



Economic Development Committee
Thursday, February 13, 2025
Meeting Room A – 3:00 pm

Agenda:

1. Connectivity from Historic Downtown to Northville Downs Development
 - a. Documents needed:
 - Base map / Topo map
 - Revenue estimates for new construction/rehab
2. Downtown Parking
 - a. Executive Summary of Parking Report (Attachment 2.a)
 - b. Enforcement of Time Limited Parking (Attachment 2.b)
 - c. Downtown Parking – Matt Jobin, Rich & Associates
 - d. Wiss Janney Structural Study - Mid February (Attachment 2.d)
3. Next meeting – March 14, 2025
 - Strategic Priorities (Attachment 3)
 - Wiss Janney Parking Information

Northville Parking Study

Executive Summary

January 23, 2025

Downtown Northville is a vibrant city center that offers a variety of shops, restaurants, offices, and residences. Downtown draws visitors from around the area, well beyond the city limits. The growth of the surrounding area, along with planned development adjacent to downtown should contribute to the continued flourishing of downtown. The increasing number of people brings with it the need to manage resources and provide quality parking, pedestrian, and mobility infrastructure. The City must continue to adjust because community parking needs are ever changing in quantity, location and amenities.

The first task of the study was clarifying the goals for the parking system and understanding what is important to downtown. Seven goals were identified with the primary objective of understanding how people are using the parking system and how parking can support the continued vitality of downtown. The established study goals are:

- **Clarify the “Reality of Parking” to the community**
 - **What are the current parking occupancy levels?**
 - **Are the current tools effectively managing parking?**
- Understand optimal parking conditions
- Develop tools to plan for future parking needs / occupancy changes
- Discuss reasonable walking distances between parking and destinations
- Understand the Center St. and Main St. seasonal street closings impact on parking
- Consider how area growth will impact downtown parking
- Review impact of zoning regulations on downtown parking

Downtown parking was mapped utilizing GIS (Geographic Information System) resources. On-street parking assets were mapped by space or curb length, including:

- Time limited or reserved parking spaces (15-minute, 2-hour spaces, ADA, EV)
- Hours of enforcement
- Loading Zones
- No Parking Areas
- Bicycle rack locations

Off-street parking was mapped with identifying characteristics by parking location, including:

- Public or Private (reserved for a specific use by the owner)
- Number of spaces
- Hours of operation
- Time limits
- Specialty use – ADA, EV, reserved

Parking occupancy counts were conducted over two days (Friday, August 9 from Noon-9PM, and Wednesday, August 21 from 10AM-8PM). The parking occupancy counts showed a daytime peak at noon, and an evening peak on Friday evening at 7PM. The Friday evening (August 9) counts coincided with a music performance at the bandshell in the Twist Social District.

Peak occupancy at noon was 74% of public parking spaces, and Friday evening had a peak occupancy of 85% of public parking spaces. The occupancy percentages were calculated using the parking supply in the downtown core, noted as the four-block area around the Main St. and Center St. intersection as well as the Northville Square lot and MainCentre parking structure block.

The parking occupancy data shows the two public parking lots north of Main St. are over 90% and nearing 100% occupied during the noon hour and peak evening activity. A review of the land use for these two blocks reveals that the mix of building uses and amount of floor space creates greater parking demand per block than the respective parking areas can support. Therefore, a driver wanting to park in one of these two lots during a peak time may have difficulty finding an open space. There is generally overflow parking available in the surrounding blocks; the Library Lot, Art House Lot, Northville Square Lot, MainCentre Parking Structure, and on-street parking outside the core areas. The parking occupancy counts reveal downtown has an adequate parking supply overall, with high occupancy levels at the two north public lots during peak times.

The parking occupancy counts were conducted during the seasonal closings of Main St. and Center St. The closings temporarily remove 33 on-street parking spaces from public use. The loss of these spaces contributes to peak demand strains on the two north parking lots but is not the cause of the high demand on these lots. The land uses on these blocks creates parking demand that exceeds the parking supply of the entire blocks. The value of the public gathering space and the community use of Main St. and Center St. cannot be empirically compared to the loss of the on-street parking spaces resulting in some parkers having to utilize the Northville Square Lot or the Cady St. and MainCentre Parking Structures. Most of the downtown area can be reached within a five-minute walk, which is a reasonable walking distance for able bodied persons.

