

EXHIBIT A

CITY OF DETROIT
BROWNFIELD REDEVELOPMENT AUTHORITY

BROWNFIELD PLAN FOR THE
411 PIQUETTE
REDEVELOPMENT PROJECT

Prepared by:

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June 1, 2022

**CITY OF DETROIT
BROWNFIELD REDEVELOPMENT AUTHORITY
BROWNFIELD PLAN**

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I. INTRODUCTION

In order to promote the revitalization of environmentally distressed and blighted areas within the boundaries of the City of Detroit, Michigan (the “City”), the City has established the City of Detroit Brownfield Redevelopment Authority (the “DBRA”) pursuant to Michigan Public Act 381 of 1996, as amended (“Act 381”).

The primary purpose of this Brownfield Plan (“Plan”) is to promote the redevelopment of and private investment in certain “brownfield” properties within the City. Inclusion of property within this Plan will facilitate financing of environmental response and other eligible activities at eligible properties, and will also provide tax incentives to eligible taxpayers willing to invest in revitalization of eligible sites, commonly referred to as “brownfields.” By facilitating redevelopment of brownfield properties, this Plan is intended to promote economic growth for the benefit of the residents of the City and all taxing units located within and benefited by the DBRA.

This Plan is intended to apply to the eligible property identified in this Plan and, if tax increment revenues are proposed to be captured from that eligible property, to identify and authorize the eligible activities to be funded by such tax increment revenues.

This Plan is intended to be a living document, which may be modified or amended in accordance with the requirements of Act 381, as necessary to achieve the purposes of Act 381. A subsequent change to the identification or designation of a developer after the approval of this Plan by the governing body (as defined by Act 381) shall not necessitate an amendment to this Plan, affect the application of this Plan to the eligible property or impair the rights available to the DBRA under this Plan. The applicable sections of Act 381 are noted throughout the Plan for reference purposes.

This Plan describes the project to be completed (see Attachment C) and contains all of the information required by Section 13(2) of Act 381.

II. GENERAL PROVISIONS

A. Description of the Eligible Property (Section 13 (2)(h)) and the Project

The property comprising the eligible property consists of one (1) parcel. 411 Piquette Avenue is considered a “facility” as defined under section 20101 of the Natural Resources and Environmental Protection Act, 1994 PA 451, (“Act 451”) and a “historic resource” as defined in section 90a of the Michigan Strategic Fund Act, 1984 PA 270, MCL 125.2090a. The parcel and all tangible personal property located thereon will comprise the eligible property and is collectively referred to herein as the “Property.”

Attachment A includes a site map of the Property. The Property is located in Detroit’s Milwaukee Junction Neighborhood, bounded by the property line to the north, Beaubien Boulevard to the east, Piquette Avenue to the south, and Brush Street to the west

Parcel information is outlined below.

Address	411 Piquette Avenue
Parcel ID	01001800.003
Owner	411 Piquette, LLC
Legal Description	N PIQUETTE LOT 4 & S 40 FT OF VAC TROMBLY AVE ADJ EXC S 402.35 FT OF E 56 FT THEREOF EMILY CAMPAUS SUB L3 P64 PLATS W C R 1/96 252 IRREG SPLIT/COMBINED ON 06/15/2017 FROM 01001800.001, 01001800.002A, 01001800.002L;

411 Piquette, LLC is the project developer (“Developer”) and owner of the Property. The project will entail the rehabilitation of an approximately 4-story industrial building totaling approximately 108,000 square feet. The current building will be redeveloped to create approximately 162 residential apartment units. It is currently anticipated renovations will begin in the fall of 2022, with a completion goal of December 2023. The project description provided herein is a summary of the proposed development at the time of the adoption of the Plan. The actual development may vary from the project description provided herein (including, without limitation, the references to square footage or number of units), without necessitating an amendment to this Plan, so long as such variations are not material and/or arise as a result of changes in market and/or financing conditions affecting the project and/or are related to the addition or immaterial removal of amenities to the project. All material changes, as determined by DBRA in its sole discretion, to the project description are subject to the approval of the DBRA staff and shall be consistent with the overall nature of the proposed development, its proposed public purpose, and the purposes of Act 381.

Attachment C provides a detailed description of the project to be completed at the Property (the “Project”) and Attachment D includes letters of support for the Project.

