is relatively unknown, wheel spacing of less than one foot (e.g. continuous coverage; and possibly multiple passes) may be necessary to assist with the compaction process while performing the proofroll test.

After the exposed subgrade is compacted, proofrolled, and tested, engineered fill may be placed on the exposed subgrade where needed to establish final subgrade levels. Section 4.1.4 of this report presents materials and compaction requirements for engineered fill.

4.1.3 SUBGRADE PREPARATION FOR FLOOR SLABS

We anticipate the final subgrade for the building grade-slabs will primarily consist of improved undocumented fill over natural clays. We consider these materials suitable for support of grade-slabs, provided you follow the report recommendations in Sections 4.1.1 and 4.1.2 during construction. Prior to concrete placement for floor slabs, observe and test the building pad subgrades for suitability of floor slab support. The purpose of the re-evaluation is to identify any areas of subgrade disturbed during construction activities and verify subgrade conditions are suitable for floor slab support. The re-evaluation of the subgrade shall consist of a thorough proofroll unless the area is not accessible with proper proofrolling equipment. Otherwise, the evaluation of the exposed subgrade shall consist of density testing and/or the use of appropriate hand-operated equipment such as hand augers and cone penetrometers. Unsuitable subgrade indicated by SME shall be recompacted or removed and replaced with engineered fill.

We recommend a vertical modulus of subgrade reaction, k, of 200 pounds per cubic-inch (pci) for the slab-on-grade supported by subgrade soil prepared and verified as discussed in Section 4 of this report. We based this subgrade modulus on empirical relationships between soil type and plate load tests performed with a 30-inch-diameter bearing plate. The modulus is the ratio of load in pounds per square-inch (psi) to a 0.05-inch deflection.

We recommend the top 6 inches of the slab subbase consist of an approved granular material to provide a leveling surface for construction of the slab and a moisture capillary break between the slab and the underlying soils. We recommend using MDOT 21AA dense-graded aggregate for the leveling course. A thicker layer of the aggregate base material may be used to provide additional protection of the subgrade and a more stable working platform for construction of the slabs. The thickness of aggregate required to provide a stable construction platform will depend on the condition of subgrade soils during construction and the type and volume of construction equipment to traffic the prepared subgrade. The granular material shall meet the engineered fill requirements discussed in Section 4.1.4.

We recommend a vapor retarder be provided below the floor slab if the slab is to receive an impermeable floor finish/seal or a floor covering which would act as a vapor barrier. The location of the vapor retarder (relative to the subbase) shall be determined by the design Architect/Engineer based on the intended floor usage, planned finishes, and ACI recommendations.

Separate slabs by isolation joints from structural walls and columns bearing on their own foundations to permit relative movement. Provide a minimum of 6 inches of engineered fill between the bottom of the slab and the top of the shallow spread foundation below. Otherwise, make other arrangements to allow for potential relative settlements, such as grade beams, thickened slabs with appropriate reinforcing steel or other appropriate details.

Protect the slab-on-grade subgrade from frost during winter construction. Any frozen soils shall be thawed and compacted or removed and replaced prior to slab-on-grade construction.

Concrete mixes are regularly changing to optimize performance and economy. Use only concrete contractor(s) with substantial experience in concrete mixing, placement, finishing, and curing methods (i.e., to prevent undesirable slab curling, shrinkage, segregation, bleeding, etc.). The contractor may need to retain a concrete mix designer to develop the appropriate mix(es) for the project, if so, perform the concrete mix preparation under tight control and in adherence with the mix designer's (and product manufacturer's) recommendations. Use only specific type(s) of well-established concrete mixes which have been 'tried and tested' to deliver successful long-term performance for each specific type of concrete application.

4.1.4 ENGINEERED FILL REQUIREMENTS

Any materials placed as engineered fill within the construction area, including utility trench backfill, shall be an approved material, free of frozen soil, organics (greater than 4 percent), or other deleterious materials. Compact fill placed in structural areas, including the building and pavement areas, to a minimum of 95 percent of the maximum dry density determined in accordance with the Modified Proctor test. For backfill below footings, use a higher compaction criterion of a minimum 97 percent of the soil's maximum dry density based on the Modified Proctor test. Spread the material in level layers appropriate to the type of equipment used to compact the fill. Compact materials using heavy rubber-tired earth moving equipment, vibratory rollers, and/or vibratory plate compactors, including either walk-behind types or plate compactors mounted on a backhoe or excavator (hoe-pacs). Use construction equipment appropriate for the grading and compaction operations taking place. Avoid excessive vibratory compaction near existing buildings to reduce potential of distress.

Based on the information from the borings, it may be possible to reuse the in-place undocumented clay and sand fill (free of excess organics and debris) as engineered fill, provided the material meets the requirements listed in the previous paragraph. Also, the natural clays are likely suitable for the reuse as engineered fill at the site. However, clays are difficult to compact in confined areas where compaction by hand-operated equipment is required. Do not use clays where drainage is required (e.g., behind below-grade walls). The contractor may be able to reuse the clays in open areas where large compaction equipment can operate.

Engineered fill must meet the general requirements listed above. If the proposed engineered fill soils contain more than 4 percent organics or debris larger than 6 inches in nominal diameter, do not use soils for engineered fill. Also, if debris material is significantly variable in nature, suspect in origin, or greater than about 5 percent of the soil (by weight), do not use soils for engineered fill.

Based on our experience, we believe the moisture content of most of the clays are near or above the optimum moisture content of the soil. The clays may therefore require disking, aeration, and drying to allow for proper compaction. The successful reuse of the on-site soils for engineered fill (as well as the need and extent for conditioning) will depend on the time of year and the care the earthwork contractor uses in selecting and separating the fine grained soils (i.e., clays) from the more granular soils. During cold and wet periods of the year, the subgrade soils become saturated and disturbed and clays are difficult to dry. If such conditions occur, the contractor may have to import sand to the site.

For backfill in confined areas, and where drainage is required, use imported granular backfill such as MDOT Class II sand, MDOT 21AA crushed aggregate, and/or MDOT 6A crushed stone. The specific type of imported fill will depend on a variety of factors. For most instances, we anticipate MDOT Class II sand will be adequate. Crushed aggregate/stone would be necessary where the existing subgrade is in a wet condition and/or where site drainage is critical. In addition to the use of crushed stone, it would likely be necessary to cap the stone with crushed aggregate, or wrap the crushed stone with a heavy-duty non-woven geotextile fabric, to prevent the surrounding soils from infiltrating into the crushed stone.

When compacting backfill around utility pipes and other below-grade structures sensitive to distress from compaction operations, use appropriate soil placement techniques and compaction equipment for each specific type of backfilling condition. For example, perform subgrade compaction below/around pipe haunches (in thin lifts) with hand-held equipment, whereas larger compaction equipment is suitable for subgrade compaction several feet above the pipes.

For trenches and other excavations, the upper 18 inches of backfill shall consist of soils similar to the surrounding subgrade. The purpose for this is to limit mixing of different soil types near final subgrade levels.

4.2 FOUNDATIONS

We recommend shallow foundations to support the proposed structure. The foundations must bear directly on suitable natural soils, or on select granular engineered fill placed directly over the suitable natural soils. The existing fill is not suitable for foundation support. Based on the borings, we anticipate suitable bearing soils will be encountered at about 3 to 8 feet bgs. Based on the borings, the deeper fill area appears to be located at/around the vicinity of boring B6. Other areas of deep fill could be encountered onsite, particularly in areas previously developed.

Use a maximum net allowable soil bearing pressure of 5,000 psf for shallow spread or continuous foundations supporting the proposed building, bearing on natural clays at normal footing depths. The net allowable bearing capacity can be increased up to one-third (e.g., 6,600 psf) for transient (e.g. wind, seismic) loading conditions.

We understand the center of some of the proposed perimeter building columns are four feet from the property line, and the new footings supporting those columns must not extend beyond the property line. For foundations near the property line, we recommend constructing individual rectangular foundations centered on the columns, or a continuous reinforced strip foundation centered on the columns. If

necessary, building loads bearing on the foundations can be mildly eccentric, provided the maximum, and minimum, bearing capacity at opposite footing edges is limited to the design soil bearing pressure (5,000 psf max.) plus one-third, and minus one-third, respectively, of the design soil bearing pressure. Also, this assumes the average soil bearing pressure (below the entire footing bearing surface) does not exceed the design soil bearing pressure.

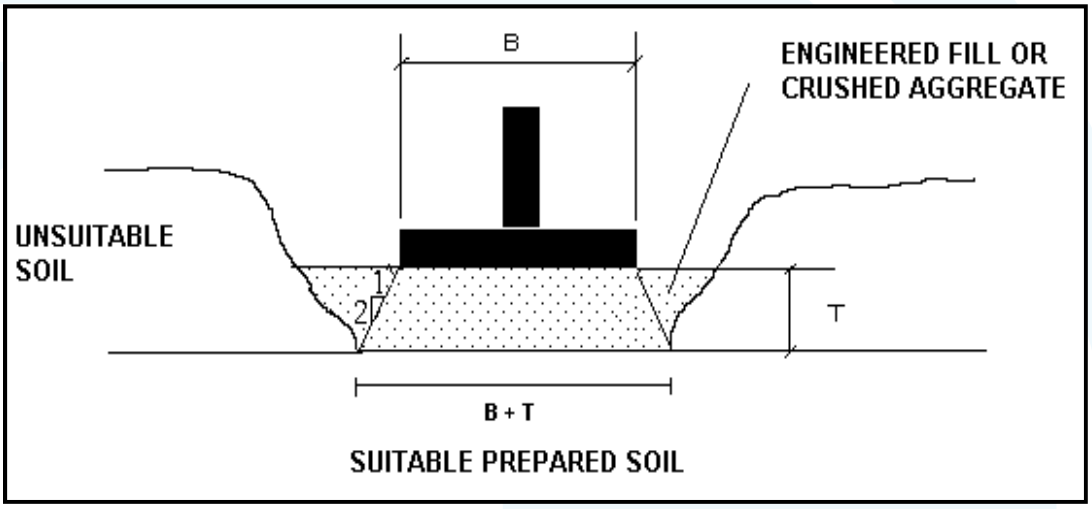
The strength of the natural clay decreases with depth from the ground surface. We assume the bottom of footing elevations will be 5 feet below the existing ground surface. Please contact us if the bottom of footing elevations change as it could impact our foundation settlement estimates.

We recommend SME review the grading plans and construction drawings to verify the plans were prepared in accordance with our recommendations and the recommendations remain applicable. The recommended bearing pressure assumes the subgrade is properly prepared, the foundations bear on suitable natural soils or properly prepared engineered fill, and a factor of safety of 3 or more.

For sliding resistance, the friction coefficient of 0.38 may be used at the concrete and soil interface. The coefficient of friction may also be increased by one-third for wind loading.

Passive pressure is used to compute lateral soils resistance developed against lateral structural movement. We recommend a passive equivalent fluid pressure of 360 pcf for level ground. The passive pressure may be increased by one-third for wind loading. The passive resistance is taken into account only if it is ensured the soil against the embedded structure will remain intact with time. Take into account future improvements adjacent to the structure during design. Excessive soil disturbance, trenches (excavation and backfill) adjacent to footings and over-saturation can adversely affect structures and result in reduced lateral resistance.

If in-place compaction does not adequately improve the bearing soils or if undocumented fill is encountered at/below the design bearing level, undercut the subgrade to suitable bearing soils below. Backfill the undercuts with granular engineered fill or crushed aggregate to the design bearing elevation. The engineered fill or crushed aggregate must be placed in thin lifts under tight control, with each lift compacted to a minimum 97 percent of the soil's maximum dry density based on the Modified Proctor test. For subgrade improvements, use an open-graded crushed material with a maximum particle size of 1½ inches in diameter and no more than 7 percent passing the No. 200 sieve. MDOT 6AA meets this requirement. Where 12 inches or more open-graded material is placed, "choke" the surface with a thin layer of dense-graded crushed concrete or crushed aggregate, such as MDOT 21AA. The choke layer is required to reduce the risk of migration of fines into the void spaces within the stabilization material, which can lead to localized settlement. For this reason, do not use 1-to-3-inch diameter crushed concrete/crushed aggregate to backfill foundation undercuts. Where undercutting is required, extend the undercut laterally on a two vertical to one horizontal slope from the edge of the foundation. Please refer to the Typical Foundation Undercutting Diagram below:



Situate foundations a minimum of 42 inches below final site grade in any unheated areas for protection against frost action during normal winters. Also, for frost heave considerations, form foundations in a vertical manner and do not allow them to "mushroom out" near the top. Generally, we anticipate “neat trench” methods of foundation construction will be feasible based on the predominantly clayey subsurface profile. Remove any caved or loose soils from the foundation trench subgrade before placing concrete.

Once each foundation area is exposed, observe and test foundation subgrade conditions to verify suitable soils are encountered or improvements are done as needed prior to backfilling and foundation construction. The test method must be capable of testing the soils several feet below the bearing level. SME shall be at the construction site to perform tests at foundation locations to verify the bearing pressure prior to constructing the foundations.

For bearing capacity and settlement considerations, continuous (wall) foundations shall have a minimum width of 18 inches and spread (column) foundations have a minimum dimension of 30 inches.

We estimate about 1 to 1.5 inches of total settlement for shallow spread foundations bearing on suitable natural soils or on engineered fill placed over suitable natural soils based on the proposed improvements, local experience, and laboratory testing. We also estimate differential settlements of approximately 1/2 of the total settlement, or less. The settlement estimates provided are based on the available boring information, recommended maximum net allowable soil bearing pressure, referenced design structural loads, laboratory results from consolidation testing, our experience with similar structures and soil conditions, and field verification of suitable bearing soils by SME.

4.3 SEISMIC SITE CLASS

Based on the subsurface information obtained from the borings, Seismic Site Class D applies to this site in accordance with the 2015 Michigan Building Code (MBC) referencing Table 20.3-1 in ASCE Standard ASCE/SEI 7-10.

4.4 CONSTRUCTION CONSIDERATIONS

We did not encountered groundwater at the boring locations, but do not neglect groundwater. The subsurface soil profile suggests there is a potential for perched groundwater in coarse grained soils (sands) underlain by less permeable fine grained soils (clays) in the upper 3 feet of the site. We anticipate standard sump pit and pumping procedures will be adequate to control groundwater seepage from perched sources, accumulations from precipitation events, or surface runoff where excavations extend no more than approximately 1 foot below the groundwater level. Rigorous dewatering systems may be required for excavations extending more than approximately 1 foot below the groundwater level or in areas heavy groundwater flow. Exercise care when dewatering adjacent to existing utilities and structures, as settlement could occur. Protect exposed subgrade from encountered seepage by a working surface of either crushed aggregate or crushed concrete.

The contractor must provide a safely sloped excavation or an adequately constructed and braced shoring system in accordance with federal, state, and local safety regulations for individuals working in an excavation exposing them to the danger of moving ground. If material is stored or heavy equipment is operated near an excavation, use appropriate shoring to resist the extra pressure due to the superimposed loads.

Remove and replace disturbed subgrade soils with engineered fill if improvement efforts are unsuitable. Under adverse weather conditions, protect areas of exposed subgrade at the site by placing crushed concrete or crushed aggregate on the exposed subgrade. In addition, place foundation concrete as soon as foundation excavations have been completed and approved to reduce the potential for disturbance of the foundation subgrade.

Based on the site history stated in Section 1.1 and the boring logs (refer to boring B6), there is potential for variable depths of undocumented fill within the proposed buildings and pavement areas. We recommend the bid documents require prospective contractors to include unit prices for excavating, disturbed soils and other unsuitable soils and replacing them with engineered fill. Also, establish a contingency in the construction budget for this work. Verify actual quantities during construction by measuring excavation volumes, counting truck loads, or a combination of methods. SME can assist with estimating quantities for establishing the contingency, if desired.

5. SIGNATURES

We appreciate the opportunity to work with you on this project. There are many benefits in keeping the geotechnical engineer of record involved with the project through engineering support and observation and testing during construction, should any project plans or subsurface conditions differ from those described in this report. Please let us know if you have any questions and if we can assist you further with this project.