Increased future parking demand could come from a few sources. Changes in activity from a low intensity use (traditional retail or office) to a high intensity use (bar or event space) could more than triple the number of cars going to the same location. Continued densification and more people living within a short drive of downtown could bring increased people and vehicles to Downtown Northville which serves as a regional downtown destination.

Parking time limits are the current tool deployed to manage parking supply and parker allocation across the downtown. Time limits are labor intensive to enforce, with the enforcement team needing to establish a vehicle is parked (first check) and that the vehicle exceeded the time limit (second check). Enforcement complexity is increased when there are varying and multiple time limits across several blocks and zones. Time limits can be an effective tool if enforcement is consistent and most parkers realize they may get a ticket for overstaying the time limits. For the system to operate properly, it is important that employees park in designated areas so that patrons and visitors can take advantage of the more conveniently located parking spaces to conduct business, have a meal, and frequent downtown businesses and organizations. Consistent, but not overbearing parking enforcement is necessary during all enforcement hours.

The City and surrounding areas continue to increase in density and activity. This activity should benefit downtown and should help maintain and grow the city center. New neighborhoods like the Downs and Foundry Flask, along with regional growth, will likely result in a higher parking demand in downtown Northville. The evolving demand for parking should be measured carefully to understand the parking patterns and plan for future parking and mobility needs. Regular parking occupancy counts should be added to the GIS system to track changes over time and to understand the areas in need of additional parking, or for the reallocation of users to underutilized areas. Accurate and regular vehicle occupancy counts are key to planning for future needs.

The parking system is currently funded by two main sources; an annual payment from the DDA that covers most of the operating costs, and the Parking Fund. The City makes a contribution from the General Fund of under \$10,000 to make up operating shortages not covered by the DDA funds. All capital maintenance, new initiatives, and special projects are funded out of the Parking Fund. The Parking Fund was established to collect fees from parking credits for businesses that did not meet zoning parking requirements on their site plan review. Contributions into the Parking Fund have slowed considerably as downtown has become built out, and the balance is being drawn down quicker than it is being replenished. In the future, capital maintenance for parking assets may have to come from the city's General Fund or other sources. Funding to provide new parking infrastructure will also likely have to come from the General Fund or alternate sources.

While not warranted at this time, additional parking supply may be necessary in the future. Some opportunities to maximize existing parking or build surface parking include:

- The grade level of the MainCentre Parking Structure is less than 50% occupied and can accommodate employee and overflow parking.
- There are parking lots north of CVS that could provide employee or overflow parking.
- A new parking lot south of the Post Office has been discussed by the City in the past. While a couple blocks off of the core of downtown, a parking lot on this site would expand the parking supply at a significantly lower cost compared to the cost of building a parking structure.

New parking structures could fit on either of the two northern public parking lots. While easily the most convenient parking spaces, new parking structures on these sites could cost in excess of \$40,000 per space to build. The existing parking lots provide an opportunity for mixed-use development that could include parking and commercial space. As the City plans for next opportunities, both northern parking lots, the Northville Square Lot and MainCentre Parking Structure, and even the Cady St. Parking Structure site extending east have the potential for mixed-use developments that include parking and other land uses. These opportunities should be explored to expand parking, but also to utilize land for other uses that produce a long-term benefit to the community.

Northville should continue with the current format of parking operations. Time limits should be enforced consistently and reviewed regularly to assure they are allocating parking to employees and patrons in a way that best serves downtown. Parking occupancy counts should be taken several times per year to understand usage patterns and availability, and how area growth is impacting downtown parking. A parking section should be added to the City's website to include all information related to parking. The Parking Committee should convene regularly to discuss the occupancy counts and overall system operations. The Parking Committee should present an annual report for City Council on the state of the parking system. All parking considerations including management structure, occupancy levels and the possible need for additional parking, paid parking, impact of adjacent new developments and funding of the parking system should be addressed in the annual report.



Meeting to Discuss Timed Public Parking Space Enforcement

Friday February 14, 2025 @ 8:30 am
or
Wednesday February 26, 2025 @ 5:30 pm

On Friday, February 14, 2025 at 8:30 am, the City of Northville Police Department will be hosting a meeting to discuss downtown timed parking enforcement. The meeting will be held at City Hall in the city council chambers. A second meeting has also been schedule on February 26, 2025 at 5:30 pm for those who are unable to make the first meeting. The purpose of these meetings is to inform Northville downtown business owners/employees that the City of Northville Police Department will soon start monitoring and issuing citations to violators of timed public parking spaces.