B. Basis of Eligibility (Section 13 (2)(h) and Section 2 (p))

The Property is considered “eligible property” as defined by Act 381, Section 2 because the Property (a) was previously utilized for an industrial purpose; (b) is located within the City of Detroit, a qualified local governmental unit under Act 381; (c) is determined to be a “facility” as defined by Act 381 and (d) is a “historic resource” as defined in section 90a of the Michigan Strategic Fund Act, 1984 PA 270, MCL 125.2090a.

Between 2002 and 2015, numerous previous subsurface investigations and excavations were conducted on the Property. Analytical results document that soil, groundwater, and soil gas contamination exists on-site above the current Part 201 Residential and Nonresidential Generic Cleanup Criteria, Part 213 Risk Based Screening Levels (RBSLs), and/or the Michigan Department of Environment, Great Lakes, and Energy (EGLE) Volatilization to Indoor Air Pathway (VIAP) screening levels. Based on these analytical results, the Property is a “site” and a “facility,” as defined by Part 213 and Part 201 of Act 451.

C. Summary of Eligible Activities and Description of Costs (Section 13 (2)(a),(b))

The “eligible activities” that the Developer intends to conduct at the Property pursuant to this Plan are considered “eligible activities” as defined by Section 2 of Act 381 because they include pre-approved activities, department specific activities, asbestos activities, site demolition activities, infrastructure improvements, site preparation, simple interest, and the development, preparation and implementation of a brownfield plan and/or Act 381 work plan.

A summary of the eligible activities and the estimated cost of each eligible activity intended to be reimbursed with tax increment revenues generated and captured from the Property are shown in the table attached hereto as Attachment E. The eligible activities described in Attachment E are not exhaustive. Subject to the approval of DBRA staff in writing, additional eligible activities may be carried out at the Property, without requiring an amendment to this Plan, so long as such eligible activities are permitted by Act 381 and the costs of such eligible activities do not exceed the total costs stated in Attachment E.

Unless otherwise agreed to in writing by the DBRA, all eligible activities shall commence within eighteen (18) months after the date the governing body approves this Plan and shall be completed within three (3) years after execution of the Reimbursement Agreement (as that term is defined below). Any long-term monitoring or operation and maintenance activities or obligations that may be required will be performed in compliance with the terms of this Plan and any documents prepared pursuant to this Plan.

The Developer or its affiliate desires to be reimbursed for the costs of eligible activities as described below. Some eligible activities may commence prior to the adoption of this Plan and, to the extent permitted by Act 381, the costs of such eligible activities shall be reimbursable pursuant to the Reimbursement Agreement. Tax increment revenue generated by the Property will be captured by the DBRA and used to reimburse the cost of the eligible activities completed on the Property pursuant to the terms of a Reimbursement Agreement to be executed by the DBRA and the Developer (or its affiliate) after approval

of this Plan (the “Reimbursement Agreement”), to the extent permitted by Act 381. In the event this Plan contemplates the capture of tax increment revenue derived from “taxes levied for school operating purposes” (as defined by Section 2(uu) of Act 381 and hereinafter referred to as “School Taxes”), the Developer acknowledges and agrees that DBRA’s obligation to reimburse the Developer or its affiliate for the cost of eligible activities with tax increment revenue derived from Local Taxes, or Specific Taxes that are considered Local Taxes, (as these capitalized terms are defined by Act 381) is contingent upon: (i) the Developer or its affiliate receiving at least the initial applicable work plan approvals by the Michigan Strategic Fund (“MSF”) and EGLE, as may be required pursuant to Act 381; or (ii) the Developer or its affiliate providing the DBRA with evidence, satisfactory to DBRA, that the Developer or its affiliate has the financial means to complete the Project without the capture of, and subsequent reimbursement with, the contemplated School Taxes.

The costs listed in Attachment E are estimated costs and may increase or decrease depending on the nature and extent of any environmental contamination and other unknown conditions encountered on the Property. The actual cost of those eligible activities encompassed by this Plan that will qualify for reimbursement from tax increment revenues generated from the Property and captured by the DBRA shall be governed by the terms of the Reimbursement Agreement. No costs of eligible activities will be qualified for reimbursement except to the extent permitted in accordance with the terms and conditions of the Reimbursement Agreement and Act 381. The Reimbursement Agreement and this Plan will dictate the total cost of eligible activities subject to payment or reimbursement, provided that the total cost of eligible activities subject to payment or reimbursement under the Reimbursement Agreement shall not exceed the estimated costs set forth in Attachment E. As long as the total costs are not exceeded, line item costs of eligible activities may be adjusted after the date this Plan is approved by the governing body, to the extent the adjustments do not violate the terms of the approved EGLE or MSF work plans.