Report Prepared By:

Peter D. Fourtounis, PE
Project Engineer

Report Reviewed By:

Joel W. Rinkel, PE
Group Leader – Geotechnical Services

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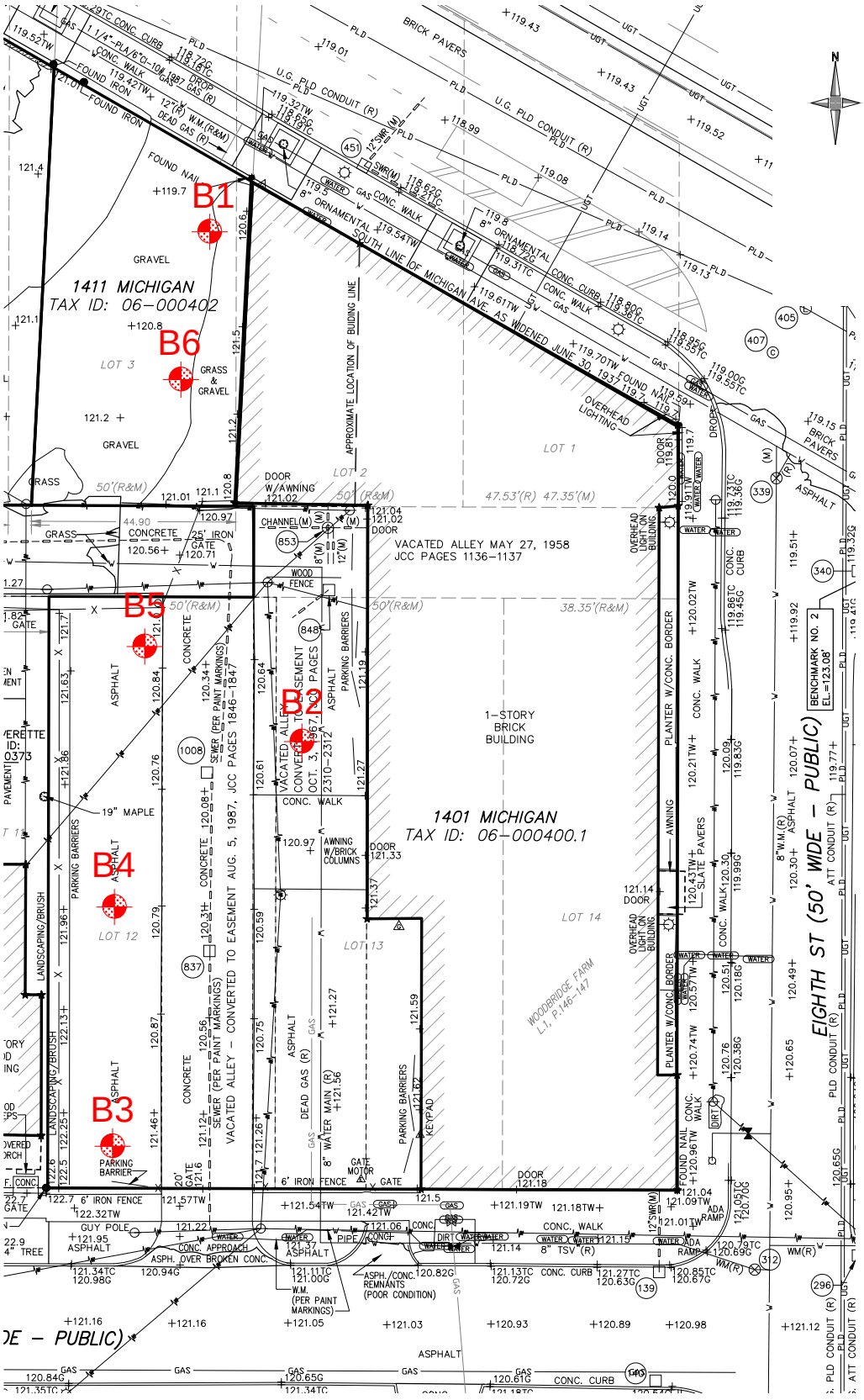
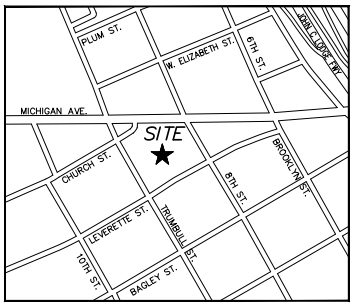
BORING LOGS (B1 THROUGH B6)
CONSOLIDATION TEST RESULTS (3 PAGES)





LOCATION MAP
(NOT TO SCALE)

LEGEND

APPROXIMATE BORING LOCATION

NOTE:
DRAWING INFORMATION TAKEN FROM A PDF OF A DRAWING TITLED "HPC CORKTOWN SITE 4" LATEST ISSUE DATE OF 03-23-20, PREPARED BY GIFFELS WEBSTER.

No.	Revision Date		
		Date	03-24-20
		Drawn By	PDF
		Designed By	PDF
		Scale	AS SHOWN
		Project	83655.01

BORING LOCATION PLAN
PROPOSED CORKTOWN HOTEL DEVELOPMENT
1611 MICHIGAN AVENUE
DETROIT, MICHIGAN

SME
www.sme-usa.com

Figure No. 1

BORING LOG TERMINOLOGY

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOIL (more than 50% of material is larger than No. 200 sieve size.)			
GRAVEL More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravel (Less than 5% fines)	GW	Well-graded gravel; gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravel; gravel-sand mixtures, little or no fines
	Gravel with fines (More than 12% fines)	GM	Silty gravel; gravel-sand-silt mixtures
		GC	Clayey gravel; gravel-sand-clay mixtures
SAND 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sand (Less than 5% fines)	SW	Well-graded sand; sand-gravel mixtures, little or no fines
		SP	Poorly graded sand; sand-gravel mixtures, little or no fines
	Sand with fines (More than 12% fines)	SM	Silty sand; sand-silt-gravel mixtures
		SC	Clayey sand; sand–clay-gravel mixtures
FINE-GRAINED SOIL (50% or more of material is smaller than No. 200 sieve size)			
SILT AND CLAY Liquid limit less than 50%		ML	Inorganic silt; sandy silt or gravelly silt with slight plasticity
		CL	Inorganic clay of low plasticity; lean clay, sandy clay, gravelly clay
		OL	Organic silt and organic clay of low plasticity
SILT AND CLAY Liquid limit 50% or greater		MH	Inorganic silt of high plasticity, elastic silt
		CH	Inorganic clay of high plasticity, fat clay
		OH	Organic silt and organic clay of high plasticity
HIGHLY ORGANIC SOIL		PT	Peat and other highly organic soil

OTHER MATERIAL SYMBOLS

Topsoil, Void, Sandstone, Asphalt, Glacial Till, Siltstone, Base, Coal, Limestone, Concrete, Shale, Fill

LABORATORY CLASSIFICATION CRITERIA

GW	$C_U = \frac{D_{60}}{D_{10}}$ greater than 4; $C_C = \frac{D_{30}^2}{D_{10} \times D_{60}}$ between 1 and 3	
GP	Not meeting all gradation requirements for GW	
GM	Atterberg limits below "A" line or PI less than 4	Above "A" line with PI between 4 and 7 are borderline cases requiring use of dual symbols
GC	Atterberg limits above "A" line with PI greater than 7	
SW	$C_U = \frac{D_{60}}{D_{10}}$ greater than 6; $C_C = \frac{D_{30}^2}{D_{10} \times D_{60}}$ between 1 and 3	
SP	Not meeting all gradation requirements for SW	
SM	Atterberg limits below "A" line or PI less than 4	Above "A" line with PI between 4 and 7 are borderline cases requiring use of dual symbols
SC	Atterberg limits above "A" line with PI greater than 7	

Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows:

Less than 5 percent……GW, GP, SW, SP
More than 12 percent……GM, GC, SM, SC
5 to 12 percent……Cases requiring dual symbols

- SP-SM or SW-SM (SAND with Silt or SAND with Silt and Gravel)
- SP-SC or SW-SC (SAND with Clay or SAND with Clay and Gravel)
- GP-GM or GW-GM (GRAVEL with Silt or GRAVEL with Silt and Sand)
- GP-GC or GW-GC (GRAVEL with Clay or GRAVEL with Clay and Sand)

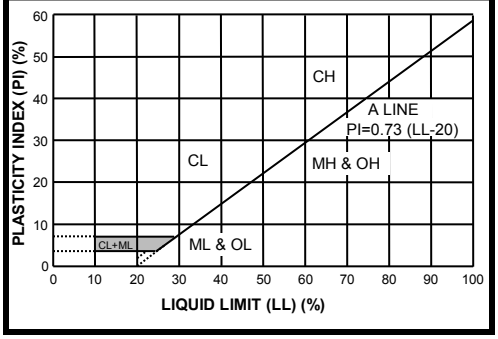
If the fines are CL-ML:

- SC-SM (SILTY CLAYEY SAND or SILTY CLAYEY SAND with Gravel)
- SM-SC (CLAYEY SILTY SAND or CLAYEY SILTY SAND with Gravel)
- GC-GM (SILTY CLAYEY GRAVEL or SILTY CLAYEY GRAVEL with Sand)
- GM-GC (CLAYEY SILTY GRAVEL or CLAYEY SILTY GRAVEL with Sand)

PARTICLE SIZES

Boulders	-	Greater than 12 inches
Cobbles	-	3 inches to 12 inches
Gravel- Coarse	-	3/4 inches to 3 inches
Fine	-	No. 4 to 3/4 inches
Sand- Coarse	-	No. 10 to No. 4
Medium	-	No. 40 to No. 10
Fine	-	No. 200 to No. 40
Silt and Clay	-	Less than (0.0074 mm)

PLASTICITY CHART



VISUAL MANUAL PROCEDURE

When laboratory tests are not performed to confirm the classification of soils exhibiting borderline classifications, the two possible classifications would be separated with a slash, as follows:

For soils where it is difficult to distinguish if it is a coarse or fine-grained soil:

- SC/CL (CLAYEY SAND to Sandy LEAN CLAY)
- SM/ML (SILTY SAND to SANDY SILT)
- GC/CL (CLAYEY GRAVEL to Gravelly LEAN CLAY)
- GM/ML (SILTY GRAVEL to Gravelly SILT)

For soils where it is difficult to distinguish if it is sand or gravel, poorly or well-graded sand or gravel; silt or clay; or plastic or non-plastic silt or clay:

- SP/GP or SW/GW (SAND with Gravel to GRAVEL with Sand)
- SC/GC (CLAYEY SAND with Gravel to CLAYEY GRAVEL with Sand)
- SM/GM (SILTY SAND with Gravel to SILTY GRAVEL with Sand)
- SW/SP (SAND or SAND with Gravel)
- GP/GW (GRAVEL or GRAVEL with Sand)
- SC/SM (CLAYEY to SILTY SAND)
- GM/GC (SILTY to CLAYEY GRAVEL)
- CL/ML (SILTY CLAY)
- ML/CL (CLAYEY SILT)
- CH/MH (FAT CLAY to ELASTIC SILT)
- CL/CH (LEAN to FAT CLAY)
- MH/ML (ELASTIC SILT to SILT)
- OL/OH (ORGANIC SILT or ORGANIC CLAY)

DRILLING AND SAMPLING ABBREVIATIONS

2ST	–	Shelby Tube – 2" O.D.
3ST	–	Shelby Tube – 3" O.D.
AS	–	Auger Sample
GS	–	Grab Sample
LS	–	Liner Sample
NR	–	No Recovery
PM	–	Pressure Meter
RC	–	Rock Core diamond bit. NX size, except where noted
SB	–	Split Barrel Sample 1-3/8" I.D., 2" O.D., except where noted
VS	–	Vane Shear
WS	–	Wash Sample

OTHER ABBREVIATIONS

WOH	–	Weight of Hammer
WOR	–	Weight of Rods
SP	–	Soil Probe
PID	–	Photo Ionization Device
FID	–	Flame Ionization Device

DEPOSITIONAL FEATURES

Parting	–	as much as 1/16 inch thick
Seam	–	1/16 inch to 1/2 inch thick
Layer	–	1/2 inch to 12 inches thick
Stratum	–	greater than 12 inches thick
Pocket	–	deposit of limited lateral extent
Lens	–	lenticular deposit
Hardpan/Till	–	an unstratified, consolidated or cemented mixture of clay, silt, sand and/or gravel, the size/shape of the constituents vary widely
Lacustrine	–	soil deposited by lake water
Mottled	–	soil irregularly marked with spots of different colors that vary in number and size
Varved	–	alternating partings or seams of silt and/or clay
Occasional	–	one or less per foot of thickness
Frequent	–	more than one per foot of thickness
Interbedded	–	strata of soil or beds of rock lying between or alternating with other strata of a different nature

CLASSIFICATION TERMINOLOGY AND CORRELATIONS

Cohesionless Soils

Relative Density	N-Value (Blows per foot)
Very Loose	0 to 4
Loose	4 to 10
Medium Dense	10 to 30
Dense	30 to 50
Very Dense	50 to 80
Extremely Dense	Over 80

Cohesive Soils

Consistency	N-Value (Blows per foot)	Undrained Shear Strength (kips/ft^2)
Very Soft	0 - 2	0.25 or less
Soft	2 - 4	0.25 to 0.50
Medium	4 - 8	0.50 to 1.0
Stiff	8 - 15	1.0 to 2.0
Very Stiff	15 - 30	2.0 to 4.0
Hard	> 30	4.0 or greater

Standard Penetration 'N-Value' = Blows per foot of a 140-pound hammer falling 30 inches on a 2-inch O.D. split barrel sampler, except where noted.

BORING B 1

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/24/20 **COMPLETED:** 2/24/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF

ELEVATION (FEET)	DEPTH (FEET)	PROFILE DESCRIPTION	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○ (10 20 30 40)	DRY DENSITY (pcf) -- ■ (90 100 110 120) / MOISTURE & ATTERBERG LIMITS (%) PL MC LL (10 20 30 40)	▽ HAND PENE. ⊠ TORVANE SHEAR ○ UNC.COMP. ⊡ VANE SHEAR (PK) × VANE SHEAR (REM) ◈ TRIAXIAL (UU) SHEAR STRENGTH (KSF) (1 2 3 4)	REMARKS
120	0	SURFACE ELEVATION: 120 FT							
		FILL- Sandy LEAN CLAY- Little Brick Fragments- Trace Glass Fragments & Gravel- Brown- Stiff (CL)	SB1	13	4 6 5	11	21	▽	
	1.5	118.5							
		FILL- LEAN CLAY with Sand- Trace Root Hairs & Gravel- Brown- Stiff (CL)	SB2	11	6 8 7	15	17	▽	
	3.0	117.0							
115	5		SB3	16	10 9 12	21	16	4.5+ ▽	
		LEAN CLAY- Brown- Very Stiff to Hard (CL)	SB4	15	10 10 14	24	15	4.5+ ▽	
110	10								
	12.0	108.0							
			SB5	13	6 9 8	17	20	▽	
105	15								
		LEAN CLAY- Gray- Stiff to Very Stiff (CL)	3ST6				16	▽	
100	20								
			SB7	16	6 8 8	16		▽	
95	25								
	26.0	94.0							
		LEAN CLAY- Gray- Stiff (CL)	SB8	18	5 6 5	11	31	▽	
90	30								

GROUNDWATER & BACKFILL INFORMATION

GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

(Continued Next Page)

BORING B 1

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech

PROJECT NUMBER: 083655.01

CLIENT: Dykema Gossett

PROJECT LOCATION: Detroit, Michigan

ELEVATION (FEET)	DEPTH (FEET)	SYMBOLIC PROFILE	SURFACE ELEVATION: 120 FT **PROFILE DESCRIPTION**	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○ (10 20 30 40)	DRY DENSITY (pcf) -- ■ (90 100 110 120) MOISTURE & ATTERBERG LIMITS (%) PL MC LL (10 20 30 40)	▽ HAND PENE. ⊠ TORVANE SHEAR ○ UNC.COMP. ⊡ VANE SHEAR (PK) × VANE SHEAR (REM) ⌖ TRIAXIAL (UU) SHEAR STRENGTH (KSF) (1 2 3 4)	REMARKS
90	30									
			LEAN CLAY- Gray- Stiff (CL) *(continued)*	3ST9						
85	35									
				SB10	18	4 6 5	11 ○	20 ◆	▽	
80	40		40.0 80.0							
			END OF BORING AT 40.0 FEET.							
75	45									
70	50									
65	55									
60	60									
55	65									
50	70									

BORING B 2

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/24/20 **COMPLETED:** 2/24/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF

SURFACE ELEVATION: 121 FT

ELEVATION (FEET)	DEPTH (FEET)	PROFILE DESCRIPTION	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○ (10 20 30 40)	DRY DENSITY (pcf) -- ■ (90 100 110 120); MOISTURE & ATTERBERG LIMITS (%) PL MC LL (10 20 30 40)	▽ HAND PENE. ⊠ TORVANE SHEAR ○ UNC.COMP. ⊡ VANE SHEAR (PK) × VANE SHEAR (REM) ◈ TRIAXIAL (UU) SHEAR STRENGTH (KSF) (1 2 3 4)	REMARKS
120	0	FILL- Sandy CLAY- Trace Gravel- Brown- Soft (CL)	SB1	6	2 2 1	3	13		Sample was too disturbed to perform a shear strength test.
		3.0	SB2	16	5 6 8	14	14	4.5+ ▽	
115	5	LEAN CLAY- Gray- Hard (CL)	SB3	13	7 9 9	18	19	4.5+ ▽	
			SB4	18	9 8 12	20	17	4.5+ ▽	
110	10	12.0							
		LEAN CLAY- Gray- Very Stiff (CL)	SB5	16	6 8 7	15	17	▽	
105	15		3ST6						
		21.0							
100	20	LEAN CLAY- Gray- Stiff to Soft (CL)	SB7	18	9 6 5	11	30	▽	
95	25		3ST8						
	30	109.0 / 100.0							

GROUNDWATER & BACKFILL INFORMATION

GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings capped with Concrete & EPCO Hole Plug

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

(Continued Next Page)

BORING B 2

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech

PROJECT NUMBER: 083655.01

CLIENT: Dykema Gossett

PROJECT LOCATION: Detroit, Michigan

SURFACE ELEVATION: 121 FT

PROFILE DESCRIPTION

LEAN CLAY- Gray- Stiff to Soft (CL) *(continued)*

60.0

61.0

END OF BORING AT 60.0 FEET.

SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○
SB9	18	3 4 4	8
3ST10			
SB11	18	6 7 6	13
3ST12			
SB13	16	4 5 4	9
3ST14			

DRY DENSITY (pcf) -- ■ (90 100 110 120)

MOISTURE & ATTERBERG LIMITS (%) (PL MC LL; 10 20 30 40)

21 | 21 | 17

▽ HAND PENE.
⊠ TORVANE SHEAR
○ UNC.COMP.
⊡ VANE SHEAR (PK)
× VANE SHEAR (REM)
⌖ TRIAXIAL (UU)

SHEAR STRENGTH (KSF) (1 2 3 4)

0.5

REMARKS

BORING B 3

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/24/20 **COMPLETED:** 2/24/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF

SURFACE ELEVATION: 121.5 FT

ELEVATION (FEET)	DEPTH (FEET)	PROFILE DESCRIPTION	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○ (10 20 30 40)	DRY DENSITY (pcf) -- ■ (90 100 110 120) / MOISTURE & ATTERBERG LIMITS (%) PL MC LL (10 20 30 40)	▽ HAND PENE. ⊠ TORVANE SHEAR / ○ UNC.COMP. ⊡ VANE SHEAR (PK) ⨯ VANE SHEAR (REM) ◈ TRIAXIAL (UU) / SHEAR STRENGTH (KSF) (1 2 3 4)	REMARKS
121.3	0	0.3 3 inches of ASPHALT CONCRETE							
120.2		1.3 FILL- Fine to Coarse SILTY SAND with Gravel- Brown- Moist- Loose (SM)	SB1	16	3 3 4	7	23	▽	
118.5		3.0 FILL- LEAN CLAY with Sand- Brown- Very Stiff (CL)	SB2	14	6 7 10	17	20	4.5+ ▽	
120									
	5		SB3	18	7 8 7	15	20	4.5+ ▽	
115		LEAN CLAY- Brown- Hard (CL)	SB4	18	8 10 9	19	18	4.5+ ▽	
109.5	10	12.0							
110			SB5	16	7 8 11	19	16	▽	
	15								
105		LEAN CLAY- Gray- Very Stiff (CL)	SB6	14	9 9 10	19	17	▽	
	20								
100			SB7	16	6 7 6	13	20	▽	
94.5	25	27.0							
95		LEAN CLAY- Gray- Stiff (CL)	SB8						
	30								

GROUNDWATER & BACKFILL INFORMATION

GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

(Continued Next Page)

BORING B 3

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech

PROJECT NUMBER: 083655.01

CLIENT: Dykema Gossett

PROJECT LOCATION: Detroit, Michigan

ELEVATION (FEET)	DEPTH (FEET)	SYMBOLIC PROFILE	SURFACE ELEVATION: 121.5 FT **PROFILE DESCRIPTION**	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○	DRY DENSITY (pcf) -- ■ 90 100 110 120 MOISTURE & ATTERBERG LIMITS (%) PL MC LL	▽ HAND PENE. ⊠ TORVANE SHEAR ○ UNC.COMP. ⊡ VANE SHEAR (PK) × VANE SHEAR (REM) ⌖ TRIAXIAL (UU) SHEAR STRENGTH (KSF)	REMARKS
90	30						10 20 30 40	10 20 30 40	1 2 3 4	
			LEAN CLAY- Gray- Stiff (CL) *(continued)*	SB9	18	6 6 7	13 ○	19 ◆	▽	
85	35									
				SB10						
	40		40.0 81.5 END OF BORING AT 40.0 FEET.							
80										
	45									
75										
	50									
70										
	55									
65										
	60									
60										
	65									
55										
	70									

BORING B 4

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/25/20 **COMPLETED:** 2/25/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF

SURFACE ELEVATION: 121 FT

ELEVATION (FEET)	DEPTH (FEET)	PROFILE DESCRIPTION	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○	DRY DENSITY (pcf) -- ■ / MOISTURE & ATTERBERG LIMITS (%)	HAND PENE. ▽ / TORVANE SHEAR ⊠ / UNC.COMP. ○ / VANE SHEAR (PK) ⊡ / VANE SHEAR (REM) ⤫ / TRIAXIAL (UU) ⌖ SHEAR STRENGTH (KSF)	REMARKS
120	0	0.2 2 inches of ASPHALT (120.8) 1.2 CONCRETE (119.8) FILL- Fine to Coarse SILTY SAND with Gravel- Brown- Moist- Loose (SM)	SB1	12	3 5 5	10	19	4.5+ ▽	
			SB2	16	5 8 7	15	16	4.5+ ▽	
115	5	LEAN CLAY- Brown- Hard (CL)	SB3	16	8 7 11	18	13	4.5+ ▽	
	10	10.0 (111.0)	SB4	18	11 11 14	25	16	4.5+ ▽	
		END OF BORING AT 10.0 FEET.							
110	15								
105									
	20								
100									
	25								
95									
	30								

GROUNDWATER & BACKFILL INFORMATION

GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings capped with Asphalt Cold Patch

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

BORING B 5

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/25/20 **COMPLETED:** 2/25/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF

ELEVATION (FEET)	DEPTH (FEET)	SYMBOLIC PROFILE	SURFACE ELEVATION: 121 FT PROFILE DESCRIPTION	SAMPLE TYPE/NO. INTERVAL	RECOVERY LENGTH (INCHES)	BLOWS PER SIX INCHES	N-VALUE -- ○	DRY DENSITY (pcf) -- ■ / MOISTURE & ATTERBERG LIMITS (%) PL MC LL	▽ HAND PENE. ⊠ TORVANE SHEAR ○ UNC.COMP. ⊡ VANE SHEAR (PK) × VANE SHEAR (REM) ◈ TRIAXIAL (UU) SHEAR STRENGTH (KSF)	REMARKS
120	0		0.3 3 inches of ASPHALT 1.3 CONCRETE Sandy LEAN CLAY- Brown- Moist- Loose (CL)	SB1	16	3 3 2	5	23		
				SB2	18	6 6 7	13	18	4.5+	
115	5		LEAN CLAY- Brown- Hard (CL)	SB3	16	8 7 8	15	16	4.5+	
			10.0	SB4	18	8 10 9	19	15	4.5+	
110	10		END OF BORING AT 10.0 FEET.							
105	15									
100	20									
95	25									
	30									

GROUNDWATER & BACKFILL INFORMATION

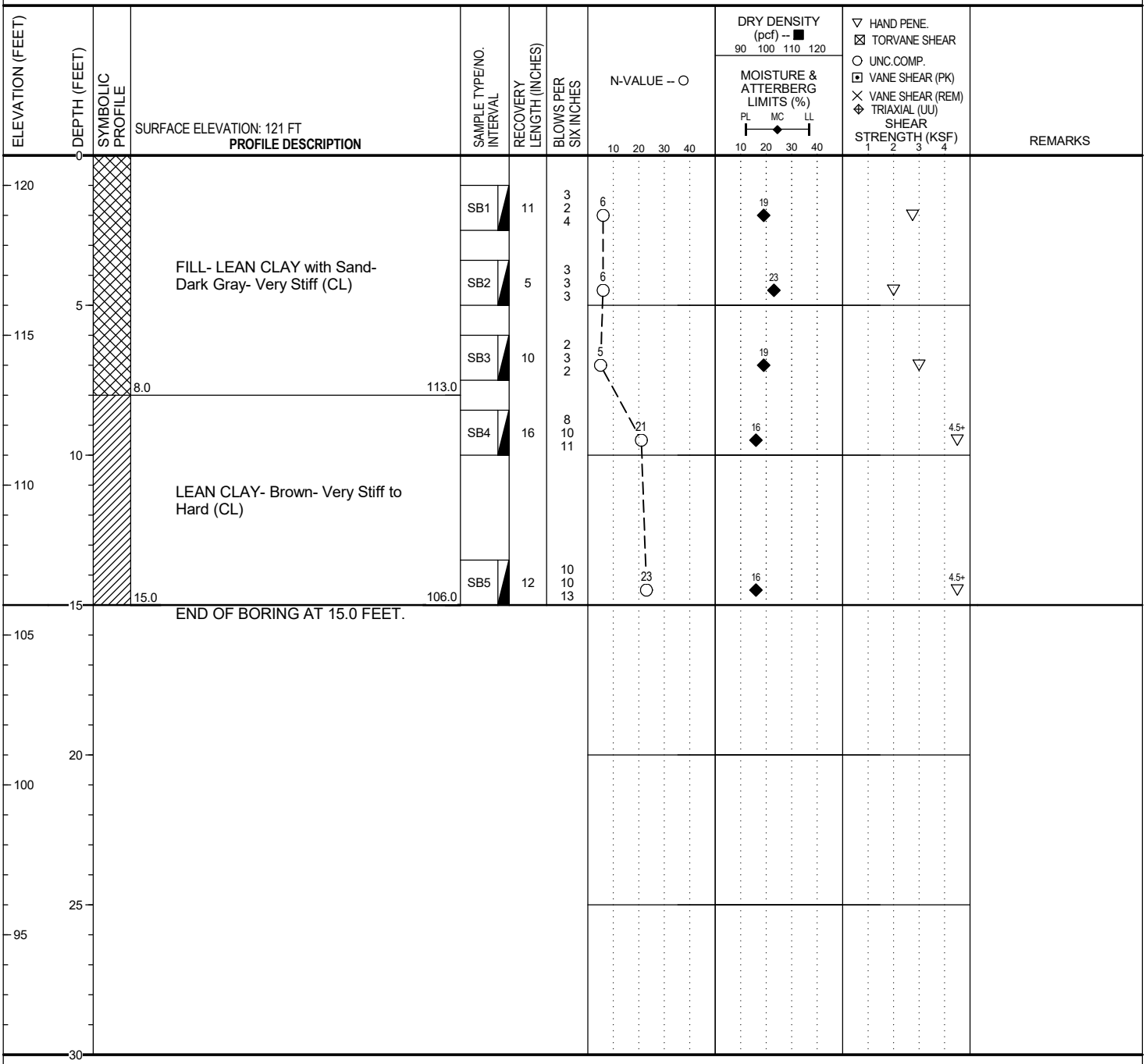
GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings capped with Asphalt Cold Patch

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

BORING B 6

PROJECT NAME: Hunter Pasteur-Godfrey Hotel- Geotech
PROJECT NUMBER: 083655.01
CLIENT: Dykema Gossett
PROJECT LOCATION: Detroit, Michigan
DATE STARTED: 2/25/20 **COMPLETED:** 2/25/20
BORING METHOD: Solid-stem Augers
DRILLER: JR **RIG NO.:** 281 (CME 45B)
LOGGED BY: KJT **CHECKED BY:** PDF



GROUNDWATER & BACKFILL INFORMATION

GROUNDWATER WAS NOT ENCOUNTERED

BACKFILL METHOD: Auger Cuttings

NOTES: 1. The indicated stratification lines are approximate. In situ, the transition between materials may be gradual.

SME
9375 CHILLICOTHE ROAD, KIRTLAND, OH 44094
PHONE: 440-256-6500 FAX: 440-256-6507

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS ASTM D4546

PROJECT INFORMATION

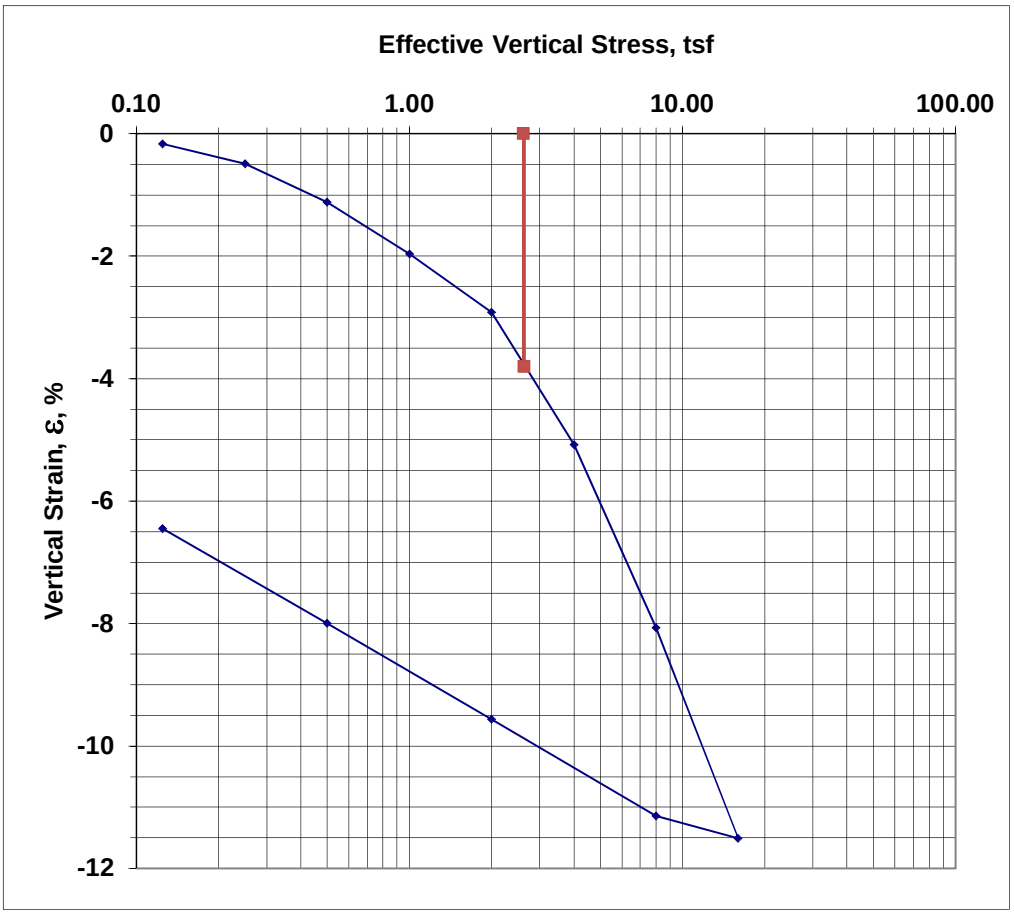
Project:	Hunter Pasteur-Godfrey	Project Number:	083655.01		
Location:	Detroit, Michigan	Date Started:	03/09/20	Test Frame Number:	E
Client:	Oxford Capital Group, LLC	Engineer:	PDF	Tested by:	NA

SAMPLE IDENTIFICATION

Sample Location	Type of Sample	Description
B-2; 28'-30'	Undisturbed Shelby Tube	LEAN CLAY- Gray

TEST CONDITIONS

Loading Method (A), (B) or (C)	Cyclic Loading	Initial Stone & Reservoir Water Conditions
B	x	Dry stone and reservoir; water after initial consolidation



	Initial	Final
Void Ratio, e	0.62	0.51
Saturation, %	84	100
Water Content	18.5	18.3
Wet Unit Weight	127.4	136.1
Dry Unit Weight	107.5	115.0
% Heave	----	
Swell Pressure	----	

Overburden Pressure, P_o, tsf	2.62
Preconsolidation Pressure, P_c, tsf	1.96
Recompression Index – Strain, $C_{r\varepsilon}$	0.027
Recompression Index, C_r	0.043
Compression Index – Strain, $C_{c\varepsilon}$	0.106
Compression Index, C_c	0.172
Coefficient of Consolidation @ _ tsf, c_v	----
Coefficient of Consolidation @ _ tsf, c_v	----

SME
9375 CHILLICOTHE ROAD, KIRTLAND, OH 44094
PHONE: 440-256-6500 FAX: 440-256-6507

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS ASTM D4546

PROJECT INFORMATION

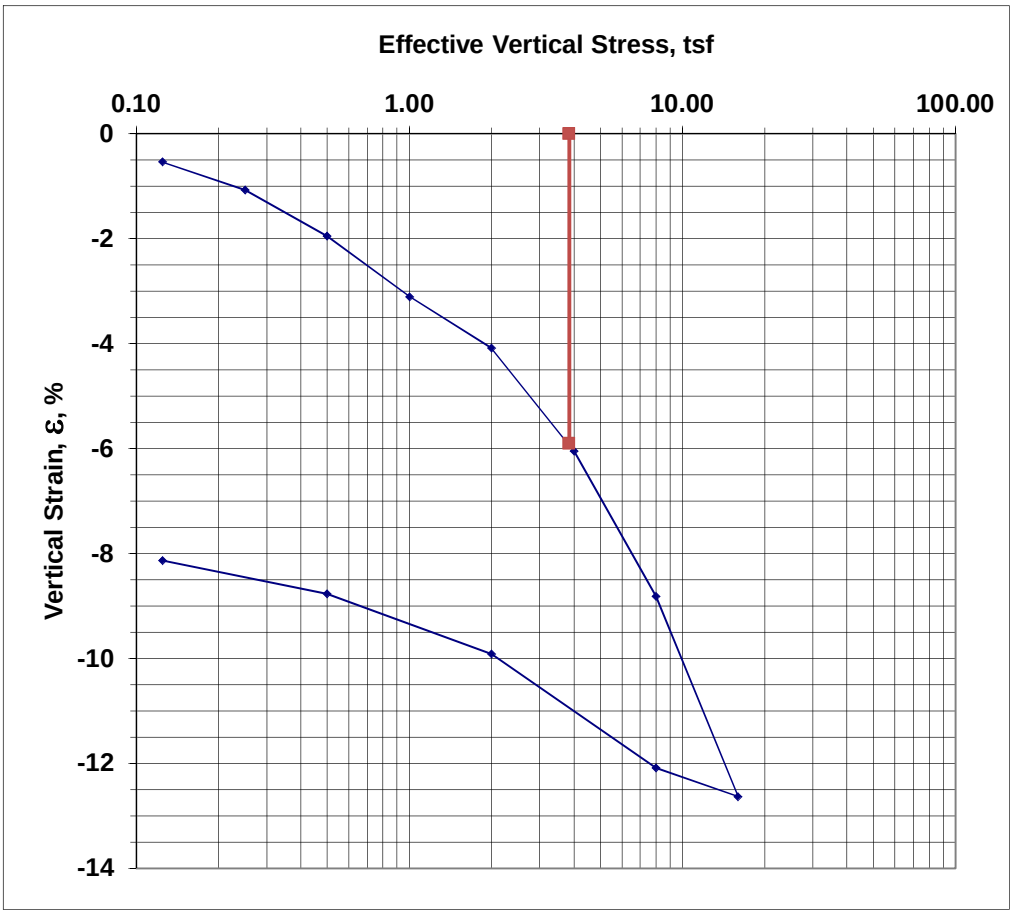
Project:	Hunter Pasteur-Godfrey	Project Number:	083655.01		
Location:	Detroit, Michigan	Date Started:	03/09/20	Test Frame Number:	E
Client:	Oxford Capital Group, LLC	Engineer:	PDF	Tested by:	NA

SAMPLE IDENTIFICATION

Sample Location	Type of Sample	Description
B-2; 48'-50'	Undisturbed Shelby Tube	LEAN CLAY- Gray

TEST CONDITIONS

Loading Method (A), (B) or (C)	Cyclic Loading	Initial Stone & Reservoir Water Conditions
B	x	Dry stone and reservoir; water after initial consolidation



	Initial	Final
Void Ratio, e	0.61	0.49
Saturation, %	87	100
Water Content	19.2	17.7
Wet Unit Weight	127.5	136.3
Dry Unit Weight	107.0	115.8
% Heave	----	
Swell Pressure	----	

Overburden Pressure, P_o, tsf	3.85
Preconsolidation Pressure, P_c, tsf	3.31
Recompression Index – Strain, C_{re}	0.033
Recompression Index, C_r	0.053
Compression Index – Strain, C_{ce}	0.108
Compression Index, C_c	0.174
Coefficient of Consolidation @ _ tsf, c_v	----
Coefficient of Consolidation @ _ tsf, c_v	----