The goal is to create a parking environment that provides timely and accessible parking for residents and shoppers who frequent the downtown area businesses and restaurants. Anyone who is regularly parking in these timed spaces past the allocated times will need to seek new parking arrangements moving forward. Topics presented at the meeting include the enforcement process, regulations, and all-day parking options for employees.

We want to thank everyone for their commitment to improving the efficiency of our parking lots and making our community a viable shopping and gathering destination. Any questions prior to the meeting can be directed to City of Northville Police Chief Alan Maciag at 248-449-9921 or amaciag@ci.northville.mi.us

Alan M. Maciag | Police Chief
Northville Police Department

248-449-9921 (Direct)



Wiss, Janney, Elstner Associates, Inc.
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 Bingham Farms, Michigan 48025
 248.593.0900 tel
 www.wje.com

October 2, 2024

Mr. Mike Domine
 Director
 Department of Public Works
 City of Northville
 215 W Main Street
 Northville, MI 48167

City of Northville Parking Structures

Condition Assessments
 WJE No. 2024.6001

Dear Mr. Domine:

As requested, Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared this proposal to perform a condition survey of the Cady Street and Main Centre Parking Structures located in downtown Northville, Michigan. This letter includes the project background, our understanding of the project objectives, and our proposed scope of services. Northville requested WJE perform a condition assessment of the parking structures to understand the condition of the structure and to obtain prioritized maintenance and repair recommendations.

BACKGROUND & DESCRIPTION OF STRUCTURES

Main Centre Parking Structure

The Main Centre parking structure is located at the southwest corner of Cady and Center Streets and was constructed in 1994. Main Centre is rectangular in plan, and is comprised of two levels, each approximately 30,000 square feet (SF) with independent vehicle access. The lower level of Main Centre is asphalt pavement on-ground and is below grade at its north end and level with grade at its south end. Cast-in-place reinforced concrete retaining walls extend around the lower level for the full length of its north side (full height) and for the majority of the length of its east and west sides (full height and partial height). Vehicle access for the lower level is at its south end, from grade.

The upper level of Main Centre is comprised of precast concrete double tee beams with a cast-in-place concrete topping, supported on precast concrete

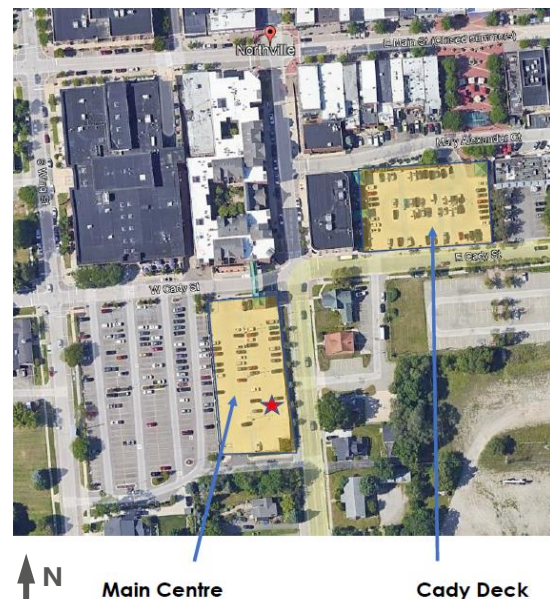


Figure 1. Aerial view of Northville with the two parking structures highlighted.

inverted tee girders and precast concrete spandrel panels with a brick veneer, and brick-clad precast concrete columns. Vehicle access for the upper level is at its north end, from grade. The upper level is sloped to drain toward the central column line separating the east and west halves of the structure, and drains are spaced two bays apart along this column line. There is a traffic-bearing coating on the upper level along the central column line (low point) and along the north end of the parking structure.

The parking structure contains an open, public use stairwell at its southwest corner (SW stairwell) and an enclosed tenant-only use stairwell at its northeast corner (NE-MC stairwell). The stairs in both stairwells are comprised of hollow structural steel stringers and metal pan stairs with a concrete topping. The brick-clad NE-MC stairwell, which also contains an elevator shaft, is framed with hollow structural steel members, supporting precast hollow-core concrete plank flooring/landings with a concrete topping, a wood-framed roof, and standing seam metal roofing. The NE-MC stairwell is enclosed with an aluminum glazing system and brick cladding.

