

RESOLUTION NO. 84-21
CITY OF CENTERVILLE, OHIO

SPONSORED BY COUNCILMEMBER Bill Serr ON THE
20th DAY OF September, 2021.

RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AMENDED CONTRACT FOR PLANNING AND ENGINEERING CONSULTING SERVICES FOR THE UPTOWN STREETScape IMPROVEMENTS PROJECT WITH LJB INC FOR PART 2.

WHEREAS, the City of Centerville is desirous of obtaining professional services to provide planning and engineering services for the Uptown Streetscape Improvements Project (the “Project”); and

WHEREAS, the City Council adopted Resolution No. 18-21 on February 15, 2021, authorizing the City Manager to enter into a contract for planning and engineering consulting services for Uptown Streetscape Improvements Project with LJB Inc. for Part 1 of the Project; and

WHEREAS, the City desires to seek additional assistance with this Project with the purpose to convert the Uptown concept master plan into actionable construction; and

WHEREAS, LJB Inc. continues to have unique knowledge of municipal governments and a demonstrated ability to assist in accomplishing the objectives of the City; and

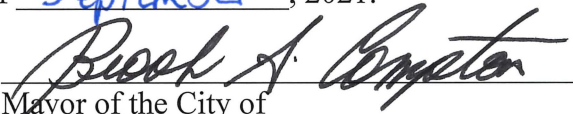
WHEREAS, the LJB Inc. will now assist in Part 2 of the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CENTERVILLE, MONTGOMERY COUNTY, OHIO, AS FOLLOWS:

Section 1. The City hereby agrees to enter into a Service Agreement for planning and engineering services with LBJ Inc. and the City Manager is hereby authorized to execute an amendment to the Services Contract with LBJ Inc. in a form substantially similar to the contract attached hereto as Exhibit “A” and incorporated herein on behalf of the City of Centerville to expand the scope to Part 2 of the project in an amount not to exceed \$228,420.


Section 2. This Resolution shall be in full force and effect at the earliest date allowed by law.

PASSED THIS 20th day of September, 2021.



Mayor of the City of
Centerville, Ohio

ATTEST:



Clerk of Council
City of Centerville, Ohio

CERTIFICATE

The undersigned, Clerk of Council of the City of Centerville, Ohio, hereby certifies the foregoing to be a true and correct copy of Resolution No. 84-21, passed by the Council of the City of Centerville, Ohio on the 20th day of September, 2021.



Clerk of the Council

Approved as to form, consistency
with existing ordinances, the
charter & constitutional provisions
Department of Law
Scott A. Liberman
Municipal Attorney



September 3, 2021

Pat Turnbull, P.E.
 Public Works Director
 City of Centerville
 Public Works Center
 7970 South Suburban Road
 Centerville, Ohio 45458

Re: Uptown Streetscape Improvements – Part 2

Dear Mr. Turnbull:

Thank you for the opportunity to submit this fee proposal for Part 2 of the Uptown Streetscape Improvements project. This proposal includes a table below that details the schedule and fee for the completion of the attached scope of services that has been developed in collaboration with the city team through the delivery of Part 1 and during the Infrastructure Scoping meeting on August 26. The proposal includes a tabulation of the LJB, MKSK and Garmann/Miller (G/M) fee proposals for Part 2 for this project. Part 2 includes the development of descriptions, cost estimates, and recommended phasing of public infrastructure improvements that will be necessary for implementation of the Framework Plan that has been developed through Part 1.

It includes a lump sum fee for Part 2 of \$160,000 with a 2-month duration and anticipated completion date of November 19, 2021. It also includes two if-authorized tasks totaling an additional \$68,420. One is for detailed survey work to complete the field reconnaissance and boundary resolution work for parcels in the planned parking district and development of exhibits and legal descriptions for easements from each parcel. The second is for facilitation of two Stakeholder Working Group Meetings as discussed with MKSK regarding parking improvement discussions in the district. The total fee included in this proposal for Part 2 work is \$228,420.

PART	LJB FEE	MKSK FEE	G/M FEE	TOTAL FEE	COMPLETION DATE
PART 2	\$91,500	\$56,000	\$12,500	\$160,000	
October 2021	\$54,900	\$28,000	\$5,000	\$87,900	
November 2021	\$36,600	\$28,000	\$7,500	\$72,100	November 19, 2021
IF-AUTHORIZED	\$60,860	\$7,560		\$68,420	
Survey and Easements	\$60,000			\$60,000	
Stakeholder Working Group	\$860	\$7,560		\$8,420	
TOTAL PROPOSAL	\$152,360	\$63,560	\$12,500	\$228,420	

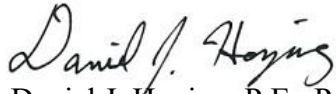
We understand that this proposal will be an attachment to the City of Centerville contract for which requested revisions have been reviewed and utilized for Part 1 of this project.