D. Estimate of Captured Taxable Value and Tax Increment Revenues (Section 13(2)(c)); Beginning Date of Capture of Tax Increment Revenues (Section (13)(2)(f); Impact of Tax Increment Financing on Taxing Jurisdictions (Section 13(2)(g))

This Plan anticipates the capture of tax increment revenues to reimburse the Developer for the costs of eligible activities under this Plan in accordance with the Reimbursement Agreement. Subject to Section 13(b)(16) of Act 381, a table of estimated tax increment revenues to be captured is attached to this Plan as Attachment F. The figures included in Attachment F are estimates and are subject to change depending on actual assessed values and changes to annual millage rates.

Tax increments are projected to be captured and applied to the (i) reimbursement of eligible activity costs and payment of DBRA administrative and operating expenses, (ii) make deposits into the State Brownfield Redevelopment Fund, and (iii) make deposits into the DBRA’s Local Brownfield Revolving Fund, as follows:

	Reimbursement Costs	Admin. Costs	State Brownfield Fund	Local Brownfield Revolving Fund	Totals
School Operating Tax	\$1,145,623	\$0	\$0	\$412,118	\$1,557,742
State Education Tax	\$203,873	\$0	\$277,213	\$73,340	\$554,426
City Operating	\$348,833	\$285,095	\$0	\$374,086	\$1,008,014
Library	\$80,961	\$66,168	\$0	\$86,822	\$233,952
Wayne County Operating (summer)	\$98,515	\$80,514	\$0	\$105,647	\$284,676
Wayne County Operation (winter)	\$17,262	\$14,108	\$0	\$18,511	\$49,880
Wayne County Jails	\$16,361	\$13,372	\$0	\$17,546	\$47,278
Wayne County Parks	\$4,289	\$3,505	\$0	\$4,599	\$12,393
HCMA	\$3,652	\$2,985	\$0	\$3,917	\$10,554
RESA Enhancement	\$34,901	\$28,524	\$0	\$37,427	\$100,852
Wayne County ISD (RESA)	\$1,682	\$1,375	\$0	\$1,804	\$4,860
Wayne County RESA Special Ed	\$58,738	\$48,005	\$0	\$62,990	\$169,734
Wayne County Community College	\$56,608	\$46,265	\$0	\$60,707	\$163,580
	0	\$0	\$0	\$0	\$0
	0	\$0	\$0	\$0	\$0
	0	\$0	\$0	\$0	\$0
TOTAL	\$2,071,298	\$589,916	\$277,213	\$1,259,514	\$4,197,941
<i>In Addition the following taxes are projected to be generated but shall not be captured during the life of this Plan:</i>					
City Debt	\$464,996				
School Debt	\$671,661				
Wayne County DIA	\$10,307				
Wayne County Zoo	\$5,151				
Total	\$1,152,115				

* The total admin fee paid is estimated to be \$634,857. Admin costs total \$589,916 in the above table to identify the direct impact to taxing jurisdictions. During the OPRA tax abatement insufficient tax increment revenues (TIR) are available to cover the admin fee. An additional \$44,941.36 is anticipated to be paid separately. Additionally, in the year developer reimbursement is complete, there is excess local TIR of approximately \$34,442 that is available for capture but is not anticipated to be captured, with LBRF capture slated to begin in the following year.

In no event shall the duration of this Plan exceed thirty-five (35) years following the date of the governing body’s resolution approving this Plan, nor shall the duration of the tax capture exceed the lesser of the period authorized under subsection (5) of Section 13 of Act 381 or 30 years. Further, in no event shall the beginning date of the capture of tax increment revenues be later than five (5) years after the date of the governing body’s resolution approving this Plan or such other date authorized by Act 381. The beginning date of the capture of tax increment revenues is anticipated to be the 2024 tax year (commencing with the Summer property taxes).

E. Plan of Financing (Section 13(2)(d)); Maximum Amount of Indebtedness (Section 13(2)(e))

The eligible activities are to be financed solely by the Developer. The DBRA will reimburse the Developer for the cost of approved eligible activities, but only from tax increment revenues generated and captured from the Property. No advances have been or shall be made by the City or the DBRA for the costs of eligible activities under this Plan.