An enclosed tenant-only pedestrian bridge extends from the top of the NE-MC stairwell to the adjacent building across Cady Street. The bridge is framed with hollow structural steel members, precast concrete spandrel beams with brick veneer, precast concrete wall panels and columns, and precast hollow-core concrete plank flooring with a concrete topping. The bridge roof is comprised of corrugated metal deck, and standing seam metal roofing with an integral metal gutter system. Aluminum glazing systems extend the full length of both sides of the bridge.

Cady Street Parking Structure

The Cady Street Parking Structure is located at the northeast corner of Cady and Center Streets and was also constructed in 1994. Cady Street is rectangular in plan, and is comprised of two levels, each approximately 30,000 square feet (SF) with independent vehicle access. The lower level of Cady Street is asphalt pavement on-ground and is below grade at its north end and level with grade at its south end. Reinforced concrete retaining walls extend around the lower level for the full length of its north side (full height) and for the majority of the length of its east and west sides (partial height). Vehicle access for the lower level is at its south end, from grade.

The upper level of Cady Street is comprised of precast concrete double tee beams with a concrete topping, supported on precast concrete inverted tee girders and precast concrete spandrel panels with a brick veneer, and brick-clad precast concrete columns. Vehicle access for the upper level is at its north end, from grade. The upper level is sloped to drain toward two column lines running north-south, one on the east half of the structure and one on the west half. Drains are spaced two bays apart along both column lines. The upper level of the parking structure is coated with a traffic-bearing coating along these column lines (low points) and at the entrance drive-lane; traffic-bearing coating is also present along the east end of an attached pedestrian bridge.

The parking structure contains two enclosed public use stairwells, one at its northeast corner (NE-CC stairwell) and one at its northwest corner (NW-CC stairwell). The stairs in both stairwells are comprised of hollow structural steel stringers and metal pan stairs with a concrete topping. The brick-clad enclosed stairwells, which also contain elevator shafts, are framed with hollow structural steel members, with precast hollow-core concrete plank flooring/landings with concrete topping, precast concrete wall panels,

wood-framed roofs, and standing seam metal roofing with integrated metal gutter systems around the perimeter of the roof. The stairwells are enclosed with an aluminum glazing system and brick cladding.

A covered tenant-only pedestrian bridge extends from the west edge of the parking structure to the adjacent building to the west. The bridge is not original to the structure; it appears to be constructed of steel framing members, a concrete deck, a standing seam metal roof, exterior insulation finish system (EIFS) cladding, and a cement board ceiling at the underside of the bridge.

SCOPE OF SERVICES

Based on our understanding of the project objectives and our experience with similar structures, WJE proposes the following scope of services.

Task 1 - Document Review

WJE will review relevant repair and maintenance records, engineering reports, contractor estimates, original construction drawings, and shop drawings pertaining to this effort as provided by Northville, to become familiar with the design, unique details, and the history of the parking structure. Relevant original construction drawings would include floor and roof plans, structural framing plans, building elevations, and structural and water management-related details. This information will aid in our assessment and in evaluating various repair options.

Task 2 - Parking Structure Field Surveys

WJE will perform a two-person, one-day survey of each parking structure. More specifically WJE will:

- Visually observe exposed accessible surfaces of the concrete topping, beams, girders, and columns for evidence of distress and deterioration.
- Perform limited sounding of the concrete elements to identify areas of unsound and deteriorated concrete.
- Visually survey the condition of the stair towers, traffic-bearing membrane (if present), sealants, and exterior walls.
- Perform close-up inspection of several flange-to-flange connections.

Access will be obtained from grade and the supported deck levels, with step ladders used at select locations, if necessary. WJE intends to perform the assessment while the parking decks are least occupied which is likely on a Monday.

Locations of observed distress throughout the structure will be documented digitally in field notes and photographs. Conditions that have the potential to cause future distress or deterioration will also be documented during the visual survey. WJE will note if there are any imminent safety hazards or critical structural concerns.

The pedestrian bridges attached to the parking structures are excluded from the assessment.