Uptown Streetscape Improvements – Part 2
September 3, 2021
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Following completion of Part 2, the proposal for detailed design and development of construction documents for Phase 1 improvements will be submitted.

Please review the information and let me know if you have any questions or require additional information about this submittal. Please contact me at (937) 259-5795 or DHoying@LJBinc.com.

Sincerely,
LJB Inc.

A handwritten signature in cursive script that reads "Daniel J. Hoying".

Daniel J. Hoying, P.E., P.S.
Principal and Project Manager



SCOPE OF SERVICES

Project name: Uptown Streetscape Improvements – Parts 1 and Draft for Part 2

Client name: City of Centerville

Date: January 5, 2021; Revised August 24, 2021

LJB Inc. has developed a detailed scope of services including project understanding, steps and tasks anticipated, and deliverables. This document is based on the information known on the date of preparation and may be modified to reflect additional data received throughout the project process, if required.

PROJECT UNDERSTANDING

The City Council and staff committed to a five-year Strategic Plan that is scheduled to run from 2018-2023. Goal Area 1 is focused on the Economic Development in the City, part of which is the Uptown Action Plan. The Uptown Action plan's vision is for Uptown Centerville to be a vibrant district at the heart of our community. Uptown is a welcoming, walkable destination that is home to our history and a friendly gathering place where local businesses thrive. In order to achieve that vision six themes need to be addressed: walkability/traffic reduction; parking; events; business development; branding; greenspace. Our approach to the implementation of the Uptown Action Plan adopted by City Council in August 2019 will seek to collaborate with city staff and its planning consultant to leverage our active transportation, site, utility, and landscape architecture design expertise to meet the infrastructure goals identified by the Uptown Committee. We will remain focused on the Vision Statement:

“Uptown Centerville is a vibrant district at the heart of our community. Uptown is a welcoming, walkable destination that is home to our history and a friendly gathering place where local businesses thrive.”

Our tasks are focused on improving the walkability and reducing traffic, improving connectivity while limiting access points to parking, and increase greenspaces within the district. These initiatives will be developed in coordination with the city's Architectural Preservation District (APD) review criteria.

Client Team

We understand Mike Norton-Smith will act as the primary city point-of-contact for this project. Additional staff or officials may be included in the Client Team at the discretion of staff or council. Throughout the planning process, our Project Team will communicate and coordinate with the Client Team to ensure the project advances according to the approved work plan. The Client Team will provide a consistent point of communication between the Project Team, Steering Committee, Stakeholder Groups, and the General Public. To ensure clear communication, we suggest the establishment of a standing monthly Project Team-Client Team coordination meeting, to be conducted virtually or in-person as needed.

SCOPE OF SERVICES

The following Parts (contract authorizations), Steps (series of tasks including defined milestones and distinct deliverables), and Tasks (series of activities related to an individual discipline within the Step) will be used to vet and validate the existing plan and evaluate transportation, connectivity, and site design concepts.

Part 1 - Uptown Plan Scoping Study (COMPLETED) – Building on the recently completed Uptown Vision Plan, the first part of this project is aimed at defining the scope of improvements, procedural action items, and gaining alignment amongst the stakeholders for the vision that the city will be developing in future parts of this project area. This work includes an existing conditions analysis for the various project elements, review of design review criteria, board and agency review processes, and recommendations on what physical improvements can be made and what Uptown how can evolve as a local and regional destination.

Initial discussions of the Uptown District study areas for this project resulted in the development of several regions that will be influenced in various ways by the project. These are described in order of increasing size below:

- **Uptown District Improvement Area** – The limits defined on the attached Study Area Map. This is the portion of the city that we anticipate construction plans being developed through this project in a series of three construction phases that have been identified by the city.
- **Uptown District Branding Area** – These are the limits in which the city will intend to implement branded materials (lighting, trash receptacles, benches, street trees, sidewalk materials, and/or other elements of the public right of way) that will help with the identification of the Uptown District. The improvements are confined to the Franklin Street and Main Street rights of way. They extend on Franklin Street from the west city limit at Normandy to Westpark. They extend on Main Street from Spring Valley to Alex-Bell.
- **Uptown District Transportation Area** – This region includes the transportation network that has the greatest ability to influence the nature of traffic at the Franklin and Main intersection. This includes the area bounded by Paragon Road on the west, Alex-Bell Road on the north, Cloyo Road on the east, and Sheehan Road and Spring Valley on the south. Residents and businesses inside this region are those that will be most influenced by any changes in travel patterns.