SME
9375 CHILLICOTHE ROAD, KIRTLAND, OH 44094
PHONE: 440-256-6500 FAX: 440-256-6507

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS ASTM D4546

PROJECT INFORMATION

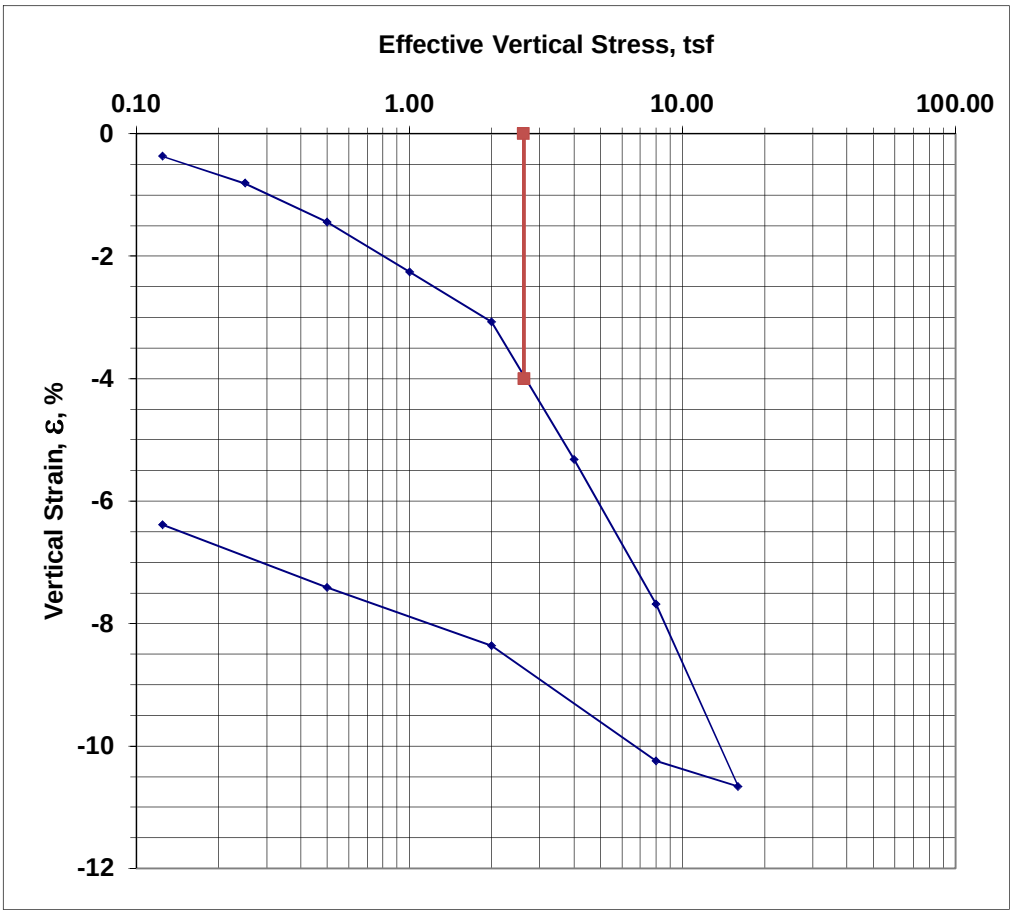
Project:	Hunter Pasteur-Godfrey	Project Number:	083655.01		
Location:	Detroit, Michigan	Date Started:	03/09/20	Test Frame Number:	E
Client:	Oxford Capital Group, LLC	Engineer:	PDF	Tested by:	NA

SAMPLE IDENTIFICATION

Sample Location	Type of Sample	Description
B-3; 28'-30'	Undisturbed Shelby Tube	LEAN CLAY- Gray

TEST CONDITIONS

Loading Method (A), (B) or (C)	Cyclic Loading	Initial Stone & Reservoir Water Conditions
B	x	Dry stone and reservoir; water after initial consolidation



	Initial	Final
Void Ratio, e	0.57	0.42
Saturation, %	94	100
Water Content	18.8	14.8
Wet Unit Weight	134.1	143.3
Dry Unit Weight	112.9	124.8
% Heave	----	
Swell Pressure	----	

Overburden Pressure, P_o, tsf	2.62
Preconsolidation Pressure, P_c, tsf	1.96
Recompression Index – Strain, $C_{r\varepsilon}$	0.025
Recompression Index, C_r	0.040
Compression Index – Strain, $C_{c\varepsilon}$	0.090
Compression Index, C_c	0.141
Coefficient of Consolidation @ _ tsf, c_v	----
Coefficient of Consolidation @ _ tsf, c_v	----

APPENDIX B

IMPORTANT INFORMATION ABOUT THIS GEOTECHNICAL ENGINEERING REPORT
GENERAL COMMENTS
LABORATORY TESTING PROCEDURES

Important Information about This

Geotechnical-Engineering Report

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

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

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for information purposes only.* To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer's services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration*** by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

Telephone: 301/565-2733
e-mail: info@geoprofessional.org www.geoprofessional.org

GENERAL COMMENTS

BASIS OF GEOTECHNICAL REPORT

This report has been prepared in accordance with generally accepted geotechnical engineering practices to assist in the design and/or evaluation of this project. If the project plans, design criteria, and other project information referenced in this report and utilized by SME to prepare our recommendations are changed, the conclusions and recommendations contained in this report are not considered valid unless the changes are reviewed, and the conclusions and recommendations of this report are modified or approved in writing by our office.

The discussions and recommendations submitted in this report are based on the available project information, described in this report, and the geotechnical data obtained from the field exploration at the locations indicated in the report. Variations in the soil and groundwater conditions commonly occur between or away from sampling locations. The nature and extent of the variations may not become evident until the time of construction. If significant variations are observed during construction, SME should be contacted to reevaluate the recommendations of this report. SME should be retained to continue our services through construction to observe and evaluate the actual subsurface conditions relative to the recommendations made in this report.

In the process of obtaining and testing samples and preparing this report, procedures are followed that represent reasonable and accepted practice in the field of soil and foundation engineering. Specifically, field logs are prepared during the field exploration that describe field occurrences, sampling locations, and other information. Samples obtained in the field are frequently subjected to additional testing and reclassification in the laboratory and differences may exist between the field logs and the report logs. The engineer preparing the report reviews the field logs, laboratory classifications, and test data and then prepares the report logs. Our recommendations are based on the contents of the report logs and the information contained therein.

REVIEW OF DESIGN DETAILS, PLANS, AND SPECIFICATIONS

SME should be retained to review the design details, project plans, and specifications to verify those documents are consistent with the recommendations contained in this report.

REVIEW OF REPORT INFORMATION WITH PROJECT TEAM

Implementation of our recommendations may affect the design, construction, and performance of the proposed improvements, along with the potential inherent risks involved with the proposed construction. The client and key members of the design team, including SME, should discuss the issues covered in this report so that the issues are understood and applied in a manner consistent with the owner's budget, tolerance of risk, and expectations for performance and maintenance.

FIELD VERIFICATION OF GEOTECHNICAL CONDITIONS

SME should be retained to verify the recommendations of this report are properly implemented during construction. This may avoid misinterpretation of our recommendations by other parties and will allow us to review and modify our recommendations if variations in the site subsurface conditions are encountered.

PROJECT INFORMATION FOR CONTRACTOR

This report and any future addenda or other reports regarding this site should be made available to prospective contractors prior to submitting their proposals for their information only and to supply them with facts relative to the subsurface evaluation and laboratory test results. If the selected contractor encounters subsurface conditions during construction, which differ from those presented in this report, the contractor should promptly describe the nature and extent of the differing conditions in writing and SME should be notified so that we can verify those conditions. The construction contract should include provisions for dealing with differing conditions and contingency funds should be reserved for potential problems during earthwork and foundation construction. We would be pleased to assist you in developing the contract provisions based on our experience.

The contractor should be prepared to handle environmental conditions encountered at this site, which may affect the excavation, removal, or disposal of soil; dewatering of excavations; and health and safety of workers. Any Environmental Assessment reports prepared for this site should be made available for review by bidders and the successful contractor.

THIRD PARTY RELIANCE/REUSE OF THIS REPORT

This report has been prepared solely for the use of our Client for the project specifically described in this report. This report cannot be relied upon by other parties not involved in the project, unless specifically allowed by SME in writing. SME also is not responsible for the interpretation by other parties of the geotechnical data and the recommendations provided herein.

LABORATORY TESTING PROCEDURES

VISUAL ENGINEERING CLASSIFICATION

Visual classification was performed on recovered samples. The appended General Notes and Unified Soil Classification System (USCS) sheets include a brief summary of the general method used visually classify the soil and assign an appropriate USCS group symbol. The estimated group symbol, according to the USCS, is shown in parentheses following the textural description of the various strata on the boring logs appended to this report. The soil descriptions developed from visual classifications are sometimes modified to reflect the results of laboratory testing.

MOISTURE CONTENT

Moisture content tests were performed by weighing samples from the field at their in-situ moisture condition. These samples were then dried at a constant temperature (approximately 110º C) overnight in an oven. After drying, the samples were weighed to determine the dry weight of the sample and the weight of the water that was expelled during drying. The moisture content of the specimen is expressed as a percent and is the weight of the water compared to the dry weight of the specimen.

HAND PENETROMETER TESTS

In the hand penetrometer test, the unconfined compressive strength of a cohesive soil sample is estimated by measuring the resistance of the sample to the penetration of a small calibrated, spring-loaded cylinder. The maximum capacity of the penetrometer is 4.5 tons per square-foot (tsf). Theoretically, the undrained shear strength of the cohesive sample is one-half the unconfined compressive strength. The undrained shear strength (based on the hand penetrometer test) presented on the boring logs is reported in units of kips per square-foot (ksf).

TORVANE SHEAR TESTS

In the Torvane test, the shear strength of a low strength, cohesive soil sample is estimated by measuring the resistance of the sample to a torque applied through vanes inserted into the sample. The undrained shear strength of the samples is measured from the maximum torque required to shear the sample and is reported in units of kips per square-foot (ksf).

LOSS-ON-IGNITION (ORGANIC CONTENT) TESTS

Loss-on-ignition (LOI) tests are conducted by first weighing the sample and then heating the sample to dry the moisture from the sample (in the same manner as determining the moisture content of the soil). The sample is then re-weighed to determine the dry weight and then heated for 4 hours in a muffle furnace at a high temperature (approximately 440º C). After cooling, the sample is re-weighed to calculate the amount of ash remaining, which in turn is used to determine the amount of organic matter burned from the original dry sample. The organic matter content of the specimen is expressed as a percent compared to the dry weight of the sample.

ATTERBERG LIMITS TESTS

Atterberg limits tests consist of two components. The plastic limit of a cohesive sample is determined by rolling the sample into a thread and the plastic limit is the moisture content where a 1/8-inch thread begins to crumble. The liquid limit is determined by placing a ½-inch thick soil pat into the liquid limits cup and using a grooving tool to divide the soil pat in half. The cup is then tapped on the base of the liquid limits device using a crank handle. The number of drops of the cup to close the gap formed by the grooving tool ½ inch is recorded along with the corresponding moisture content of the sample. This procedure is repeated several times at different moisture contents and a graph of moisture content and the corresponding number of blows is plotted. The liquid limit is defined as the moisture content at a nominal 25 drops of the cup. From this test, the plasticity index can be determined by subtracting the plastic limit from the liquid limit.

Passionate People Building
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SME

LIGHTING SPECIFICATION SHEET

FIXTURE TYPE:	E3
MANUFACTURER NAME:	STERNBERG
DESCRIPTION:	(POLE) 14' ROUND TAPERED FLUTED POLE, (2) GFCI RECEPTACLES (1 AT BASE OF POLE AND 1 AT TOP OF POLE ON SEPARATE CIRCUIT), (2) BANNER ARMS (LUMINAIRE) 96 WATT, POST TOP MOUNT, LED, AREA LIGHT (OVERALL HEIGHT 17'-4"), 3500K, DISTRIBUTION TYPE V, 7570 LUMENS
SPECIFICATION # **(A SPEC)**:	A850SRLED/BD4PT/5214ETFP6-4/6ARC35T5-MDLO3/2-GFILPIUC/1-HDBA/BKT

RECOMMENDED ALTERNATES

SPECIFICATION # **(B SPEC)**:	HOLOPHANE - 14'-6"-LED-WASHINGTON / COLUMBIA
SPECIFICATION # **(C SPEC)**:	KING - LED-WASHINGTON / NILAND CCN-21
TRIM / HOUSING COLOR:	BLACK TEXTURED
REFLECTOR FINISH:	NA
VOLTAGE:	277
LISTING:	UL
MOUNTING SYSTEM:	SURFACE
MODIFICATION / NOTES:	
BALLAST / TRANSFORMER TYPE:	INTEGRAL ELECTRONIC LED DRIVER
SOCKET / BASE TYPE:	NA
FIXTURE LOAD (INCLUDING BALLAST LOSS):	96 WATTS

LAMP

MANUFACTURER NAME:	LED INCLUDED
LAMP CATALOG #:	NA
QUANTITY PER FIXTURE:	NA
AVERAGE RATED LIFE:	50,000 HOURS

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30733 W.TEN MILE RD
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MICHIGAN - 48336

T 248.478.2525
F 248.478.2568

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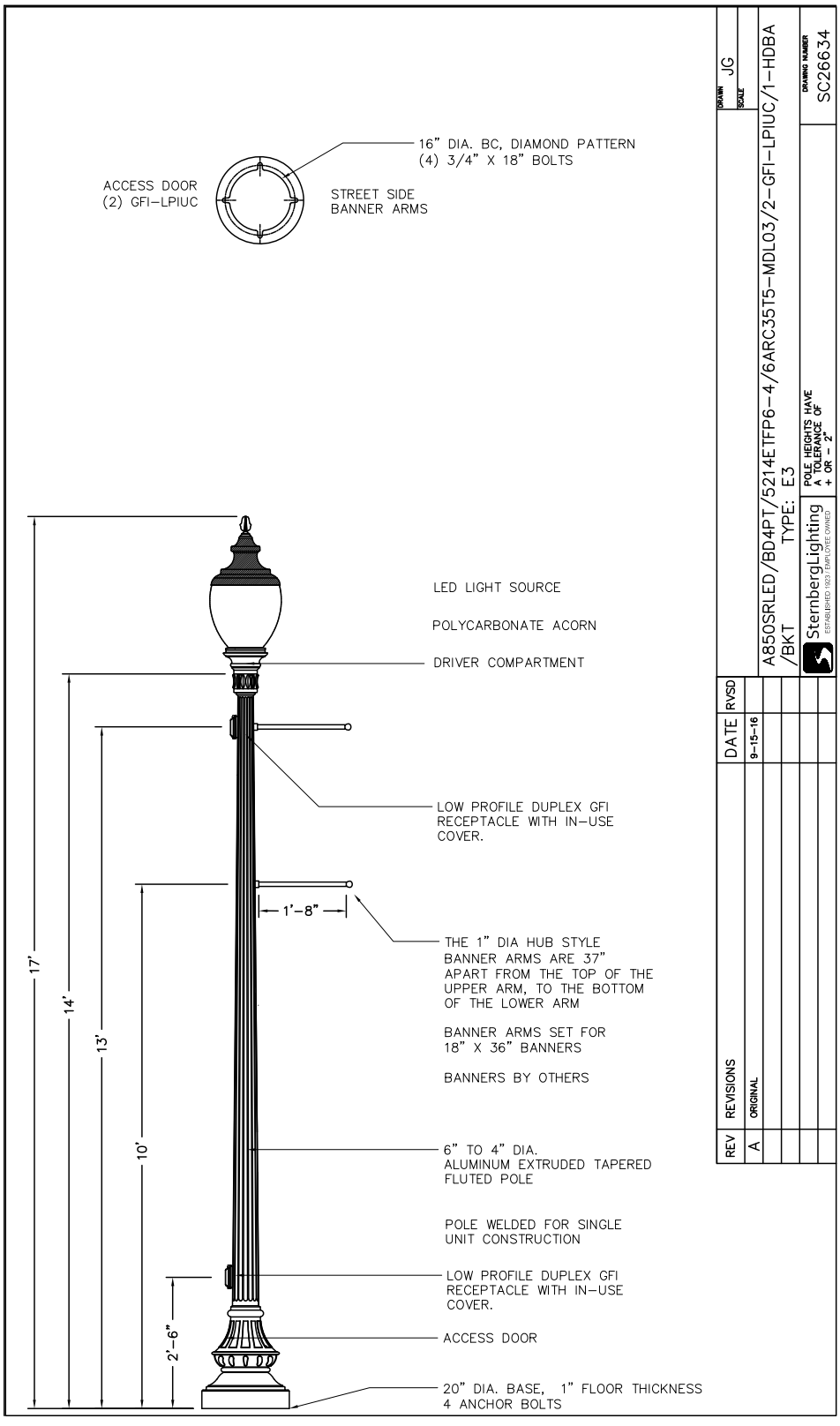
WHILE REASONABLE ATTEMPTS HAVE BEEN MADE TO SELECT APPROPRIATE ALTERNATE CHOICES, PLEASE NOTE THAT "B" & "C" (OR OTHER) ALTERNATES MAY NOT BE EXACT SUBSTITUTES FOR PRIMARY SPECIFICATIONS AND AS SUCH, MUST BE REVIEWED FOR PROPER PHOTOMETRIC PERFORMANCE, MOUNTING, LAYOUT AND CONTROL. SOME DESIGN ADJUSTMENTS MAY BE REQUIRED IF AN ALTERNATE SPECIFICATION IS SELECTED. PLEASE ADVISE LIGHTING CONSULTANT OF ANY ALTERNATE SELECTIONS PRIOR TO PURCHASE TO VERIFY APPLICATION SUITABILITY.

PHASE:	**PROJECT:**
ISSUE DATE:	**PROJECT LOCATION** DETROIT, MICHIGAN

FIXTURE TYPE

E3



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PHASE:	**PROJECT:**
ISSUE DATE:	**PROJECT LOCATION** DETROIT, MICHIGAN

FIXTURE TYPE

E3

XRLED POST TOP CONVERSION KIT

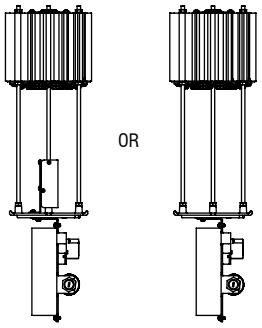
INSTALLATION INSTRUCTIONS

WARNING: TO AVOID FIRE, SHOCK OR DEATH, TURN OFF AND LOCKOUT POWER BEFORE PERFORMING ANY MAINTENANCE.