Task 3 – Material Testing

WJE will obtain a total of two 4-inch diameter concrete core samples from the double-tee slabs at each parking structure (4 total). Cores will be used to measure the depth of carbonation and perform chloride content testing. Acid soluble and/or water-soluble chloride testing (in accordance with ASTM C1152 and C1218, respectively) will be completed, as appropriate, on each core at various depths to understand the chloride profile within the depth of the concrete. WJE will engage a contractor to obtain the cores and patch the core holes with a suitable concrete repair material. The information gained from the material testing will assist WJE in developing repair recommendations.

Task 4 - Written Report & Cost Estimating

WJE will prepare a written report that summarizes our observations and findings. The report will identify critical repair items and will also include prioritized recommendations for repairs, maintenance, and durability improvements, as appropriate, to extend the service life of the parking structures. The report may also include recommendations for additional investigation of unique conditions.

The report will include conceptual-level estimates of recommended repair and maintenance items and an associated opinion of probable construction costs for the parking structure. The cost estimate will be based upon recently received pricing for similar projects in the area and is intended only to provide order of magnitude estimates for budgetary considerations. Actual costs may vary based on repair design and detailing, and phasing of the work, as well as bidding climate.

WJE QUALIFICATIONS

WJE is an international professional firm providing practical, innovative, and technically sound solutions to structural, architectural, and materials problems. WJE specializes in investigative, testing, and repair design services for the restoration of contemporary and historic buildings, parking structures, bridges, and other structures. Founded in 1956, the firm has grown to a staff of over 700, located in twenty-nine offices around the country, and one internationally. After more than 67 years and more than 175,000 assignments, our engineers, architects, and materials scientists have successfully completed projects involving virtually every type of construction material, structural system, and architectural component. Today WJE completes nearly 6,000 projects annually for building owners, property managers, developers, insurance companies, universities, law firms, and government agencies.

WJE is well qualified to provide engineering solutions for parking structure defects, deterioration, or damage. Clients rely on our parking structure investigation experience to solve problems that arise during and after construction. Our knowledge of structural behavior and performance of construction materials is supported by technical expertise in testing and instrumentation. In our laboratory, we have extensively researched such issues as how to combat corrosion of steel reinforcing in concrete, a major factor in the deterioration of parking structures. WJE has demonstrated that research knowledge and laboratory techniques can be put to practical economical use for our clients. In this way, we have earned a reputation for designing functional, durable, and cost-effective repairs.

The project will be performed primarily by Andrew Lobbestael and Justin Barden, both licensed professional engineers in Michigan. Andrew has 17 years of experience with parking structure repair and maintenance projects. Mr. Lobbestael is a licensed Professional Engineer in Michigan and is Past President of the Michigan Chapter of the International Concrete Repair Institute (ICRI). He is experienced in the non-destructive evaluation of concrete. Mr. Barden has performed evaluations, designed repairs, and provided construction period services for several parking structures across the nation.

TERMS AND CONDITIONS

WJE will perform the scope of services outlined above for a fixed fee as itemized below. WJE's services will be performed in accordance with the attached *Terms and Conditions for Professional Services*.

Item	Fee
Main Centre Parking Structure: Condition Assessment and Report	\$ 13,600
Cady Street Parking Structure: Condition Assessment and Report	\$ 10,600
Material Testing	\$ 5,000
- Contractor Allowance for Coring and Patching	\$ 2,500
Total	\$ 31,700

Please note that the proposal does not include structural analysis, meeting attendance, development of construction documents, or construction period services. If desired, WJE would be happy to perform these services under separate authorization.

CLOSING

Thank you for this opportunity to offer our services and expertise for this project. Should you have any questions or concerns, please contact us at your convenience. We look forward to the opportunity to assist you the care of your parking structures. If you are in agreement with the scope of services and the terms and conditions presented herein, please sign where indicated below and return to allobbestael@wje.com to serve as WJE's authorization to proceed. Upon receiving authorization, I will contact you to schedule our services.

Sincerely,

WISS, JANNEY, ELSTNER ASSOCIATES, INC.