In addition to these three areas, it is important to note that the Centerville Historic District boundaries and Architectural Preservation District (APD) boundaries mimic but do not precisely match the regions discussed above. The Historic District closely resembles the Improvement Area and the APD closely resembles the Branding Area. Mapping of these boundaries are available at:

<https://www.centervilleohio.gov/home/showpublisheddocument?id=3202>

1. **Data Collection and Preliminary Plan Development** – Step 1 includes assembly of the city’s project stakeholders, collection of existing information and the development of refinements to the Uptown Plan including budgetary cost estimates. During Step 1, the Project Team will conduct background research and help the Client Team coordinate project logistics. Additionally, the Project Team will engage the steering committee and selected stakeholders, conduct a site tour, and develop an alignment report of past plans and studies. At the conclusion of Step 1, the Project Team will have established a firm foundation for the Uptown Streetscape Improvement project. Green highlights are items that have been completed. Blue items are those that are left to be completed. Red items are those proposed to move to Step 2 or Step 3.
 - 1.1. **Mtg #1 Kickoff Meeting** – The Project Team will facilitate a kick-off meeting with the Client Team to finalize a detailed project schedule, discuss project goals and objectives, and establish information sharing protocols. During this meeting, we request the Client Team provide the Project Team with an executive summary of active planning efforts, development projects, capital improvements, and other relevant information. This task will include a study area tour with members of Client Team.
 - 1.2. **Review Existing Data, Analysis & Reports** – The Project Team will review and critically examine previous, relevant studies and available data and analysis for existing conditions, trends, projections, and recommendations within the study area that are provided by the Client Team. This includes understanding demographic, market, economic development, land use, zoning, and transportation reports, studies, ordinances, and plans. The Project Team will highlight and carry forward critical sections, maps, graphics from previous plans and studies that will support this effort. The Project Team will collect unmanned aerial systems (UAS) survey data and field topography and infrastructure information at this time with ground control to collect utility markings to produce a base map from which the design concepts will be developed.
 - 1.2.1. Collect existing utility maps and records of public utilities within the study area to develop a complete utility plan for the area and identify record gaps.
 - 1.2.2. Site Survey – Using a survey grade aerial UAV fly the study area to gather field data to map the structures and major site features. In addition to the flight conventional ground survey will be used to gather detail such as utility structures, storm inverts, property monumentation, and detail obscured from the flight. The flight data will be tied to ground control for greater accuracy of topographic data.
 - 1.2.3. Property information will be overlaid on the base map based on GIS records and monumentation found in the field. (This will approximate boundaries and is not a property survey)
 - 1.2.4. Easement Audit, known easements and ownership agreements will be documented and reviewed; together the client/project team will identify relevant opportunities and constraints.

- 1.3. **Process Review** – In order to facilitate a reliable process for Improvements and Development in Uptown that best achieves the goals of the city, the APD, and one that links well with the brand story and heritage of the city, a timely and clearly-documented process should exist. This component of the work will audit and analyze the existing procedures, codes, guidelines, and governing bodies that have jurisdiction in Uptown.
 - 1.3.1. **Zoning Code and Design Guidelines Review and Recommendations:** This component of work will audit jurisdictional language with governing influence within Uptown. We will identify opportunities, constraints, and overlaps that currently exist. Further, this component of work will make recommendations for improvement of the governing language to create efficiencies and confirm alignment.
 - 1.3.2. **Governing Bodies Review and Recommendations** – Supporting the above referenced language are the governing bodies associated with each individual component within Uptown. We will review those bodies and their functions, identifying opportunities, constraints, and overlaps that currently exist. Further, this component of work will make recommendations for improvement of the governing bodies to create efficiencies and confirm alignment.
 - 1.3.3. **Alignment Recommendations** – To facilitate the goals of the project, a series of recommendations will be made to facilitate the alignment of the development process within Uptown.

- 1.4. **Architectural Heritage and Visual Language Audit and Recommendations** – The current design guidelines and architectural guidelines will be reviewed, and preliminary recommendations will be made to define stylistic language and identity of Uptown - “who are we and what do we want to look like?”. The outcome of this component and definition of those materials, finishes, and furnishings family will be referenced in the design of improvements for Uptown.
 - 1.4.1. **Architecture, preliminary** – Create a both a narrative and visual language that describes the architectural character of Uptown. This will include existing buildings and direction for the design of new buildings and how they might complement the existing historic buildings.
 - 1.4.2. **Open Space and Landscape, preliminary** – Create both a narrative and visual language for the library of materials that will be installed in the landscape, including, lighting, furnishings, and similar exterior products.
 - 1.4.3. **Integration of the City Branding Exercise**
 - 1.4.4. **Recommendations** – To facilitate the goals of the project, a series of recommendations will be made to facilitate the aligned implementation of improvements.

- 1.5. **Urban Design Guidelines**
 - 1.5.1. In concert with the architectural and landscape language developed, in the above, Urban Design Guidelines will be created to define:
 - Open Space Network, Streetscape, and Landscape Character, Connectivity and

Function

- Architectural Function, pedestrian ingress and egress, front/side/rear access and doorways, building frontage, signage location(s), primary and secondary building faces
- Multi-Modal Access, parking circulation, cycle, and pedestrian connectivity and access.
- Private development and infill opportunities.