CAUTION: THIS FIXTURE MUST BE WIRED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND ALL APPLICABLE LOCAL CODES. PROPER GROUNDING IS REQUIRED. ALL WORK SHOULD BE DONE BY A QUALIFIED ELECTRICIAN.

STEP 1

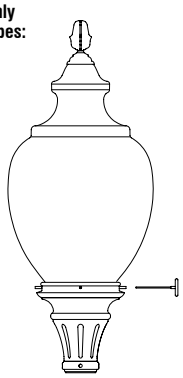
Unpack the fixture.
Handle with care.
Do not touch the optics.
Please recycle the empty packaging.



Using an Allen wrench, loosen all set screws far enough to remove existing acorn globe. Carefully remove globe/ roof assembly and set aside.

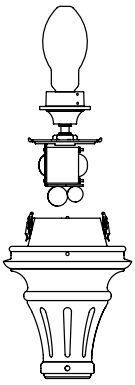
Use kit with only Sternberg Globes:

A850M002
A850-SR
B750C
D650PM001



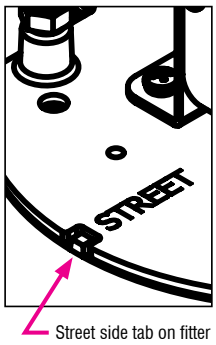
STEP 3

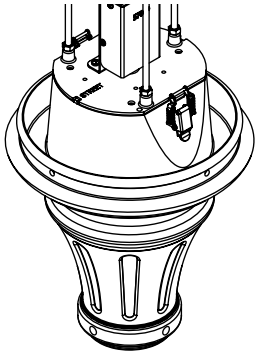
Remove all HID components and recycle them. Release both latches and lift the lamp and ballast assembly out, unsnapping the quick disconnects.

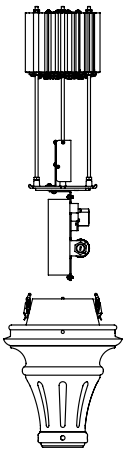


STEP 4

Install the LED module in the fitter. Connect the wires as you secure the plate according to the wiring schematic shown on page 2. Snap the latches closed and place the acorn assembly back in the fitter. Orient Street Side indicator on the cap with the street side of the fitture.







STEP 5

Secure the acorn assembly in the fitter. Tighten any loose set screws while ensuring the fixture is level.

STEP 6

Energize and test the unit. Be careful to maintain all safety procedures.

SternbergLighting
ESTABLISHED 1923 / EMPLOYEE OWNED

800-621-3376
555 Lawrence Ave., Roselle, IL 60172
info@sternberglighting.com
www.sternberglighting.com

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PHASE:	**PROJECT:**
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FIXTURE TYPE

E3

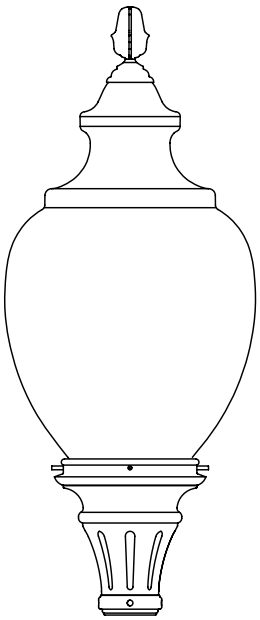
XRLED POST TOP CONVERSION KIT

INSTALLATION INSTRUCTIONS

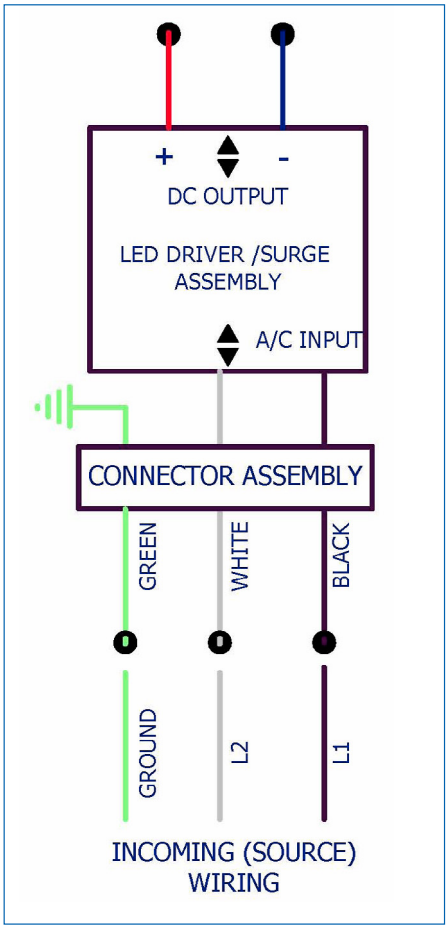
WARNING: TO AVOID FIRE, SHOCK OR DEATH, TURN OFF AND LOCKOUT POWER BEFORE PERFORMING ANY MAINTENANCE.

CAUTION: THIS FIXTURE MUST BE WIRED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND ALL APPLICABLE LOCAL CODES. PROPER GROUNDING IS REQUIRED. ALL WORK SHOULD BE DONE BY A QUALIFIED ELECTRICIAN.

FINAL VIEW



WIRING SCHEMATIC



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WHILE REASONABLE ATTEMPTS HAVE BEEN MADE TO SELECT APPROPRIATE ALTERNATE CHOICES, PLEASE NOTE THAT "B" & "C" (OR OTHER) ALTERNATES MAY NOT BE EXACT SUBSTITUTES FOR PRIMARY SPECIFICATIONS AND AS SUCH, MUST BE REVIEWED FOR PROPER PHOTOMETRIC PERFORMANCE, MOUNTING, LAYOUT AND CONTROL. SOME DESIGN ADJUSTMENTS MAY BE REQUIRED IF AN ALTERNATE SPECIFICATION IS SELECTED. PLEASE ADVISE LIGHTING CONSULTANT OF ANY ALTERNATE SELECTIONS PRIOR TO PURCHASE TO VERIFY APPLICATION SUITABILITY.

PHASE:	**PROJECT:**
ISSUE DATE:	**PROJECT LOCATION** DETROIT, MICHIGAN

FIXTURE TYPE

E3

Sec. 21-2-142. - Corktown Historic District.

(a) An historic district to be known as the Corktown Historic District is hereby established in accordance with the provisions of this article.

(b) This historic district designation is hereby certified as being consistent with the Detroit Master Plan of Policies.

(c) The boundaries of the Corktown Historic District, as shown on the map on file in the Office of the City Clerk, are as follows:

Beginning at the intersection of the center line of Porter Street with the center line of Sixth Street, and proceeding westerly along the center line of Porter Street to its intersection with the west line of Lot 11, Block 60 of the Baker Farm (Liber 17, Page 272; Liber 25, Page 424), extended southward; thence north along said line to its intersection with the center line of the east-west alley lying between Porter and Labrosse Streets; thence westerly along the center line of said alley to its intersection with the east line of Lot 3, Block 72 of the Woodbridge Farm (Liber 1, Page 146), extended southerly and northerly; thence northerly along said line to its intersection with the center line of Labrosse Street; thence westerly along the center line of Labrosse Street to its intersection with the center line of Trumbull Avenue; thence northerly along the center line of Trumbull Avenue to its intersection with the center line of Bagley Street; thence westerly along the center line of Bagley Street to its intersection with the center line of Rosa Parks Boulevard (Twelfth Street); thence northerly along the center line of Rosa Parks Boulevard to its intersection with the center line of the east-west alley lying northerly of Church Street at Eleventh Street, extended westward; thence easterly along the center line of said alley, as extended, to its intersection with the center line of Eleventh Street; thence northerly along the center line of Eleventh Street to its intersection with the north line of Lot 18, G.L. Beecher's Subdivision of part of Out Lot 4 of the Lognon Farm (Liber 21, Page 81) extended westerly; thence easterly along said line to its intersection with the north-south alley located in the block bounded by Church Street, Eleventh Street, Michigan Avenue, and Tenth Street; thence southerly along the center line of said alley to its intersection with the center line of the east-west alley lying north of Church Street at Eleventh Street, extended easterly; thence easterly along the center line of said alley as extended to its intersection with the center line of Tenth Street; thence southerly along the center line of Tenth Street to its intersection with the center line of Church Street; thence easterly along the center line of Church Street to its intersection with the center line of Trumbull Avenue; thence northerly along the center line of Trumbull Avenue to its intersection with a line drawn 79 feet south of and parallel to the south line of Elizabeth Street extended west; thence easterly along said line 79 feet south of the south line of Elizabeth Street to its intersection with the center line of Eighth Street; thence southerly along the center line of Eighth Street to its intersection with the center line of the east-west alley lying between Michigan Avenue and Elizabeth Street; thence easterly along the center line of said alley to its intersection with the

easterly line of Lot 2, Dudley B. Woodbridge Subdivision of Out Lot 88 of the Woodbridge Farm (Liber 4, Page 86); thence southerly, along said line extended southerly, to its intersection with the center line of Michigan Avenue; thence northwesterly along the center line of Michigan Avenue to its intersection with the center line of Eighth Street; thence southerly along the center line of Eighth Street to its intersection with the center line of the east-west alley lying between Bagley Street and Leverette Street, extended eastward; thence easterly along the center line of said alley as extended to its intersection with the western line of Lot 10, Block 58, Baker Farm (Liber 25, Page 424); thence northerly along said lot line to its intersection with the alley between Bagley and Leverette Streets, at Brooklyn Street; thence southeasterly along the center line of said alley to its intersection with the center line of Brooklyn Street; thence continuing southeasterly along the center line of the east-west alley between Michigan Avenue and Bagley Street, extended westward, to its intersection with the westerly line of Lot 6 of Moreton's Subdivision of Lot 1, Block 57 of the Labrosse Farm (Liber 22, Page 37), extended southward; thence northerly along said line to its intersection with the northern boundary of said Lot 6 extended eastward; thence easterly along said line as extended to its intersection with the westerly boundary of the John C. Lodge Freeway; thence southerly along the westerly boundary of said freeway to its intersection with the center line of the east-west alley lying between Labrosse and Porter streets; thence westerly along the center line of said alley to its intersection with the center line of Sixth Street; thence southerly along the center line of Sixth Street to the point of beginning; and beginning at the intersection of Vermont Street with the center line of the east-west alley lying between Bagley Street and Marantette Street; thence westerly along the center line of said alley to its intersection with the center line of the north-south alley lying between Vermont Street and Wabash Street; thence northerly along the center line of said alley to its intersection with the south line extended easterly and westerly of Lot 77, Block 1, Lafferty Farm (Liber 1, Page 193); thence westerly along said line, as extended, to its intersection with the center line of Wabash Street; thence southerly along the center line of Wabash Street to its intersection with the center line of Bagley Street; thence westerly along the center line of Bagley Street to its intersection with the center line of the north-south alley lying between Wabash and Fourteenth streets; thence northerly along the center line of said alley to its intersection with the center line of Marantette Street; thence easterly along the center line of Marantette Street to its intersection with the center line of Wabash Street; thence northerly along the center line of Wabash Street to its intersection with the southerly boundary, extended eastward, and westward of lot 35 of block 1, Lafferty Farm (Liber 1, Page 193); thence easterly along said extended southerly boundary of lot 35 to its intersection with the center line of the north-south alley lying between Wabash and Vermont Streets; thence northerly along the center line of said alley to its intersection with the southerly boundary, extended eastward, of lot 30 of block 1, Lafferty Farm (Liber 1, Page 193); thence northerly along said line to its intersection with the center line of Dalzelle Street; thence westerly along the center line of Dalzelle Street to its intersection with the center line of Fourteenth Street; thence

northerly along the center line of Fourteenth Street to its intersection with the center line of the southern service drive of the Fisher Freeway; thence easterly along the center line of said service drive to its intersection with the center line of the north-south alley lying easterly of Wabash Street; thence southerly along the center line of said alley to its intersection with the center line of the east-west alley lying between Michigan Avenue and the Fisher Service Drive; thence easterly along the center line of said alley to its intersection with the center line of Vermont Street to the point of the beginning. These boundaries include Lot 7 and the western portion of Lot 6, Block 53; Lots 1 through 12, Block 54; Lots 9, 10, and 11, Block 55; Lots 1 through 14, Block 56; Lots 7 and 8, Block 57, Labrosse Farm (Liber 13, Page 85); Lots 1 through 7, Subdivision of Lots 13 and 14, Block 54, Labrosse Farm (Liber 195, Page 32); Subdivision of Lots 5, 6, 7 and 8, Block 55, western parts of Lots 7 through 11, Labrosse and Forsyth Farms (Liber 1, Page 21); Lots 4, 5, and 6 of Moreton's Subdivision of Lot 1, Block 57, Labrosse Farm (Liber 22, Page 37); Lots 8 through 14, Block 58; Lots 1 through 14, Block 59; Lots 1 through 7, 11 through 14, Block 60, Baker Farm; (Liber 17, Page 272; Liber 25, Page 424); Lot 6, Block 58; Lots 1 and 2, Block 72; Lots 1 through 4, Block 73; Lots 1 and 2, 13 and 14, Block 76; Lots 1 through 14, Block 77; Lots 1 through 4, Block 78; Lots 1 to 6, 8 through 14, Block 79; Lots 1 through 14, Block 80; Lots 1 and 14, Block 81; Lot 14, Block 82; Lots 1 through 4, Block 84 of Albert Crane's Subdivision (Liber 1, Page 167); those portions of Out Lots 85 and 86 of the Woodbridge Farm Private Claim 248 (Liber 1, Page 146) lying south of a line drawn 79 feet south of and parallel to the south line of Elizabeth Street; Lot 1, except the northern 79 feet, and the southern half of Lot 2, Subdivision of south part of Out Lot 87, Woodbridge Farm (Liber 1, Page 105); Lots 2 and 3, Dudley B. Woodbridge Subdivision of Out Lot 88 (Liber 4, Page 86); Lots 1 through 36, Block 3; Lots 1 through 18, Block 4; and Lots 1 through 36, Block 2 of Luther Beecher's Subdivision of the Lognon Farm (Liber 2, Page 27); Lots 17 and 18, George L. Beecher's Subdivision of part of Out Lot 4 of the Lognon Farm (Liber 21, Page 81); Lots 11 through 26, of Block D, Oliver Newberry Subdivision (Liber 43, Pages 658-660); Lots 5 through 19, 22 through 25, 28 and 29, 31, 34, 36 and 37, 40 through 43, 46 through 49, 52 through 55, 58 through 61, 64 through 67, 70 through 73, 76 and 79, and the easterly thirty (30) feet of Lot 30, Block 1, Lafferty Farm (Liber 1, Page 193); Lots 1 through 6 and 20, Larned's Subdivision of Lafferty Farm (Liber 60, Page 2); and those portions of Lots 5 through 8 lying between the Fisher Freeway Service Drive and Michigan Avenue, Haggery Subdivision, Lafferty Farm (Liber 1, Page 263); Lots 5 through 12, Godfroy Farm, North of Michigan Avenue (Liber 1, Page 293); Lots 1 through 8, 15 through 16, 19 through 22, 25 through 28, 31 through 34, 37 through 40, 74, 75, 80, 81, 86, 87, 92, 93, 98, 99, Godfroy Farm, South of Michigan Avenue (Liber 1, Page 132).

(d) The elements of design, as defined in Section 21-2-2 of this Code, shall be as follows:

(1) *Height.* Most residential buildings in the district range from one story to 2½ stories tall. However, an apartment building on Porter Street and a multi-unit building on Fourteenth Street are comprised of four stories each. Commercial and industrial

buildings range in height from one to five stories tall; the Victorian commercial buildings are between two and three stories tall. Institutional buildings range from one to three stories.

(2) *Proportion of buildings' front façades.* Proportion varies in the district, depending on the age, style, and type of building. One-story workers' cottages are slightly wider than tall to the peak of the gable; two-story pre-1880's residential buildings are generally taller than wide. Side-by-side duplexes are either wider than tall or square in proportion; terraces or attached rowhouses, when grouped together, are substantially wider than tall, although the individual units may appear taller than wide. Queen Anne-style residences are generally slightly wider than tall or as tall as wide to the eaves of their roofs. The church buildings in the district are taller than wide, and other institutional buildings are generally wider than tall. Victorian commercial buildings are generally taller than wide, while newer commercial buildings in the district may be wider than tall. Multi-story industrial buildings in the district are usually taller than wide, while one- or two-story industrial buildings are wider than tall. The fire station on Bagley Street at Sixth Street is wider than tall.

(3) *Proportion of openings within the façades.* Window openings are usually taller than wide, but there are also square openings and transom window openings which are wider than tall. Several windows are sometimes grouped into a wider than tall combination. Window openings are almost always subdivided; the double-hung sash is the most common window type. Its sashes are generally further divided by muntins, resulting in lights arranged two-over-two, four-over-four, or six-over-six. There is a great variety of sizes and shapes of window openings in the Queen Anne-style buildings, while there is a more regular arrangement in the earlier pre-1880's buildings. Façades have approximately five percent to 75 percent of their area glazed; residential buildings generally fall into the 30 to 35 percent range.

(4) *Rhythm of solids to voids in front façades.* Pre-1880's buildings in the Italianate and Greek Revival styles display a great regularity in the rhythm of solids to voids, with one opening placed directly above the other. The post-1880's Queen Anne-style buildings exhibit a greater freedom, with their bay windows and combinations of windows in gables.

(5) *Rhythm of spacing of buildings on streets.* The original pattern of spacing of buildings on streets was that of houses placed very close together. Most houses were situated on 25-foot lots, the major exceptions being the Lognon Farm where most lots were 33 feet wide and where a house was infrequently placed on an undivided 50-foot lot. Houses on narrow lots were usually placed on or closer to a

side property line, providing more space on one side of the building. Rhythm has been interrupted by vacant lots due to demolition of buildings almost throughout the district.

(6) *Rhythm of entrance and/or porch projections.* Most houses in the district have projecting front porches, usually on one side of the front façade and sometimes wrapping around to the side, especially on corner lots. Some Victorian houses have a secondary porch at the side.