Andrew Lobbestael, P.E.
Senior Associate / Project Manager

Enclosure: Terms and Conditions for Professional Services



City of Northville Parking Structures

Condition Assessments

WJE No. 2024.6001

Agreed and approved

Name: Mike Domine (please print)

Signature: 

Title: DPW Director

As Agent or Principal for: City of Northville

Date: 10/7/2024



Wiss, Janney, Elstner Associates, Inc. or WJE Engineers & Architects, P.C. (WJE) has been requested to perform certain professional and other services. The parties agree that these services shall be performed under the following Terms and Conditions, and that Client's acceptance of WJE's proposal or its direction for WJE to commence any services constitutes acceptance of these Terms.

1. Independent Contractor. WJE is an independent contractor, and all persons employed to furnish services hereunder are employees of WJE or its subcontractors/subconsultants and not of the Client. WJE and Client agree to be solely responsible for compliance with all federal, state, and local laws, rules and regulations, and ordinances that apply to their own respective employees.

2. Performance. The standard of care for all professional services performed or furnished by WJE will be the skill and care ordinarily used by members of WJE's professions performing similar services and practicing under similar circumstances at the same time and in the same locality. WJE makes no guarantees or warranties, express or implied, with regard to the performance of its services. WJE shall not have control over or be in charge of and shall not be responsible for construction means, methods, techniques, sequences or procedures or for construction safety precautions and programs since these are the responsibilities of others. WJE agrees to perform its services in as timely a manner as is consistent with the professional standard of care and to comply with applicable laws, regulations, codes and standards that relate to WJE's services and that are in effect as of the date when the services are provided. Client agrees that no claim may be brought against any WJE employee individually for any claim involving performance of services.

3. Client Duties. In order for WJE to perform the services requested, the Client shall, at no expense to WJE, (1) provide all necessary information regarding Client's requirements as necessary for the orderly progress of the work; (2) designate a person to act as Client's representative for the services who shall have the authority to transmit instructions, receive instructions and information, and interpret and define Client's policies and requests for WJE's services; and (3) provide access to and make all provisions for WJE to enter, without cost, limitation, or burden to WJE, the specific property as required to perform the work, including the use of scaffolds or similar mechanical equipment. WJE is entitled to rely upon the information and services provided by the Client.

4. Safety. Field work will be performed only under conditions deemed safe by WJE personnel. Charges may be made for safety or security measures required by hazardous job conditions that WJE may encounter. Client understands that WJE is only responsible for the safety of its own employees and those of its subconsultants and is not responsible for the safety of other persons or property.

5. Compensation and Expenses. Client agrees to pay for WJE's requested services in accordance with WJE's standard hourly rate schedule or negotiated fee. Charges generally will be billed in monthly intervals with applicable taxes included. Travel, subsistence, and expenses incurred; communications; reproduction; and shipping charges will be billed at cost plus 5 percent and invoiced as an expense service fee. Use of vehicles will be billed at \$0.75 per mile. Expended materials for field and laboratory work, rental equipment, and any fees advanced on Client's behalf will be billed at cost plus 10 percent and invoiced as

an expense service fee. WJE equipment used in field or laboratory work is billed at WJE's equipment usage rate schedule in effect at the time the work is performed, subject to adjustment for minimum or extended usage. Portal-to-portal equipment usage rates are comparable to prevailing commercial rental rates (if available). Billing rates may be increased annually. Any subcontracted service will be billed at cost plus 10 percent providing the subcontract firm has in place adequate insurance coverage determined by WJE; otherwise, the cost will be marked up 20 percent and invoiced as an expense service fee. Client agrees to pay WJE's then-current time charges, attorneys' fees, and other expenses resulting from required attendance at depositions, administrative proceedings, or responding to subpoenas or court orders relating to the Project, but not for such expenses attributed to WJE's negligent performance of its services.

Payment for WJE's services is expected in full in US dollars upon receipt of the invoice. Invoices more than 30 days past due are subject to a 2% interest charge per month (but no more than the maximum extent allowed by law) compounded annually and any related attorneys' fees and collection expenses. WJE reserves the right to suspend its services if the Client fails to make payment when due. In such an event, WJE shall have no liability to the Client for delay or damage caused the Client because of such suspension.

6. Termination. Both the Client and WJE have the right to terminate WJE's services for convenience upon seven calendar days' written notice to the other party. In the event the Client terminates without cause, WJE shall be entitled to compensation for its services and expenses up to the time of such notification, including fees for any transition services, and shall have no liability for delay or damage to Client because of such termination.