1.6. **Stakeholder Outreach and Communication** – To facilitate an awareness of the process and the opportunities and constraints that lie ahead, the team will meet with various stakeholders to discuss the project and the district. The project team will assist the City in selecting participants, but largely rely on the expertise of city staff working group to assign individual stakeholders to attend stakeholder meetings. An orientation package of project materials will be created for this meeting series.

1.6.1. Working Group – Project team meetings - Monthly

1.6.2. Steering Committee – Bi-monthly meetings

- Might include members from commissions and boards, property owners, business owners, city staff, civic leaders, and neighborhood representatives, for example.

1.6.3. Townhall Public Meeting – One, at the conclusion of the project, format TBD.

1.7. **Traffic analysis** – Along with the traffic counts provided by the city, LJB will leverage traffic count data available from ODOT and MVRPC. Also, LJB has access to intersection counts (September 2020) from a corridor signal retiming project for SR 725 between Alexandria Road in Miamisburg to Miller Farm Lane. LJB will also use other data sources such as Streetlight data to gather origin-destination information for Franklin Street and Main Street to understand the travel patterns, rerouting opportunities, and the consequences of alternative roadway configurations, etc.

1.7.1. Evaluate regional traffic patterns to identify potential rerouting alternatives to reduce pass-by traffic at the SR 725 & Main Street intersection using Streetlight data's Origin-Destination information. Boundaries for regional evaluation will extend from Paragon Road to Clio Road (west-east) and Spring Valley Road to Alex Bell Road (south-north).

1.7.2. Perform safety analysis for the sections of SR 725 from Virginia Avenue to Maple Avenue and on Main Street from south of SR 725 to Ridgeway Drive.

1.7.3. Collect turning movement counts at the SR 725 & Main Street intersection for the Weekday (mid-day through PM peak) and mid-day Saturday. A Weekday turn count will also be collected at SR 725 and Virginia Avenue to make sure any traffic pattern changes or improvements on SR 725 are thoroughly vetted.

1.7.4. With 4 Centerville city schools in a half-mile distance, and the amount of traffic on Main Street and Franklin Street during peak hours, it is important that the traffic operational

impacts are vetted thoroughly. Capacity analysis will be conducted using HCS software and/or a micro-simulation software such as Synchro or Transmodeler for the various alternatives to understand the traffic operational impacts, traffic queues and delays during the peak hours. Among other concepts, alternatives will plan to evaluate removing left turns from the Main Street approaches, improvements to parallel routes to divert portions of traffic and a no-build and build condition will be included for comparison purposes.

1.8. **Infrastructure assessment** – The ability of the existing utilities and pavement infrastructure to accommodate the planned improvements in their current location for each of the Uptown Centerville quadrants will be evaluated. Descriptions and preliminary design of improvements or relocations will be completed.

1.8.1. **Electrical Assessment** – The LJB team will complete an assessment of the condition and capacity of the existing public electrical system within the Branding District. This task will include a tabletop review with city Public Works and Engineering staff to gain an understanding of the public infrastructure that has recently been acquired from Miami Valley Lighting. Existing lighting levels will be recorded for a selection of points along walkways, sidewalks, and parking lots utilizing a light meter after dusk. Records of fixtures and supports that are not functional shall be documented during the study. Existing power sources and circuit layout shall be reviewed for capacity and modifications. It is anticipated that the existing and new lighting will require new power feeds originating from a new electrical service with utility meter. Electrical enclosure locations for utility metered panelboards/controllers will be investigated for accessible yet hidden from public view. Pole mounted luminaire types will be reviewed with the City Planning Department and Unified Development Ordinance so that the design will provide adequate light levels without causing discomfort to adjacent properties or lighting the night sky may be proposed. Decorative lighting types will also be reviewed for illuminating walkways and greenspaces. Consideration for power requirements will be given to sign lighting, event power, greenspace receptacles (possibly integrated into light bollards) and power for holiday lighting. Existing overhead utility lines will be reviewed, investigating the possibility of relocating or routing below grade to clean up the sky while keeping utilities accessible for growing and new business. Installation of car charging stations shall be investigated for select parking spaces, if desired a solution will be presented. The need for public WiFi and sound system for the uptown area will also be reviewed and possible solutions may be presented if desired.

1.8.2. **Stormwater Assessment** – Using the storm sewer network information collected from the city and observed and collected in the field during the field survey for the district, drainage patterns, drainage areas, retention capacities and areas of sheet flow runoff will be developed for the existing condition. A drainage area map will be developed.

1.9. **Develop Preliminary Plan** - The Project Team will create an Alignment Plan that combines and focuses the desired recommendations and implementation efforts from the various previous

plans and studies for review with the Client Team. It will also identify potential conflicts and assess different priorities. This document and map set will help focus the project team efforts moving forward and define what the plan improvements of the defined district might look like, including diagrams, and both technical and illustrative plans of the streetscapes and parking facilities. Three marketing quality renderings will be created to further define the physical appearance of the improvements for further study and design work. This effort will schematically define improvements within the three identified Uptown quadrants as well as within the Public Right-of-Way in the district.