(7) *Relationships of materials.* The great majority of buildings in the district are wood frame structures originally clad in clapboard with wooden skirting or brick foundations. Some have more recently been sheathed in aluminum, vinyl or asphalt siding, and original skirting has often been replaced with metal skirting or concrete block foundations. Window sash and functional and decorative trim are in wood. Wood is frequently the only material below the eaves of a building, except for the window glass. There are some brick residential buildings in the district, the majority of these being duplexes and multi-unit dwellings. The small commercial buildings, the industrial buildings, the fire station, and most of the institutional buildings in the district are brick. Roofing material is primarily asphalt shingles, although a few wood shingle roofs and one slate roof exist in the district.

(8) *Relationship of textures.* The most common relationship of textures in the district is that of clapboard to the smooth surface of wood trim. Aluminum or vinyl siding of the same width as the original clapboard siding that does not alter the relationship of the siding to the functional trim and architectural detail of the building can sometimes contribute to textural relationships. Porches are usually in wood, although some have brick piers. Steps are either in wood, which was the original material, or concrete. Where wooden shingles, carvings, or other decorative wooden details exist, they add significantly to the textural interest of the building. Asphalt shingles or rolled asphalt roofs generally have little textural interest, while wood shingles have considerable interest. Detailed brickwork on brick buildings contributes to textural interest when it exists.

(9) *Relationships of colors.* Paint colors in the district generally relate to style. Earlier buildings usually display muted colors, such as earth tones and shades of yellow, while Italianate and Queen Anne-style buildings sometimes display richer and darker colors, such as browns, golds, grays, and blues. Common trim colors include shades of cream, yellow, gray, brown, green, and white. Window sashes are frequently painted white, deep red, brown, and gray. Asphalt siding is either red or brown brick color. Wood shingle roofs are a weathered cedar tone, while most asphalt shingled

roofs are either in light colors, such as sand, light gray, light brown or light green, or darker colors, such as dark gray, black, or dark green.

(10) *Relationship of architectural details.* These generally relate to style, and the styles in Corktown run from early Victorian to late Victorian and Colonial Revival. The earliest houses in the Greek Revival and Venacular styles contain a minimal amount of architectural detail. Functional detail includes the wood cornerboards, wide cornices with brackets supporting the eaves, and window frames and sills. More ornate details of the Italianate or Queen Anne styles include paired brackets, window and porch hoods, wooden carvings, sunburst patterns, fishscale shingles, and verge-boards in gables, and spindlework on balustraded porches. Some buildings, especially those on Church Street, have leaded glass windows. The late Victorian commercial buildings sometimes have decorative cornice work, corbeltables, and pediments or parapet walls. In general, Corktown is rich in its diversity and quality of architectural styles and detail.

(11) *Relationship of roof shapes.* Pitched roofs with frontal gables predominate in the district, although pitched roofs with side-facing gables, hip roofs, and hip roofs with intersecting gables also exist. More complex roof shapes occur primarily on Church Street. Commercial buildings generally have flat roofs. St. Peter's Episcopal Church has a steeply pitched roof with frontal gables. Rear additions to houses, such as kitchens, frequently have shed roofs.

(12) *Walls of continuity.* The major wall of continuity is created by the buildings, with their fairly uniform setbacks within blocks. Mature and recently planted trees along the tree lawns create a secondary wall of continuity.

(13) *Relationship of significant landscape features and surface treatments.* The typical treatment of individual properties is a shallow flat front lawn area in grass turf, subdivided by a concrete walk leading to the front entrance and sometimes a concrete walk leading to the side entrance. Short concrete walks from the curbline to the public sidewalk are also frequent in the district. Foundation plantings and evergreens are typical plantings in front yards. Hedges are occasionally planted along the side lot lines in the front yards and sometimes along the front lot line; this treatment usually occurs on corner lots when it exists. Chain-link fences predominate as rear yard enclosures; few continue into the front yards. Wood posts and rails with wire mesh are also common fence types found in the district, and a few of these fences enclose the front yard as well as the rear. Many rear garages with alley entrances exist. Concrete side driveways, where they exist, interrupt the succession of front yards and are not the original treatment of the property. The

curbs are cut red-brown stone in the majority of the district, with the primary exceptions of Porter Street, Labrosse Street, Leverette Street, and Michigan Avenue. Alleys in the district are paved in concrete. Vacant lots are either paved-over or graveled as parking lots or are unkept. Light fixtures are elevated on wooden telephone poles in most parts of the district.

(14) *Relationship of open space to structures.* Open space occurs in the form of vacant land, a playground, and parking lots, and frequently occurs on corner lots. Open space in the form of front yards to buildings is generally very shallow. Some buildings are situated on the front lot line or very close to it; this usually occurs on north-south streets east of Rosa Parks Boulevard, and on Porter Street.

(15) *Scale of façades and façade elements.* The majority of buildings in the district are small in scale, with the exception of multi-story industrial buildings and apartment buildings, which are medium to large in scale and, therefore, do not comply with the original scale of the neighborhood. Façade elements, such as bays, steep roofs, gables, and/or verandas, are moderate in scale. Details within these elements are generally small in scale.

(16) *Directional expression of front elevations.* One-story residences are usually slightly wider than tall but their directional expression is vertical due to the gable of the steeply pitched roof. Two-story, Italianate and Greek Revival single-family residences are vertical in directional expression, while duplexes in those styles are usually neutral. Two-story Queen Anne buildings are either neutral in directional expression or have vertically expressed front façades, depending on the projection of gables and/or roof slopes. Terraces are horizontal in directional expression, churches are emphatically vertical, and industrial buildings are either vertically or horizontally expressed, depending on the number of stories. Individual Victorian commercial buildings are usually vertical but may form a commercial row that is horizontal.

(17) *Rhythm of building setbacks.* Setbacks vary from area to area within the district, although they are usually consistent within blocks. In general, buildings have very shallow front yards, although buildings may relate to the building lines differently due to porch projections and bays where they exist. Buildings on the north-south streets and corners are very close to the front lot lines. Some industrial and commercial buildings are situated directly on the front lot line.

(18) *Relationship of lot coverage.* Lot coverage ranges from zero percent to 100 percent, the average residential coverage being approximately 40 percent. Industrial buildings are in the upper range, as are some corner stores and some houses on north-south cross streets.

(19) *Degree of complexity within the façade.* Early buildings are simple and straightforward. Queen Anne-style buildings are more complex in massing and detail but are not overly complex.

(20) *Orientation, vistas, overviews.* In general, buildings east of Rosa Parks Boulevard are oriented toward the east-west streets, with Trumbull Avenue, Eighth Street and Sixth Street being exceptions. Buildings west of Rosa Parks Boulevard are most often oriented toward the north-south streets. Garages are oriented toward the alleys. Commercial buildings are located on corner lots and on Michigan Avenue and sometimes on corner lots within the residential areas. There are vistas of Downtown Detroit from the Corktown District. The general overview is that of small-scaled mixed-use neighborhood with major thoroughfares and major landmarks, such as Michigan Central Station and Most Holy Trinity Roman Catholic Church surrounding the district.

(21) *Symmetric or asymmetric appearance.* Most buildings in the district are asymmetrical in appearance, but result in balanced compositions.

(22) *General environmental character.* The Corktown Historic District, with its narrow lots, shallow front yards, and small-scaled buildings, has a low-density, urban, mixed use character of a pre-automobile city. Its original cohesiveness has been eroded by housing demolition over the years. Anchored by the site of the former Tiger Stadium on the north, Michigan Central Station and Roosevelt Park on the west, Most Holy Trinity Roman Catholic Church and the John C. Lodge Freeway on the east, and the West Side Industrial Park on the south, the neighborhood is set apart from its surrounding environment, resulting in a definable community in the shadows of Downtown Detroit.

(Code 1964, § 28A-1-49; Code 1984, § 25-2-103; Ord. No. 605-H, § 1(28A-1-49), eff. 12-24-1984; Ord. No. 25-98, § 1(25-2-103), eff. 9-25-1998)

City of Detroit

CITY COUNCIL

Historic Designation Advisory Board

PROPOSED CORKTOWN HISTORIC DISTRICT

Final Report

The proposed Corktown Historic District consists of two non-continguous sections separated by the industrial buildings on the west side of Rosa Parks Blvd. The proposed district is located just west of the Central Business District and west of the John C. Lodge Expressway; mostly south of Michigan Avenue; east of Michigan Central Station and Roosevelt Park; and north of Bagley west of Trumbull, and Porter east of Trumbull. It contains approximately 280 structures, most of which are small-scale residences built in the latter half of the nineteenth century. Over ten of the structures are commercial in use and less than ten are in institutional or religious usage. The principal north-south streets running through Corktown and dividing the district into three parts are Rosa Parks Blvd., Trumbull Avenue, and Sixth Street. The principal east-west streets are Michigan Avenue and Bagley. The area included in the proposed district east of Rosa Parks Blvd. is located in the Corktown Historic District listed on the National Register, and most of the proposed district is located within the Corktown Neighborhood Strategy Area.

BOUNDARIES: The boundaries of the proposed district are as shown on the attached map and consist of two non-continguous portions, whose boundares are as follows:

Beginning at the intersection of the centerline of Porter Street with the centerline of Sixth Street, and proceeding westerly along the centerline of Porter Street to its intersection with the west line of Lot 11, Block 60 of the Baker Farm (L17/P272, L25/P424), extended southward; thence north along said line to its intersection with the centerline of the east-west alley lying between Porter and Labrosse Streets; thence westerly along the centerline of said alley to its intersection with the east line of Lot 3, Block 72 of the Woodbridge Farm (L1/P146), extended southerly and northerly; thence northerly along said line to its intersection with the centerline of Labrosse Street; thence westerly along the centerline of Labrosse to its intersection with the centerline of Trumbull Avenue; thence northerly along the centerline of Trumbull to its intersection with the centerline of Bagley Street; thence westerly along the centerline of

Bagley to its intersection with the centerline of Rosa Parks Blvd. (Twelfth Street); thence northerly along the centerline of Rosa Parks to its intersection with the centerline of the east-west alley lying northerly of Church Street at Eleventh Street, extended westward; thence easterly along the centerline of said alley, as extended, to its intersection with the centerline of Eleventh; thence northerly along the centerline of Eleventh to its intersection with the north line of Lot 18, G. L. Beecher's Sub of Part of O.L. 4 of the Lognon Farm (L21/P81) extended westerly; thence easterly along said line to its intersection with the north-south alley located in the block bounded by Church, Eleventh, Michigan, and Tenth; thence southerly along the centerline of said alley to its intersection with the centerline of the east-west alley lying north of Church Street at Eleventh extended easterly; thence easterly along the centerline of said alley as extended to its intersection with the centerline of Tenth Street; thence southerly along the centerline of Tenth to its intersection with the centerline of Church Street; thence easterly along the centerline of Church Street to its intersection with the centerline of Trumbull Avenue; thence northerly along the centerline of Trumbull to its intersection with a line drawn 79 feet south of and parallel to the south line of Elizabeth Street extended west; thence easterly along said line 79 feet south of the south line of Elizabeth to its intersection with the centerline of Eighth Street; thence southerly along the centerline of Eighth Street to its intersection with the centerline of the east-west alley lying between Michigan and Elizabeth; thence easterly along the centerline of said alley to its intersection with the easterly line of Lot 2, Dudley B. Woodbridge Sub of Out Lot 88 of the Woodbridge Farm (L4/P86); thence southerly along said line extended southerly to its intersection with the centerline of Michigan Avenue; thence northwesterly along the centerline of Michigan to its intersection with the centerline of Eighth Street; thence southerly along the centerline of Eighth Street to its intersection with the centerline of the east-west alley lying

between Bagley and Leverette, extended eastward; thence easterly along the centerline of said alley as extended to its intersection with the western line of Lot 10, Block 58, Baker Farm (L25/P424); thence northerly along said lot line to its intersection with the alley between Bagley and Leverette at Brooklyn; thence southeasterly along centerline of said alley to its intersection with the centerline of Brooklyn Street; thence continuing southeasterly along the centerline of the east-west alley between Michigan and Bagley Street, extended westward, to its intersection with the westerly line of Lot 6 of Moreton's Sub of Lot 1, Block 57 of the Labrosse Farm (L22/P37), extended southward; thence northerly along said line to its intersection with the northern boundary of said Lot 6 extended eastward; thence easterly along said line as extended to its intersection with the westerly boundary of the John C. Lodge Freeway; thence southerly along the westerly boundary of said freeway to its intersection with the centerline of the east-west alley lying between Labrosse and Porter Streets; thence westerly along the centerline of said alley to its intersection with the centerline of Sixth Street; thence southerly along the centerline of Sixth Street to the point of beginning;

and

Beginning at the intersection of Vermont Street with the centerline of the alley lying south of and parallel to Michigan Avenue and north of Dalzelle Street, and proceeding southerly along the centerline of Vermont to its intersection with the centerline of the east-west alley lying between Bagley and Marantette; thence westerly along the centerline of said alley to its intersection with the centerline of the north-south alley lying between Vermont and Wabash; thence northerly along the centerline of said alley to its intersection with the south line extended easterly and westerly of Lot 77, Block 1, Lafferty Farm (L1/P193); thence westerly along said line as extended to its intersection with the centerline of Wabash; thence southerly along the centerline of Wabash to its intersection with the centerline of Bagley Street; thence westerly along the centerline of Bagley to its intersection with the centerline of the north-south alley

lying between Wabash and Fourteenth Streets; thence northerly along the centerline of said alley to its intersection with the centerline of Marantette Street; thence easterly along the centerline of Marantette Street to its intersection with the centerline of Wabash Street; thence northerly along the centerline of Wabash to its intersection with the centerline of Dalzelle; thence westerly along the centerline of Dalzelle to its intersection with the centerline of Fourteenth Street; thence northerly along the centerline of Fourteenth Street to its intersection with the centerline of the southern service drive of the Fisher Freeway; thence easterly along the centerline of said service drive to its intersection with the centerline of the north-south alley lying easterly of Wabash Street; thence southerly along the centerline of said alley to its intersection with the centerline of the east-west alley lying between Michigan and the Fisher service drive; thence easterly along the centerline of said alley to its intersection with the centerline of Vermont Street; thence northerly along the centerline of Vermont to its intersection with the centerline of the southerly service drive of the Fisher Freeway; thence easterly along the centerline of said service drive to its intersection with a line drawn 60 feet east of and parallel to the eastern boundary of Private Claim 228, the Lafferty Farm; thence southerly along said line 60 feet east of the eastern boundary of P.C. 228 to its intersection with the southerly line of Lot 7, Block 4, part of the Cabacier Farm (L44/P435); thence westerly along said southerly line of Lot 7 to its intersection with the easterly boundary of P.C. 228, the Lafferty Farm (L1/P134); thence southerly along said easterly boundary of P.C. 228 to its intersection with the centerline of Michigan Avenue; thence southeasterly along the centerline of Michigan Avenue to its intersection with the centerline of Rosa Parks Blvd. (Twelfth Street); thence southerly along the centerline of Rosa Parks to its intersection with the northerly line, extended east and west, of Lot 53, Block 3, Cabacier Farm Sub (L4/P74-76); thence westerly along said line as extended to its intersection with the centerline of the north-south alley lying

north of Dalzelle and between Rosa Parks and Vermont; thence northerly along the centerline of said alley to its intersection with the centerline of the alley lying south of and parallel to Michigan Avenue and north of Dalzelle; thence westerly along the centerline of said alley to the point of the beginning.

HISTORY: Corktown is significant as the traditional Irish immigrant neighborhood in the city of Detroit and as the oldest extant neighborhood in the city. Its diversity of architectural styles is representative of working class housing from the late 1840s to the early 1900s and its combination of land uses typifies development in the nineteenth century walking city.

The proposed Corktown Historic District covers an area once occupied by the back lot zones of seven different ribbon farms. From east to west stretched over the area known as Corktown are the Labrosse Farm (P.C. 246), the Baker Farm (P.C. 24), the Woodbridge Farm (P.C. 22 and P.C. 248), the Longnon Farm (P.C. 27), the Thompson Farm (P.C. 227), the Lafferty Farm (P.C. 228), and the Godfroy Farm (P.C. 726). The back lots of ribbon farms were commonly used for crop cultivation, orchards, and letting animals out to pasture. Although the city limits were extended to the east line of the Baker Farm (to approximately 7th Street) in 1824 and the surveying and construction of Chicago Road (later Michigan Avenue) took place a year later, minor development or settlement did not occur in Corktown until well into the 1830s, and then only in the Labrosse and Baker Farms, over an area covering approximately 6th to 8th Streets. The Baker Farm, Labrosse Farm, and Woodbridge Farm were platted with street right-of-ways rendered by the city surveyor in 1835.

In general, the City of Detroit, although founded in 1701, remained a frontier village until the second quarter of the nineteenth century. Its location between Lake Huron and Lake Erie became advantageous with the opening of the Erie Canal in the 1820s. Many Irish emigrating from Ireland because of the potato famine went westward, beyond the coastal cities of New York and Boston, to Detroit in the 1830s and 40s. By 1850 one of seven persons in Detroit was Irish, and people from Ireland constituted the city's largest national group. In 1853, the 8th Ward, which included most of the area referred to as Corktown, was 47% Irish. The Irish originally rented or purchased existing homes in what is now downtown, and when they acquired enough resources to build houses just west of downtown they built them in the styles then in fashion. Typical of the early settler's occupations were patternmakers, draymen, and laborers.

In the late 1840s significant development began in the Labrosse and Baker Farms, with settlers of predominately Irish heritage. By 1849 the English speaking parish of Holy Trinity moved its church building to the corner of Porter and Sixth Streets to better serve the growing Irish Catholic population. Also in 1849 the city limits were extended to include the area up to the east line of the Woodbridge Farm, at approximately Eighth Street.

Although all of Corktown was included in the city limits by 1857, development in the Woodbridge Farm, from approximately 8th to 10th Streets, occurred between 1860 and 1880. A contributing factor to development of the Woodbridge Farm and farms westward was the opening of the Michigan Avenue street railway line in 1863 and the Baker Street line in 1873.

The Longnon Farm, from approximately 10th Street to 12th Street, was not subdivided into town lots until 1873, and therefore represents the latest development in Corktown, having been settled from the mid-1880s until post-1900. This is the most intact part of Corktown today.