7. Reports, Drawings, and Work Product. WJE retains ownership of reports, drawings, specifications, test data, techniques, photographs, letters, notes, and other work product, including those in electronic form, it has created. These documents or parts thereof may not be reproduced or used by the Client for any purpose other than the purpose for which they were prepared, including, but not limited to, use on other projects or future modifications to this Project, without the prior written consent of WJE. Upon request, WJE will provide Client with a copy of documentation for information and reference purposes and bill for such reproduction in accordance with Paragraph 5 above. Any unauthorized use of WJE's work product shall be at the Client's sole risk and Client shall indemnify WJE for any liability or legal exposure to WJE. To the extent WJE terminates its services due to non-payment of fees by Client, Client shall not be entitled to use the documents described herein for any purpose whatsoever.

8. Environmental Hazards. Client acknowledges that WJE's services do not include the detection, investigation, evaluation, or abatement of environmental conditions that WJE may encounter, such as mold, lead, asbestos, PCBs, hazardous substances, or toxic materials that may be present in buildings and structures involved in this Project. The Client agrees to defend, indemnify, and hold WJE harmless from any claims relating to the actual or alleged



existence or discharge of such materials through no fault of WJE's employees. WJE reserves the right to suspend its services, without liability for consequential or any other damages, if it has reason to believe that its employees may be exposed to hazardous materials and will notify the Client in such event.

9. Dispute Resolution. Prior to the initiation of any legal proceedings (except for WJE initiated claims for nonpayment for services), WJE and the Client agree to submit all claims, disputes, or controversies arising out of or in relation to the services provided by WJE to mediation. Such mediation shall be conducted under the auspices of the American Arbitration Association or such other mediation service or mediator upon which the parties agree. Client consents to suit for nonpayment in the state courts of Illinois.

10. Successors and Assigns. These Terms shall be binding upon Client and WJE and their respective successors, assigns and legal representatives. Neither party may assign, subcontract, or otherwise delegate its responsibilities without the prior consent of the other party, which consent shall not be unreasonably withheld. Additionally, in no instance shall this paragraph be interpreted to create any rights in any third party.

11. Insurance. WJE maintains commercial general liability, automobile, workers' compensation, and employers' liability and professional liability coverages under policies written by national insurance carriers rated by the A.M. Best Company, evidence of which will be provided upon request. Special endorsements are not allowed. No waiver of subrogation is allowed on WJE's professional liability policy. Upon written request, WJE agrees to name the Client as an additional insured to the commercial general liability and automobile coverages. Any request to add other parties as additional insureds must be made in writing and is subject to certain limitations. All policies are subject to annual renewal. Excess coverage is available for exposures over primary policy limits except for professional liability.

12. Indemnity. To the fullest extent permitted by law, Client and WJE each agree to indemnify and hold the other harmless, and their respective agents, officers and employees, from and against liability for all direct claims, losses, damages, and expenses, including reasonable attorneys' fees, to the extent such claims, losses, damages, or expenses are for bodily injury, sickness, disease, death, or property damage and to the extent they are caused by the negligent acts, errors, or omissions of the indemnifying party, and/or the indemnifying party's agents, officers, employees, independent contractors, or subcontractors of any tier. In the event such claims, losses, damages, or expenses are caused by the joint or concurrent negligence of Client and WJE, or their respective agents, officers, employees, independent contractors, or subcontractors of any tier, they shall be borne by each party in proportion to that negligence.

13. Agreed Remedy. To the fullest extent permitted by law, the total liability, in the aggregate, of WJE and WJE's officers, directors, employees, agents, and consultants to Client and anyone claiming by, through, or under Client, for any and all injuries, claims, losses, expenses, or damages, including, without limitation, attorneys' fees, arising out of or in any way related to WJE's services, the Project, or these Terms, from any cause or causes whatsoever,

including but not limited to, negligence, strict liability, indemnity or breach of contract shall not exceed an amount equal to the proceeds obligated to be paid under WJE's applicable insurance policy for such claims. If, for any reason, the applicable insurance policy does not provide coverage for any particular claim described herein, then the liability amount shall not exceed WJE's fees for the services performed hereunder.