- 1.9.1. Targeted Acquisition Map – Based on the desired improvements and project boundaries, a map indicating the desired properties for acquisition will be created.

Part 1 Deliverables – A final report will be created summarizing the Part 1 outcome as a stand-alone document.

- 1.1 Meeting Minutes and Organized Summary of Project Materials, Draft and Final Project Work Plan, Existing Study Summary.
- 1.2 Project Ownership Mapping, Utility Mapping, Easements Audit, Survey.
- 1.3 Written Zoning Code and Design Review Board Recommendations and Action Items, Written Governing Body and Procedural Recommendations and Action Items, Written Recommendations to Encourage Alignment of the Development and Improvements Process.
- 1.4 Written and/or Graphic Architectural Heritage and Visual Language Audit and Recommendations (Architecture, Open Space, Branding).
- 1.5 Written and/or Graphic Urban Design Guidelines (Open Space/Connectivity Network, Architectural Building Function, Multi-Modal Accessibility/Traffic/Parking, Private Development and Infill Opportunities).
- 1.6 Stakeholder Communication Protocol and Summary of Findings, Summary of Previous Stakeholder Survey Results.
- 1.7 Local Routing and Re-Routing Alternatives, Traffic Safety Written Summary, Turning Movement Counts Mapping, Written Traffic Operational Impacts Summary, Turning Lane alternatives.
- 1.8 Written Infrastructure Assessment and Mapping (Lighting/Electrical and Stormwater).
- 1.9 Preliminary Improvements and Alignment Plan for Project Bounds (Traffic/Roadways, Streetscape Corridor, and Three Quadrants Parking Zone, Acquisition), Including, Plans, Maps, Diagrams, Three Marketing Quality Renderings, 3-D Animation in Lumion or Sketch-Up.

Part 2 - Uptown Plan Development – The second part of this project is the preliminary design for improvements in the entire Uptown District as defined on the attached Study Area Map.

2. **Final Plan Development** – Step 2 will develop the “big ideas” for an aspirational but realistic plan for the study area. This effort will include the development of transportation and corridor improvement alternatives as well as critical site development concepts. The focus of Step 2 will be to create and

evaluate a series of draft concepts and strategies for the Uptown Streetscape Improvement project. This Step will develop descriptions and budgetary cost estimates for each of the individual improvement tasks that are needed to develop the Framework Plan.

- 2.1. **Develop Transportation Improvement Options** - Based upon input and guidance from Step 1 and existing transportation plans, the Project Team will identify and advance potential transportation improvement options that improve connectivity, traffic flow, and access generally to and within project limits and to identified strategic areas. The focus will be on the “big moves” that will create achievable catalytic improvements within study area that will reduce traffic on Franklin and Main. The concepts will look to improve the road function and identity of existing corridors – highlighting needed new corridor connections and improvements to make the study area transportation network more efficient and effective. This analysis will likely include alternatives for discussion with the Client Team. Concepts will be developed in a two-dimensional plan view.
- 2.2. **Identify Corridor Improvement Opportunities** - In addition to transportation improvements, the Project Team will develop initial considerations for improving the study area that advance land use, zoning, infrastructure, and aesthetic needs. This will include lessons and initiatives from elsewhere in the community and region, that can be effectively applied in the Uptown Streetscape Improvements. Bollards and widening of the road to accommodate a two-stage pedestrian crossing at Ridgeway and additional midblock crossing locations on Franklin (taking advantage of the start of the second westbound lane west of the intersection, for example) will be explored.
- 2.3. **Explore Site Concepts** - In addition to corridor-wide improvement concepts, the Project Team will examine the undeveloped or underdeveloped areas in the study area and provide initial considerations based upon community needs and economic development direction. These areas represent the remaining potential of the study area and are worthy of more detailed analysis. The Project Team will build from and advance recommendations from past planning efforts, strategic initiatives, and Client Team direction. This will include translating previous plan recommendations to physical sites so that they are more marketable in the region and add value to the community.
- 2.4. **Meeting #2 Client Team Workshop** - The Project Team will conduct a workshop with the Client Team to share the transportation improvement option draft concepts and initial evaluation for review and feedback. The Client Team will be asked to provide guidance as to which alternatives and options to develop more fully into preferred concepts.
- 2.5. **Refine Concepts and Alternatives** - The Project Team will revise and refine the Task 2 materials based upon input from the Working Group in preparation for presentation to the Advisory Committee.
- 2.6. **Opinion of probable construction costs** – budgetary cost estimates for alternatives and improvements will be provided to aid in the evaluation of conceptual designs.