Although subdivided into town lots in 1851, the Thompson Farm now houses more recent warehouses, factory buildings, and parking lots south of Michigan Avenue on 12th Street and St. Boniface Church north of Michigan. A new wave of German immigration to North America, and consequently Detroit, occurred during the post-Civil War period and many settled in Corktown. Also, some Germans formerly living on the east side of the city moved to the west side. St. Boniface Parish was established in 1869 to meet the religious needs of Catholic Germans west of 3rd Street.

By 1885, virtually every lot on the Lafferty Farm, primarily between Vermont and Wabash Streets, was occupied, usually by low-cost frame houses built in the 1870s. The Lafferty Farm was subdivided into house lots in 1846. The Godfroy Farm was subdivided in 1864 and lot sales began immediately thereafter. This area, from Wabash to 14th Street, was settled during the Civil War and post-war period.

Street names in Corktown frequently reflect the names of landowners and thus, the history of the area. Labrosse was named in 1835 after Dominique Labrosse, the owner of the farm when the Federal Land Board was confirming titles in 1808. Baker (later to become Bagley) was named after Colonel Daniel Baker, the landowner of the Baker Farm who at one time was stationed in Detroit. Porter Street was named after Augustus S. Porter, senator from 1840-1845. Leverette was named after Gov. William Leverette Woodbridge, the landowner, in 1858, and Church Street was named in that same year when Gov. Woodbridge donated part of the lots for St. Peter's Episcopal Church. Trumbull Avenue was named in 1858 for Judge John Trumbull, father of Mrs. Woodbridge. Dalzell was named in 1855 in honor of Captain Henry Dalzell, killed at the Battle of Bloody Run in 1763, and Marantette was named in 1868 after the maiden name of Mrs. Peter Godfroy. Wabash was named in 1882 for the Wabash Railroad, which had its depot at the foot of the street, and Vermont was named for the state of Vermont.

Although the traditions of the homelands were well maintained by the early settlers, eventually the Irish and German population of Corktown dwindled as it spread out to all parts of the city in the twentieth century. However, Corktown and Holy Trinity in particular have remained the center of Irish ethnic identity in metropolitan Detroit.

The second significant immigration began in 1900 when three young men from Malta settled in Corktown. They were joined after World War I by many more Maltese attracted by work in the automobile factories. The largest concentration of Maltese in Detroit still reside in Corktown today.

Corktown has also served as a reception neighborhood for Detroit's Latino community. Many Mexicans settled there in the 1920s, and by the 1950s Most Holy Trinity was the largest Latino parish in the city. During that decade Father Clement Kern, pastor of Holy Trinity, became nationally known for his work with the poorer residents of Corktown.

Clearance for the Lodge expressway just east of Sixth Street and Urban Renewal in the 1950s and 60s for the development of the West Side Industrial Park just south of Porter and Howard Streets took its toll on the neighborhood, reducing its area and population dramatically. Many Mexicans moved westward, making St. Anne Roman Catholic Church at 19th and Howard Streets the center of Latino ethnic activities.

The proposed Corktown Historic District is the last remnant of an area that once stretched from 3rd Street to 16th Street and from Michigan Avenue to the Detroit River known as Corktown. Despite all of the external pressures, a vital part of Corktown has survived and is with us today.

ARCHITECTURAL DESCRIPTION: Corktown is a sparsely populated community with low-scale residential buildings occasionally interspersed with a small-scale commercial building or industrial building. Buildings are generally very close to each other; they are frequently built on half of a 50 foot lot. The exception is in the Lognon Farm, where the average lot is 33' in width. There, only one house occupies the lot; this occurs primarily on Church and Leverette Streets. Lots and consequently most of the houses between 6th Street and Rosa Parks Blvd. are oriented towards the east-west streets, and lots and most houses between Rosa Parks Blvd. and 14th Street are oriented toward the north-south streets.

Individual houses were not usually designed by architects. Mostly of frame construction, the early houses were supported on cedar posts and had no basements. Additions are a common feature of houses in the neighborhood, added as families grew, and architectural features stemming from architectural fashion of the second half of the nineteenth century were applied as families became more affluent.

The following are a few examples of the architecture of Corktown:

1705 Sixth St., c. 1853

The early residents of 1705 Sixth were all associated with the Detroit brewery industry. John Mason, a prominent Detroit brewer, had his home built at 1705 Sixth and established the Mason Brewery just to its north on the corner of Michigan Avenue and Sixth Street. In 1862 Mason sold his brewery to Peter J. Bowker and his partner, Thomas S. Blackmur, manufacturers of ale, porte, and beer. That same year, Bowker moved into the house at 1705 Sixth. William C. Duncan, the third resident of the house and a tobacconist in the firm of Duncan and Hannah, was also a brewer and the president of Duncan's Central Brewery. Duncan chose not to use the brewery on the Sixth Street site, and established his brewery on Woodbridge Street. Edward Johnson, Jr., another brewer, moved into 1705 Sixth in 1877. By 1888, 1705 Sixth had become a rental property and remained so until 1950 when Clayton J. Brundage purchased it for the purpose of establishing the Brundage Funeral Home.

The Mason House is one of only five brick Greek Revival townhouses left in the city, and four of these five are in Corktown. It is two stories tall on a high basement punctured by windows and has its entrance on the south third of the front facade. This entrance is now covered with an Italianate door hood, and is surrounded by sidelights and a transom. A row of two double hung sash windows are to the north of the entrance and a row of three such windows are on the second story, with stone lintels and sills. The side walls of the building have gabled ends, and two chimneys project from each slope. A two-story brick Victorian addition has been added to the rear of the building.

1205 Bagley, Engine Company #8, 1918

The site of the fire station at 1205 Bagley was previously the site of the Continental Steam Fire Engine Company #8, organized in 1873. The first fire station was built on this site in 1871. High Pressure Company #4 joined Engine Company #8 in the early building in 1886.

The present building was designed by architect Hans Gehrke and built by contractor Charles R. Schewe Company in 1918 at a cost of $51,018.33. High Pressure #4 went out of service in 1956, and EMS #8 went into service at 1205 Bagley in 1972. However, the building was vacated by the Detroit Fire Department in 1982. Its adaptive re-use is pending.

The building at 1205 Bagley is a two story brick building with concrete foundations and detail. Its shallow hipped roof has a short tower with a shallow hipped roof rising from it. Decorative tiles adorn an area below its cornice, and over the windows of the second story. The three large drive-through sets of double doors on the projecting section of the front facade are the focal point of the building, and the striped effect of the alternating light-gray masonry with the red brick creates a Florentine appearance. "D.F.D. Engine House No. 8" is inscribed in the masonry band above the drive-through doors.

1255-57 Bagley, 1882, Martin Dunn, builder

Margaret and Thomas Craig were the first owners of this two family Italianate building. It was constructed for them at a cost of $3,600 by a carpenter, Martin Dunn, in 1882.

Built as a duplex, 1255-57 Bagley is an example of a larger frame building in the Italianate style. It is clad in clapboard. The main house is two stories tall with a bracketed hipped roof. The central entrance section is crowned with a gable with a pair of double arched windows within. Windows on the first story have projecting lintels; windows on the second story have triangular window hoods above. The bracketted porch roof is supported on slender columns. Attached to the rear of each half of the building is a one and one-half story summer kitchen.

1401-03 Bagley, 1887, Hugh S. Peoples, builder

Hugh L. Gamble operated a meat market on this site from 1881 to 1905. The present building, containing a store with a large apartment above, was erected for him in 1887 by builder Hugh S. Peoples at an estimated cost of $3,500. After Gamble sold the property in 1905 it became Fred C. Schikle's Meat Market.

1401-03 Bagley contd.

This two story building is a handsome example of the Victorian corner store in a relatively unaltered condition. Its storefront windows have transoms above, and there are two entrances, one to the staircase of the apartment and the other to the store. The corners of the front facade are articulated by Eastlake pilasters, and a molded cornice separates the first and second stories. Above the three double-hung sash windows of the second story is a stone band that follows the line of the arched openings of the windows. Gray stone is also used near the bottom of those windows, with blocks of stone equally spaced, and at the parapet coping. The parapet wall rises into a pediment in the center and bears a centrally placed blank stone inscription panel situated between blind arcading.

1662 Bagley, c. 1877

James A. Chubb purchased lot 26 of Block 4 of the Lognon Farm from Luther Beecher, the landowner, in 1877 for $990. All of the lots on Baker Street in this block were sold between 1874 and 1878. James A. Chubb was a carpenter by trade, and it is possible that he built this house. He sold it to Agnes A. Ready, a knitter, in 1881; she, in turn, sold it to Ann M. Shanahan in 1887, and she, in turn, transferred it to Mary L. Hennessey in 1908, continuing the long line of Irish women owners in the community.

The house at 1662 Bagley, whose old address number was 174 Baker, is a one story brick cottage with a transverse gable intersecting the main pitched roof to form the secondary entrance on the east side of the house. The overhanging eaves of the frontal gable created by the steeply pitched roof is supported by brackets. Centered in the gable is an arched opening with brick voussoirs and a carved keystone. The three-sided bay containing three elongated windows on the west side of the front facade has a molded cornice supported on paired brackets. Keystones project from the slightly arched window openings. To the east of this bay is the entrance with a transom above and large brackets supporting the porch roof. Brick one story workers' cottages are rare in the city, and 1662 Bagley is the only one left in Corktown. It is now painted red and white.

1232 Labrosse, John Purdon House, 1851

John Purdon, a patternmaker, purchased the east half of Lot 11 of Block 56 of the Labrosse Farm from Robert Downie, occupant and owner of the house on the west half of the lot, in 1851 for $120. Shortly thereafter, he built his house. The old number of the house, 84, is still present in the etched glass transom window above the front entrance.

1232 Labrosse contd.

Called a "workers' cottage" or "shot-gun" type house, this one-story house with its steeply pitched roof was originally sparse in detail, the Italianate details probably being added at a later date. They include the elongated windows in the front parlor, the Italianate brackets supporting the decorative triangular porch hood, and the bracketed window hoods. This house is clad in clapboard, and its original wood shingle roof is under two layers of asphalt shingles.

The house at 1232 Labrosse has one major addition constructed prior to 1885 and a shed kitchen dated to about 1915. Originally built on cedar posts, the building has since been set on concrete piers.

1334 Labrosse, c. 1860

The house at 1334 Labrosse was constructed between the years 1855 and 1865. Labrosse Street, named after the landowner Dominique Labrosse, was not cut through west of 7th Street, now Brooklyn, until the 1840s. The block between 7th and 8th Streets was built up between the late 1840s and mid-1860s.

The house at 1334 Labrosse reflects the development of the Corktown neighborhood in that it is typical of the two-story houses built in the 1850s and 1860s in Corktown. Frequently, as owners became more affluent and architectural pretentions came into vogue, these early houses were "modernized" with brackets, hood moldings, and stylistic porches. However, 1334 Labrosse remained unpretentious; it has no applied architectural detail.

The property at 1334 Labrosse was sold to John Johnston Braddock for $368.36 by Flavius J. B. Crane, a real estate agent, in 1855. Braddock sold it to Catherine Gorey, wife of James Gorey, for $400 in 1863. The house could have been built for sale by Crane or built by either Braddock or Gorey. James Gorey was a boiler maker by profession. Bernard Gorey, an expressman, and John Gorey were the beneficiaries of James Gorey's estate. They sold the property to Lucy A. Kelley in 1895 under the threat of tax foreclosure. The Kelleys retained the house as a rental until they sold it in 1926. Many tax foreclosures and a demolition notice later, Holy Trinity Non-Profit Housing Corporation bought the property and Corktown Historical Society acquired it through them in 1978 for rehabilitation and sale.

1384 Michigan Avenue, Nemo's, 1883, P.D. Tallant, builder

Nemo's, now a restaurant and bar, was built as a commercial building with residential uses on the upper stories in 1883. It housed such businesses as Mary Bell's Milliner's Shop and S. C. Arndt's Tailor Shop. This type of Victorian storefront lined Michigan Avenue in the late nineteenth century.

1384 Michigan Avenue contd.

This brick building is two stories tall and originally contained two stores. It has two entrances, one on either end of the front facade, with plate glass windows in between. Above the cornice dividing the first and second story the facade is articulated in three sections. The central section containing three elongated arched windows is the widest; the side sections contain two elongated arched windows each. Decorative brickwork follows the arches of the openings, and the upper corners of the building are emphasized. The parapet wall arches over the central section and the year "1883" is inset below the decorative cornice. Nemo's is currently undergoing rehabilitation.

1701 Trumbull Avenue, Bagley-Trumbull Market, c. 1877

Mr. Henry Smith purchased the property upon which this building sits in 1859 from William Woodbridge. Heirs of Smith sold the property in 1929. The three-story Italianate brick structure on the corner of Trumbull and Bagley was built by 1877, because Goerge F. Steadley and Company, grocers, were located in the building in that year. There have been a steady list of groceries in this building ever since. John Maul, grocer, lived above his store in 1878, and Joseph A. Taylor, grocer, was there in 1882. Lena and Charles Reiss' grocery was there from 1883 until the mid-1890s. Two gentlemen from Malta purchased the building in 1943 and one of them is still the owner today.

The commercial structure at 1701 Bagley is a Victorian Italianate commercial building with a storefront on the first floor and living quarters above. Much of the original storefront has been retained. The cornice between the first and second story is supported on cast iron Corinthian columns. Large plate glass windows between the columns remain uncovered. The three evenly spaced second story window openings are segmentally arched; their brick voussoirs are interrupted by a stone keystone and stone imposts. The third story window openings have round arches and also contain stone keystones and impost blocks. These windows on the front facade are of the four-pane-over-four-pane double-hung sash variety. Raised brick along the perimeter of the upper stories frames the front facade, and a decorative brick corbel table at the cornice level circles the building's three sides. The building at 1707 Trumbull is a very handsome, relatively unaltered "corner store" of the 1870s. Attached to its north is a later, early twentieth century addition.

1528 Leverette, 1885, Harcus and Lange, builders

Harcus and Lange built this two-story brick townhouse for Elizabeth Rudell in 1885. It remained in the Rudell family until 1948, although the Rudells did not reside in the building but did, in fact, live further east on Leverette. As found with other properties in Corktown, 1528 Leverette was owned by women until the late 1960s.

1528 Leverette contd.

An early occupant in 1888 was the Rev. Albert T. Swing, pastor of Trumbull Avenue Congregational Church. Trumbull Avenue Congregational's church building was moved to its site on the northeast corner of Baker and Trumbull in 1881. The Rev. Hervey S. McCowan, pastor of Peoples Church, formerly the Trumbull Avenue Congregational Church, lived in the house at the end of the nineteenth century, although non-church related people also resided in the house from time to time, such as Edward G. Copeland, a travel agent, from 1892 through 1897.

Architecturally, the building is Eastlake in style. The eastern two-thirds of the front facade bows out, forming a two story three sided bay containing elongated double-hung sash windows with brick ornamentation beneath. The parapet is supported by stepped brick corbels and centered above the central face of the bay is a small brick pediment. In the upper west corner of the front facade is a stylized projecting Eastlakian bracket. Openwork friezes decorate the wooden porch on the western one-third of the building's front facade. A two-story brick rear addition was added early in the building's history.

1658 Leverette, 1893, Forrester and Kitner, builders

Margaret G. Kidd and her husband Thomas were the first residents of this two and one-half story Queen Anne house. It cost $2,200 to build in 1893. It passed from the Kidd family in 1905 when it was sold to Mary E. Quinn, whose husband, George, was a "barnman." The Quinns retained the property until 1931.

This clapboard house has undergone extensive rehabilitation by the current owners and is painted blue. The eastern section of its front facade forms a two-story bay with a fish-scale shingled gable at the attic level. Above the two windows in the gable is a triangular panel with a sunburst within. A stained glass transom window rests above the central bay window on the first and second stories. The little gable of the portico on the western side of the facade is also shingled, and a beautiful set of natural wood doors grace the entryway. The brick porch piers are later additions.

1670 Leverette, 1893

A building permit was issued to Helen W. McKerrow, the principal of Tappan School, for the construction of this house in 1893. It remained in the McKerrow family until 1928, when it was sold to M. Grace Richardson. Continuing again in what seems to be the Irish tradition of women ownership, Ms. Richardson sold the house to Mrs. Hilja Claes, a widow, and Ethel Claes in 1949. The building is best known as the former B. C. Claes Bookstore, which became a neighborhood institution until the death of Ethel Claes in 1983. Mrs. Claes also led the fight to save the neighborhood from becoming an industrial park in the early 1950s.

1670 Leverette contd.

The building at 1670 Leverette is a fine example of a Colonial Revival clapboard house. It is composed of a three-sided two-story eastern half and an elaborate portico with a grouping of three arched windows above on the western half of the front facade. The wide entablature of the porch is supported on paired Doric columns, and its wooden pediment has a carved design within. The house is entered through a set of original natural wood double doors. In the large attic story gable is a Palladian window with a keystone projecting above the round arch.

1831-49 Leverette, 1895

Elza Howell, owner of the property since 1875, was granted the permit for the construction of this six unit two and one-half story frame terrace in 1895. It cost approximately $4,000 to build.

Each unit has a frontal gable intersecting the hipped roof. The entrances are on the east side of each of the six sections, and a bank of three windows is on the second story level above. To the west of the entrance is a large squarish window with a transom and slender side-lights. At the second story level is a shallow bay containing three windows. Although the building is now covered with unoriginal shingling it is the only frame terrace still extant in Corktown.

1629 Church, 1896

Charles B. Ward, the real estate developer who played a role in the development of both Church and Leverette Streets, was responsible for the construction of 1629 Church. He then sold the property to Henry W. Roeder. Perhaps the interesting array of windows on the house is due to Mr. Roeder, who was the president of a sash manufacturing company, the Delbridge and Cameron Company.

The diversity of window openings, planes, and surface textures make this house one of the most interesting on Church Street. This Queen Anne style building of narrow clapboard is composed of a recessed entrance half with a balustraded balcony reached through three arched French doors on its second story. Wooden keystones project up from each arch. The west side of the first story of the front facade contains a three sided bay window with transoms and the second story contains a grouping of three double-hung sash windows. The large frontal gable is covered in fish-scale shingles and is punctured by a pair of casement windows with a semi-circular transom window above. A denticulated cornice separates the second story from the attic.