In no event shall WJE be liable in contract, tort, strict liability, warranty or otherwise, for any special, incidental or consequential damages, such as, but not limited to, delay, disruption, loss of product, loss of anticipated profits or revenue, loss of use of equipment or system, non-operation or increased expense of operation of other equipment or systems, cost of capital, or cost of purchase or replacement equipment systems or power.

14. Third-Party Beneficiaries. Nothing contained in these Terms shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Client or WJE. WJE's services hereunder are being performed solely for the benefit of the Client, and no other entity shall have any claim against WJE because of these Terms or WJE's performance or non-performance of services hereunder.

15. Laboratory or Material Testing Services. Material samples not consumed in WJE's work will be discarded 60 days after completion of the project unless the Client requests other disposition in writing. WJE cannot be responsible for material after 60 days and Client shall inform WJE in writing how to dispose of the samples. WJE will exercise reasonable care in safeguarding materials, records, or equipment, but disclaims any liability for loss or damage. Rates for sample storage will vary by sample size but in no event will sample charges be less than \$270 per year accruing upon the 61st day of storage and annually thereafter. Failure to pay for underlying services or storage constitutes permission to dispose of all samples held by WJE.

Any testing done on materials or products shall not prevent WJE from any services involving Client's materials or products in the built world. WJE shall have no liability to third parties for any products or materials developed from WJE's services. WJE's reports, trademarks or other property shall not be used to indicate endorsement of any material or product.

16. Entire Agreement. These Terms together with any written proposal shall constitute the entire understanding of the parties concerning the Project and supersede all prior negotiations and written agreements between them, and any amendment or modification to either WJE's proposal or these Terms may be made only by a written instrument expressly stated to be an amendment and signed by WJE.

17. Severability. If any provisions of these Terms, or portions thereof, are determined to be unenforceable, the remainder shall not be affected thereby and each remaining provision or portion thereof shall continue to be valid and effective and shall be enforceable to the fullest extent permitted by law.

Northville City Council 2025-2026 Strategic Priorities

Draft dated February 10, 2025

Updated: March 2025; June 2025; September 2025; December 2025; March 2026; June 2026; September 2026; December 2026

Vibrant Economy and Development							
	Intended Outcome		Strategy		Action	Depts	Progress Notes
A.	Balanced parking system	1.	Provide adequate parking to	a.	Evaluate the Parking Study and	DPW/	
				b.	Implement a parking enforcement program that supports proper system utilization	DDA/ POL	
B.	Resilient and vibrant downtown	1.	Provide a range of programs to support seasonal activation of the downtown	a.	Develop strategic partnerships to expand program offerings in the downtown	DDA	
				b.	Complete the downtown health metrics	DDA	
		2.	Ensure downtown infrastructure is attractive and safe for all visitors	a.	Pursue funding for curbless streets in the downtown and streetscape improvements in other areas	DDA	
				b.	Explore expanding the safe street closure area for special events to allow greater flexibility in set-up, layout, etc.	DDA/ POL	
				c.	Repair, replace, and/or augment downtown street furnishings to assure they are safe and well maintained.	DDA	
				d.	Evaluate options for snow removal in downtown and recommend to DDA	DDA/ DPW	
		4.	Promote quality communication with business owners	a.	Utilizing the new Communications Specialist, upgrade DDA Newsletter and increase viewers/readers for DDA communications.	DDA/CM	
		5.	Improve downtown connection	a.	Improve alleyways to connect downtown businesses with rear parking,	DDA	

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				b.	Improved connection between historic downtown and new Northville Downs neighborhood to south.	CM/ DDA/ SP	
High Quality Environment: Environmental Sustainability							
	Intended Outcome		Strategy		Action	Depts	Progress Notes
		2.	Provide for environmental protection through appropriate programs and regulation	a.	Complete implementation of the FOG ordinance	DPW/ DDA	
				b.	Evaluate programs for	DPW/	
Enhanced Public Assets: Transportation and Infrastructure							
	Intended Outcome		Strategy		Action	Depts	Progress Notes
				c.	Develop a program to address maintenance and capital needs for the parking system, including funding recommendations	DDA/ DPW	

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ABBREVIATION KEY			
Ref.	Department	Ref.	Department
AT	Allen Terrace	DDA	Downtown Development Association
CD	Community Development	DPW	Department of Public Works
CK	Clerk	FIN	Finance
CM	City Manager	POL	Police
COM	Communications	SP	Strategic Planning and Special Projects

Draft