Step 2 Deliverables:

- Transportation Improvement Option Concepts
- Corridor Improvement Opportunities
- Catalytic Private Development Site Considerations
- Parking Strategy and Parking Layout
- Placemaking and Open Space Network Strategy
- District Wayfinding and Circulation Concepts – locations and types of signage and directionality

- Steering Committee Presentation Materials
 - Opinion of Probable Cost by project.
3. **Plan Delivery** - The planning process will proceed with a synthesis of the goals, strategies, and plan concepts developed in Step 2. During Step 3, the Project Team will select preferred planning and design concepts and refine these based on Client Team, Steering Committee, and Stakeholder input. This step will develop the recommended phasing sequence for the improvements. Phase 1 will be defined according to the confines of a single construction contract. It will be developed with respect to city budget constraints, availability of property access, and physical constraints. Remaining improvements will be prioritized into 2 less-rigidly defined additional phases with the understanding that private development actions may influence the sequence of those improvements being completed.
- 3.1. **Develop Preferred Concepts.** Based upon input from the Client Team and Steering Committee, the Project Team will narrow and advance the preferred vision for the study area, transportation concepts, and catalytic sites. The preferred transportation and infrastructure improvement concepts will be divided into more discreet, individual projects. More detailed plan graphics will be developed, including catalytic/critical locations at the parcel level. This will allow for a more detailed level of evaluation.
- 3.2. **Evaluate Proposed Improvements.** The Project Team will update and refine evaluation materials, including potential positive impacts and order of magnitude cost estimates. We will note linkages between potential projects as well as potential phasing for functional and development pressure reasons. We will describe the general development potential that could be unlocked by the improvements and explore anticipated and necessary partnerships. Note that this task does not include the creation or running of a traffic model, though this could be performed separately as an additional service.
- 3.3. **Meeting #3: Client Team Workshop.** The Project Team will conduct a workshop with the Client Team to share the refined transportation concepts, overall proposed transportation network vision, “big moves,” overall evaluation, and policy considerations for review and feedback. The Client Team will be asked to provide guidance and input on the materials and thoughts as to prioritization of the preferred improvements.
- 3.4. **Develop Study Area Environmental Design and Wayfinding Package.** The Project Team will collaborate with the branding consultant and develop full-color renderings and illustrations of selected portions of the study area to demonstrate the vision and potential of selected improvements. Four-to-six locations will be selected in consultation with the Client Team. The objective of these materials is to help inspire the community, build support and momentum for the plan recommendations, and attract project funding.
- 3.5. **Meeting #4: Steering Committee.** The Project Team will present final plan materials to the Steering Committee for their review and input. The Project Team will continue to demonstrate how the recommendations for the study area draw from previous plan and study recommendations and respond to stakeholder direction and the input.