1803 Church, 1898, Frank V. Jahnke, contractor

The structure at 1803 Church Street was built for James D. Burns, a Michigan Avenue saloon keeper and later president of Burns and O'Shea Brick Company, at a cost of $2,600 in 1898. Typically Queen Anne in character are the variety of volumes and roof shapes of this house. Dramatically sited on the northeast corner of the building is a second story turret crowned with a bell-shaped circular roof. This is offset on the western half of the facade by a two-story three-sided bay with a three-sided roof. A leaded glass transom is situated over the central window on the first story. The entrance is recessed in the eastern side of the front facade; a porch supported on fluted columns wraps around to the side. Projecting from the main hipped roof is a small dormer with a steep pyramidal roof. The siding presently on the building is covering the original clapboard sheathing.

2099 Vermont, 1868

This Italianate house was built for De Witt C. Kellogg, an engineer with Michigan Central Railroad, in 1868. He later became a grocer just around the corner on Wabash. The house at 2099 Vermont remained in the Kellogg family for almost 96 years; like many other homes in Corktown, it has had very few owners.

In style, this two and one-half story wood frame clapboard-clad house is Italianate with Carpenter Gothic details. Characteristics of this style and 1099 Vermont are the elongated windows and decorative window hoods. The gable of 2099 Vermont's steeply pitched roof contains carved vergeboards with a dropped pendant in the center, as does the cross-gable on the north elevation. Rows of spindles forming an openwork frieze run along the top of the ornate front porch, which wraps around to the north side of the building. Brackets lie at the cornice line of the bay windows and porch. The exterior of this house is an excellent example of an intact elaborately treated middle-class post-Civil War structure.

2356 Vermont, St. Boniface Church, 1882

St. Boniface German Roman Catholic Parish was established in 1869 to serve all German Catholics west of Third Street. Father Kullman, formerly the assistant pastor at St. Joseph's on the east side, formed the parish and served as its first pastor from 1869 to 1872. For 14 years parishioners met in the chapel of their school building on the west side of 13th Street (Vermont) near Michigan Avenue. In 1880 there were 200 families in the parish.

In 1882 the erection of the present church on the southeast corner of High (now Fisher Service Drive) and 13th Street (now Vermont) commenced; the cornerstone was laid on August 13, 1882 and the church was consecrated on August 19, 1883. It cost $30,000 to build and seated 600 people when completed. Casper Wiestewald was granted the permit for its construction.

2356 Vermont contd.

The red brick church is Venetian Romanesque in style. It has a steeply pitched roof and a central bell tower rising well above the roofline of the front facade. Due to a bolt of lightening in the late nineteenth century, the spire is substantially lower in height than it was originally. To each side of the entrance tower is a polygonal projection with a secondary corner entrance. The tower itself has a gabled entrance at ground level and a bank of blind arched openings above. A rose window and more arched blind openings are at the top of the first stage of the tower. Above a band of blind arcading is a pair of round arched windows per side in the open part of the bell tower. The polygonal spire has dormers projecting from its base. The side elevations are composed of a pair of round arched tracery windows between spur buttresses. Throughout the design of the building is the typically Romanesque use of the round arch and typically Venetian coloristic affects, in this case achieved by the contrast of red brick with gray stone.

1795 Wabash, 1888, William Starrs, contractor

William Starrs received permit #122 on February 11, 1888 for the construction of five one and one-half story wooden houses all at a cost of $900 each in the same vicinity. The house at 1795 Wabash was one of these small workers' cottages with pitched roof and Eastlake detail. Although the house is covered with asphalt siding, its Eastlake detail is still visible. The entrance is on the north side of the house. Its porch post bears a resemblance to table legs and row of spindles form an openwork frieze beneath the slope of the porch. Its decorative verge board panels contain a grid of round knob-like configurations in the frieze panel. The pair of windows on the north side of the front facade have the knob in the panels above. The lower part of the frontal gable is shingled. The house at 1795 Wabash is unique in it retention of most of its exterior detail.

2245 Wabash, Joseph H. Esterling House, 1864

Joseph H. Esterling, the first owner of this house, was a carpenter and contractor of Prussian heritage. Members of this family resided here until 1954. As a result, there has been very little alteration to the original floor plan and architectural features.

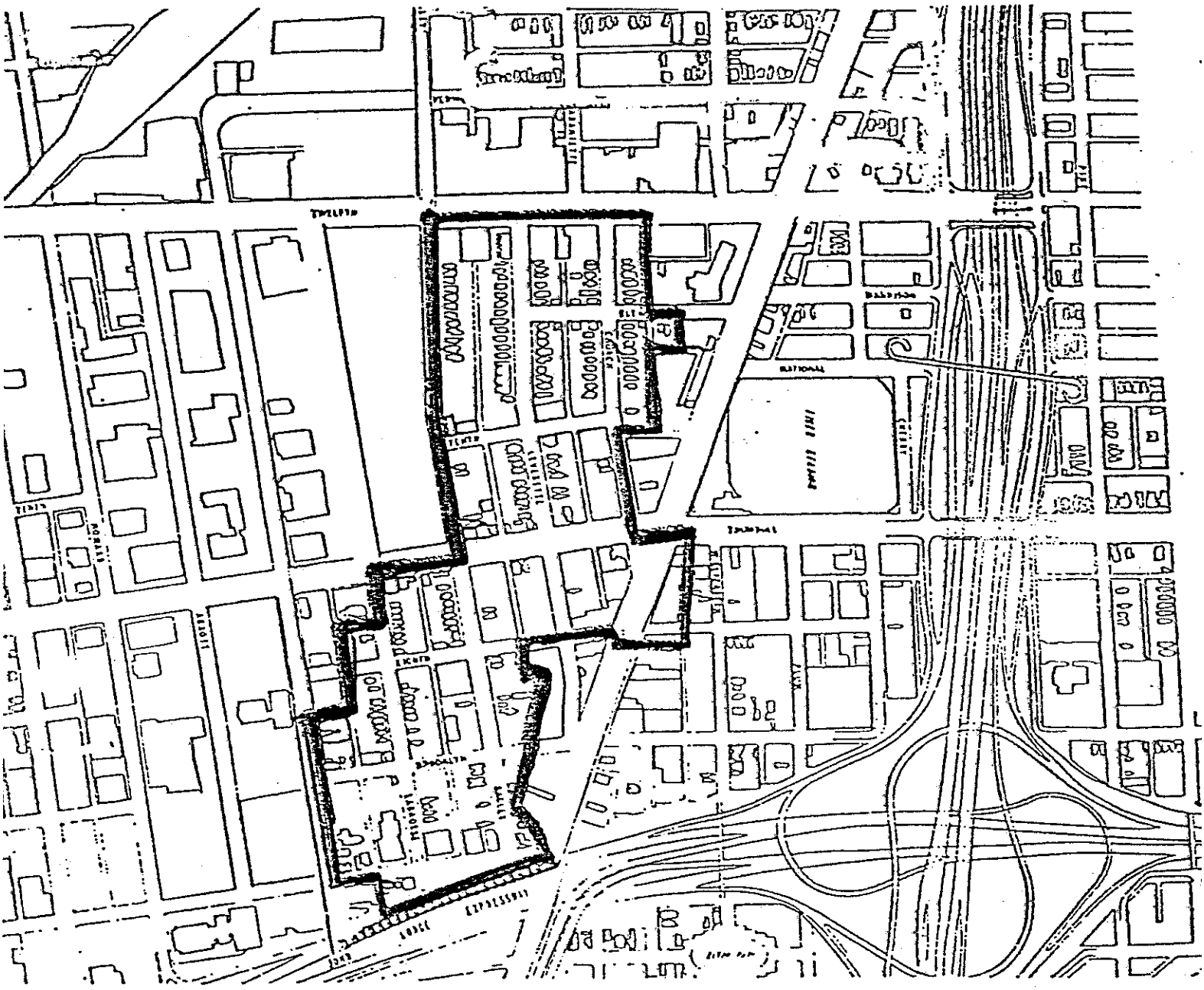
A significant event in the westward expansion of Corktown was the arrival of the street railroad on Michigan Avenue in 1863, one year before the Esterling House was built. The Esterling House is a fine example of a single-family Italianate residence. The structure is sheathed in clapboard and has Italianate "eyebrow" window hoods, small eave brackets, a porch with elongated columns, and a bay window containing upper panes with rounded corners. The house is entered through a handsome set of double doors with a transom above.

2250 Wabash, 1890, Hess & Raseman, architects

Anton Michenfelder, president of the Bavarian Brewing Company, commissioned the Detroit architectural firm of Hess & Raseman to design this duplex, at an estimated construction cost of $5,000. It is one of the few architect-designed buildings in Corktown. The partnership of Hess & Raseman was formed in 1885 and continued through 1891. Raseman had a penchant for industrial buildings, having designed several Detroit breweries, thus his possible connection to Michenfelder. F. J. J. McHugh, a physician, and James Scott, awning and tent manufacturer, were the first occupants of this building.

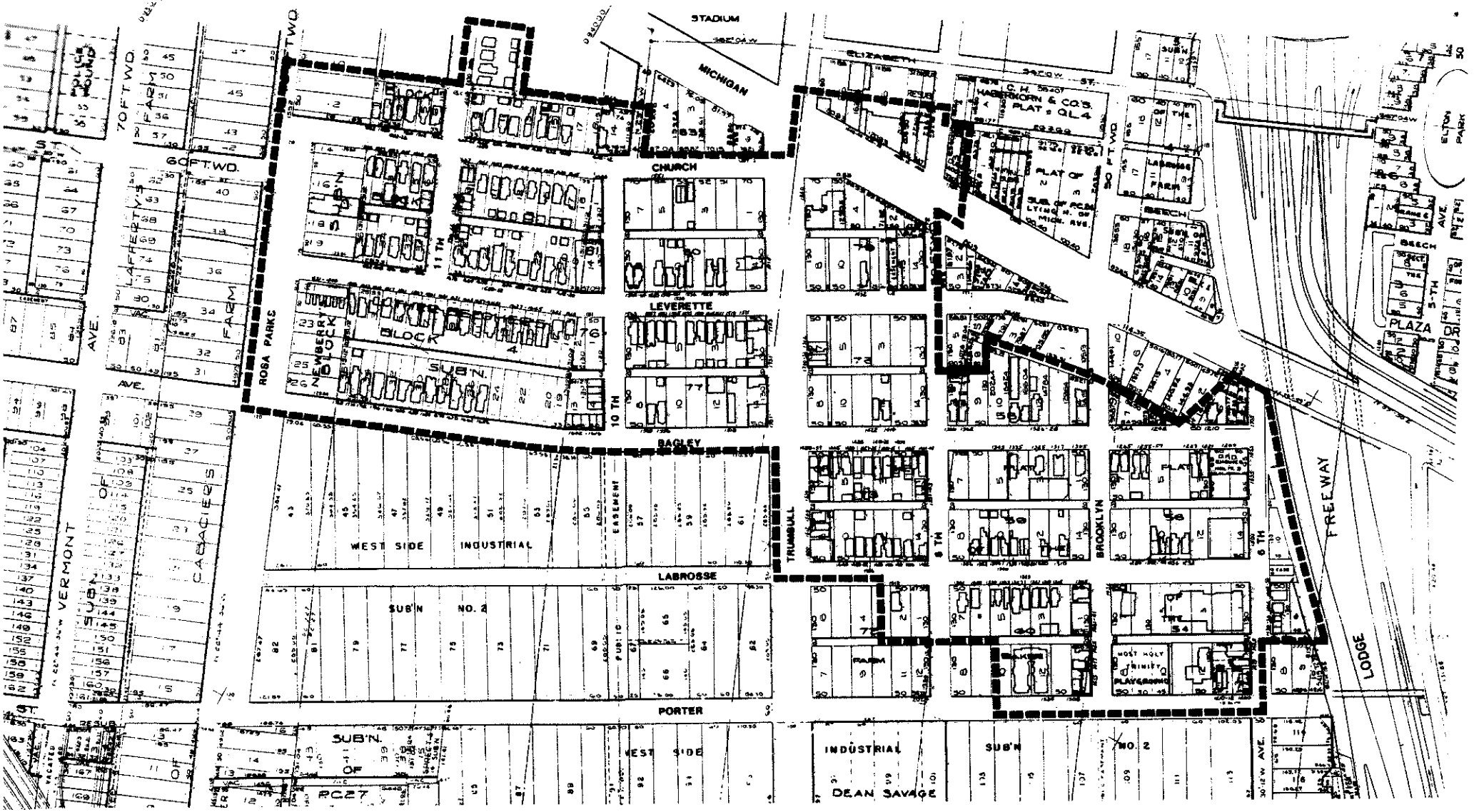
This brick duplex is two stories tall on a high basement. An entrance for each half is located on the outer, recessed section of the front facade, and to the side of the entrances are groupings of slightly bowed first story windows. Continuous brownstone sills run along the first and second stories. All ornamental detail on the building is of brick, such as the denticulation, voussoirs above the windows, and the short brick pilasters all along the front facade at the attic level. The use of brick and the high attic contribute to the massive appearance of this well-composed building.

RECOMMENDATION: The Historic Designation Advisory Board recommends that the City Council establish the Corktown Historic District with the design treatment level of conservation. A draft ordinance for the establishment of the district is attached for the consideration of City Council.



CORKTOWN HISTORIC DISTRICT

(Boundaries outlined in heavy black line)



CORKTOWN HISTORIC DISTRICT

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
150 MICHIGAN AVENUE DETROIT, MICHIGAN 48226
CITY OF DETROIT

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May 12th, 2020

Corktown Historical Society's response: Godfrey Hotel and surrounding parking lots (1401 Michigan Ave).

The Corktown Historical Society members hosted the Godfrey Hotel development team on Wednesday March 11th at our March meeting. The team introduced themselves to our members and developer Randy Wortheimer provided a plan/vision within a historic neighborhood. The CHS and Corktown community were invited to a second meeting March 12th receiving a comprehensive overview of the proposed work and the intent of the proposed Hotel and multiple surface parking lots.

The consensus of the Corktown Historical Society members was positive and appreciative of the overall (hotel) design plan. The developers shared a design that was stated to be influenced on the community's concerns and suggestions. Corktown has historically always been a diverse mixture of architectural styles, materials, business and residential. We appreciate the transparency of their design process and how the final concept evolved based on the study of old and new Corktown buildings. The choice of brick and glass design echoes lofts seen on 6th & Bagley and Grinell Place Lofts on Brooklyn Street. While the proposed hotel is taller than most of the immediate surrounding structures, the factory style influenced building directly ties to Corktown being a working-class community with its ties to manufacturing and working waterfront history.

We understand the developers plan to demolish the current structures at 1401 Michigan Ave. The white brick building on Michigan Ave. is the oldest section of the property. Based on our records it was built in 1949 to house the business and ticket offices of the Detroit Lions. Attached in this PDF are a 1966 photo of Michigan Avenue where you can see the building (kind of at a steep angle) on the right, and a less clear 1976 photo of the building. The group consensus was if they could use or preserve the white bricks (the pattern work being unique to Michigan Ave) CHS members would like the new building to use the bricks in a way to preserve and highlight the history of the site. The group also agreed the 1970's addition behind the white brick along 8th street wasn't deemed necessary to save/preserve. Mr. Wortheimer his team was open to this idea and thought it would be a great if we could form a small committee to come up with some ideas for this. A few ideas that were thrown out from the CHS members were using the brick as a backdrop in the bar/restaurant or as a special sidewalk at the entrance to the lobby.

The CHS also discussed the community's concerns regarding the proposed parking lots. Mr. Wortheimer detailed at length the total amount of parking needed the hotel. The community was very concerned with the issue with keeping surface parking lots in our historic district. While the lots in question are currently dirt lots used for sporting and neighborhood parking, it's the future that has our community concerned. Historically Corktown lost many buildings to surface parking lots. Many of the remaining dirt parking lots are left over from old Tiger Stadium parking. The worry of many residents are these dirt lots will be paved and remain lots for many years to come. The parking lot near the hotel (8th & Church) isn't the main concern. The lot that has the most concern is 1501 Church street. This open lot is on a main thoroughfare (Trumbull) and faces the historic intersection of Michigan and Trumbull. This lot creates a wide-open area where the neighborhood needs to have developed beyond a parking lot. This prime location has such potential to help infill our community with new homes/buildings. The CHS would like to have more commitment from the developers to ensure its future isn't just a parking lot.

Overall the Corktown Historical Society would like to provide our approval of the hotel development and commend the developers for taking community feedback and input into their concept. This addition to historic district will provide a great service to the many visitors to our community. We're anxious to learn more about the parking lots and a timeline of use. We've been happy to learn how receptive the developers have been to ensure the communities input and hope they will continue this during the next phases of the project.

Thank you,
Blake Almstead
President
Corktown Historical Society

1966 photo of Michigan Ave. the Lion's office building (kind of at a steep angle) on the right.

1976 photo of the Detroit Lions Offices

From:	roseann micallef
To:	Historic District Commission (Staff)
Subject:	[EXTERNAL] Public Hearing May 13, 2020
Date:	Tuesday, May 12, 2020 12:12:30 PM

I am writing in response to the proposed project at 1401 Michigan Ave. and 1501 Church St. and 1750 Trumbull Ave. This is to be addressed by the HDC meeting on Wednesday, May 13th.

I am a third generation Corktown resident and own my home located at 1628 Church Street. Two years ago, I founded and the Corktown Neighborhood Association, and active in the Corktown Historical Society. I am committed to maintaining the historical neighborhood that is Corktown; a neighborhood that was founded and maintained by working class immigrants and, in this regard, I believe plays a significant role in Detroit's history which should be maintained.

My opposition to the Godfrey Hotel development project as proposed is the scale of the project. The building itself is large and significantly taller than surrounding buildings. The parking area needed to accommodate the hotel business and staff is several lots removed from the hotel. The building is too large for the land footprint and too large for a residential area.

As the HDC is charged with ensuring the preservation of historically and culturally significant areas of the City of Detroit, I think it is appropriate for the HDC to review the Godfrey Hotel development impact on Corktown and its residents. While Michigan Ave. is a thriving business zone, the Godfrey Hotel project extends into the neighborhood and will be an imposition. Let's not destroy Detroit's oldest neighborhood --the very reason why the business districts exists and is successful-- by over developing.

Thank you,

Rosann Micallef
1628 Church Street