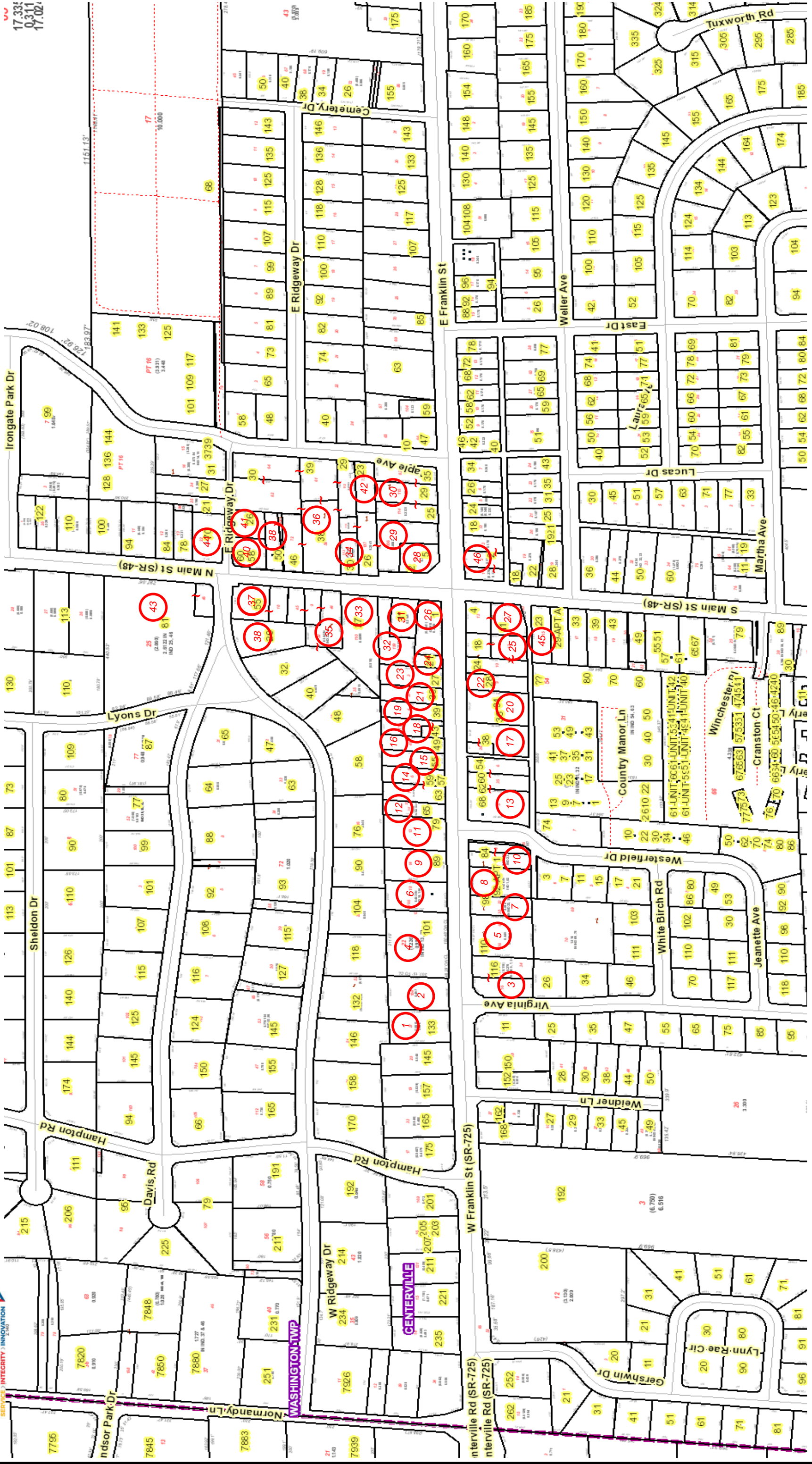
Step 3 Deliverables

- Preferred Corridor Concepts and Recommendations
- Preferred Transportation Concept Plan
- Preferred Site Concept Plan
- Preferred Project Design and Construction Phasing and Budget
- Environmental Design and Wayfinding Recommendations

- Marketing Quality Plan Rendering
- Marketing Quality Birds Eye Perspective, one image for each construction phase
- Advisory Committee Presentation Materials
- Description and Opinion of Probable Construction Costs for Phased Construction of the improvements

If-Authorized

- **Boundary Survey and Easements** – LJB will complete boundary resolution for each of the parcels in the Uptown District Improvement Area as identified on the attached property map and listing of ownerships. Easement exhibits and legal descriptions will be developed to facilitate the transfer of property rights to allow the city of Centerville to construct and maintain parking facilities and other infrastructure improvements across these parcels. We anticipate the scope of this task to include:
 - Property research to collect plat, surveys and deeds
 - Field survey to locate the property pins and evidence of occupation
 - Resolution of the property boundaries including any documented easements and parking leases
 - Development of easement exhibits with existing and proposed linework and preliminary boundary of the city easement to be used in discussion and negotiation with the property owner
 - Refinement of the easement linework and addition of metes and bounds description labels
 - Development of the metes and bounds description.
- **Stakeholder Working Group Meetings** - The Project Team will conduct a total of 2 stakeholder working group meetings with a pre-selected group of stakeholders for a pre-determined subarea. The first meeting will be for the stakeholder group to review and provide feedback for the site improvements in the pre-determined area. The project team will revise the site improvements plans based on stakeholder feedback. The second meeting will be for the stakeholder group to review changes and to provide any remaining feedback. *Any additional meetings or the addition of other stakeholder groups will be computed at the standard hourly rates or outlined under a separate proposal.



**DISCLAIMER:

This map is a visual presentation of data to be used as a public resource of general information and is provided strictly as a courtesy. The Montgomery County Auditors Office makes no warranty, representation, or guaranty as to the content, accuracy, timeliness, or completeness of any information provided herein.

Furthermore, The Montgomery County Auditors Office shall assume no liability for

1. Any errors, omissions, or inaccuracies in the information provided regardless of how caused; or
 2. Any decision made or action taken or not taken by the reader in reliance upon any information furnished hereunder.
- Note: Exact property boundaries must be derived by a legal survey of the property.



1 inch = 232 ft

#	PIDN	Owner Name	Address	Business Name
1	O68 00102 0021	Good Cats LLC	133 W. Franklin St.	Scratching Post Cat Hospital
2	O68 00102 0164	City of Centerville	SR 725	Parking Lot
3	O68 00111 0016 O68 00106 0005	Kremer Real Estate LLC	116 W. Franklin St.	K&G Bike Center
4	O68 00102 0013	Las Piramides Inc.	101 W. Franklin St.	Las Piramides Mexican Restaurant
5	O68 00106 0006	James M. Robbins	110 W. Franklin St.	Residence
6	O68 00102 0018	Franklin Street Investments LLC	93 W. Franklin St.	Home Experts Realty
7	O68 00106 0022	Treva & Daniel Doepke	98 W. Franklin St.	Residence
8	O68 00105 0001	Embark Properties LLC	92 W. Franklin St.	Apartments
9	O68 00103 0014	Centerville Historical Society	89 W. Franklin St.	The Walton House
10	O68 00105 0002 O68 00105 0004	Roger W. & Amalia Krass	84 W. Franklin St.	Centerville Lock & Safe
11	O68 00103 0013	Angy Monir-Toufils DMD LLC	79 W. Franklin St.	Dentist
12	O68 00103 0036	The Gene Group LLC	65 W. Franklin St.	Century 21
13	O68 00105 0005 O68 00105 0006 O68 00105 0035	Ned R. Graeter	54-68 W. Franklin St.	Crabshire's Tavern/Pure Barre/Residence
14	O68 00103 0006 O68 00103 0007	Mujay Holdings LLC	57-63 W. Franklin St.	Zebra Girl Boutique
15	O68 00103 0038	Beyerle Family Partners Ltd.	55 W. Franklin St.	Centerville Insurance
16	O68 00103 0049	David T. Beyerle	49 W. Franklin St.	
17	O68 00105 0007	Fritz Group LLC	38 W. Franklin St.	Pi/Style937 Boutique
18	O68 00103 0005	Westlake Enterprises LLC	43 W. Franklin St.	Loralei's Boutique
19	O68 00103 0004	JC Sunshine Properties LLC	39 W. Franklin St.	Wise Guys Tattoo Society
20	O68 00105 0008	VNA-Dayton LLC	34 W. Franklin St.	Centerville Carryout
21	O68 00103 0039	DJC Medical LLC	31-33 W. Franklin St.	Merchant31 Beckel's Humidor
22	O68 00105 0009 O68 00105 0010	Sweeney's Seafood House Dayton Inc.	24 W. Franklin St.	Sweeney's Seafood Bar&Grill
23	O68 00103 0003	Debra I. Teeters	27 W. Franklin St.	Aisle 9 Tattoo
24	O68 00103 0040	Westerly Rentals LLC	21 W. Franklin St.	Circa for the Home

#	PIDN	Owner Name	Address	Business Name
25	O68 00105 0011	Christine Ann Sweeney, Trustee	18 W. Franklin St.	Pieces of Style
26	O68 00103 0001	Roberta J. Gramann	1 N. Main St.	Square One Salon & Spa
27	O68 00105 0013	Synergia Properties II LLC	4 W. Franklin St.	Visiting Angels
28	O68 00103 0105	Hammerhead-Centerville LLC	2 N. Main St.	Graeter's Ice Cream/City BBQ
29	O68 00103 0106 O68 00103 00107 O68 00103 00116	City of Centerville	26-30 N. Main St	Asahel Wright Museum
30	O68 00103 0063 O68 00103 0114 O68 00103 0115	E&E Properties, Inc.	25-35 E. Franklin St.	James Harris House/MacDiggers Pub/Residence
31	O68 00103 0108	Merco II LLC	11 N. Main St.	Panera Bread
32	O68 00103 0109	City of Centerville	26 N. Main St.	Parking Lot
33	O68 00103 0110	Washington Township Trustees	27 N. Main St.	Washington Township Hall
34	O68 00103 0112	Daniel E. & Norma L. Warell, Trustees	30 N. Main St.	Craig's Barber Shop
35	O68 00103 0009 O68 00103 0020 O68 00103 0022 O68 00103 0045	City of Centerville	32 W. Ridgeway Dr. 39-45 N. Main St.	Vacant
36	O68 00103 0056 O68 00103 0061 O68 00103 0062 O68 00103 0064 O68 00103 0072 O68 00103 0113	First Baptist Church of Centerville	38 N. Main St.	Church
37	O68 00103 0010 O68 00103 0011	Interesting Development Co. LLC	51-55 N. Main St.	Burke Orthodontics
38	O58 00103 00567	Thomas G. Pavey	50 N. Main St.	Dr. Al Dental
39	O68 00103 0021	Lucinda Ryan	20 W. Ridgeway Dr.	Lumpkin's Gass Service
40	O68 00103 0058	Stonehouse Partners LLC	58 N. Main St.	Glasshouse Realty Group
41	O68 00103 0076	Dennis & Rebecca Moyer, Trustees	26 E. Ridgeway Dr.	Residence
42	O68 00103 0073	Martha J. Lynch	23 Maple Ave.	Joseph Tice House

#	PIDN	Owner Name	Address	Business Name
43	O68 00103 0025	Routsong Funeral Home Inc.	81 N. Main St.	Routsong Funeral Home & Cremation Services
44	O68 00101 0022	3040 Far Hills LLC	70 N. Main St.	Metropolitan Dry Cleaners
45	O68 00105 0015	Donald L. & Edythe M. Aukerman	23 S. Main St.	Residence
46	O68 00107 0001	Robert Gregory & Jennifer Shellhouse	E. Franklin St.	Dayton Dental Solutions