All reimbursements authorized under this Plan shall be governed by the Reimbursement Agreement. The inclusion of eligible activities and estimates of costs to be reimbursed in this Plan are intended to authorize the DBRA to fund such reimbursements and does not obligate the DBRA or the City to fund any reimbursement or to enter into the Reimbursement Agreement providing for the reimbursement of any costs for which tax increment revenues may be captured under this Plan, or which are permitted to be reimbursed under this Plan. The amount and source of any tax increment revenues that will be used for purposes authorized by this Plan, and the terms and conditions for such use and upon any reimbursement of the expenses permitted by this Plan, will be provided solely under the Reimbursement Agreement contemplated by this Plan.

If agreed upon by the Developer and the DBRA, and so long as the applicable agency/department of the State of Michigan approves an Act 381 work plan including this Plan, the DBRA may incur note or bonded indebtedness to finance the purposes of this Plan; provided that any such note or bonded indebtedness contemplated by this section shall be (i) subject to approval by the DBRA Board of Directors and other approvals required in accordance and compliance with Act 381 and applicable law; (ii) non-recourse to the DBRA; and (iii) in an amount not to exceed the maximum amount of tax increment revenues authorized for capture under this Plan and any subsequent Act 381 work plan approvals.

Interest shall be paid under this Plan as provided in the Reimbursement Agreement, provided that to the extent that the MSF or EGLE does not approve the payment of interest on an eligible activity with school taxes, interest shall not accrue or be paid under this Plan with respect to the cost of such eligible activity. Unless otherwise agreed upon by the Developer (or its affiliate), the DBRA, and the applicable agency/department of the State of Michigan, the DBRA may approve interest on the local portion of the reimbursement to the extent that the projected internal rate of return to the Developer does not exceed twenty (20%), as more specifically stated in the Reimbursement Agreement.

Reimbursements under the Reimbursement Agreement shall not exceed the estimated total cost of eligible activities permitted under this Plan. For the avoidance of doubt, if the approved interest rate for interest on eligible activities described in this Plan (i.e. 5%) would result in actual reimbursement to the Developer that would exceed the estimated total costs for reimbursement described in Attachment E (the “Maximum Reimbursement”); notwithstanding the approved interest rate for eligible activities in this Plan, the actual reimbursement to Developer for all eligible activities (including interest) shall under no circumstances exceed the Maximum Reimbursement.

The Project is also seeking approval of a PA 146 Obsolete Property Rehabilitation Act tax abatement (“PA 146”) which, if approved, will reduce the amount of tax increment revenues available pursuant to this Plan. The PA 146 is included in the tax capture assumptions provided with this Plan in Attachment F.

F. Duration of Plan (Section 13(2)(f))

Subject to Section 13b(16) of Act 381, the beginning date and duration of capture of tax increment revenues from the Property shall occur in accordance with the tax increment financing (TIF) table described in Attachment F. In no event, however, shall this Plan extend beyond the maximum term allowed by Section 13(b)(16) of Act 381 for the duration of this Plan.

Furthermore, this Plan, or any subsequent amendment thereto, may be abolished or terminated in accordance with Section 14(8) of Act 381 in the event of any of the following:

a. The governing body may abolish this Plan (or any subsequent amendment thereto) when it finds that the purposes for which this Plan was established have been accomplished.

b. The governing body may terminate this Plan (or any subsequent amendment thereto) if the project for which eligible activities were identified in this Plan (or any subsequent amendment thereto) fails to occur with respect to the eligible property for at least two (2) years following the date of the governing body’s resolution approving this Plan (or any subsequent amendment thereto), provided that the governing body first does both of the following: (i) gives 30 days’ written notice to the Developer at its last known address by certified mail or other method that documents proof of delivery attempted; and (ii) provides the Developer with an opportunity to be heard at a public meeting.

Notwithstanding anything in this subsection to the contrary, this Plan (or any subsequent amendment thereto) shall not be abolished or terminated until the principal and interest on bonds, if any, issued under Section 17 of Act 381 and all other obligations to which the tax increment revenues are pledged have been paid or funds sufficient to make the payment have been identified or segregated.

G. Effective Date of Inclusion in Brownfield Plan

The Property will become a part of this Plan on the date this Plan is approved by the governing body.

H. Displacement/Relocation of Individuals on Eligible Property (Section 13(2)(i-1))

There are no persons or businesses residing on the Property and no occupied residences or businesses will be acquired or cleared, therefore there will be no displacement or relocation of persons or businesses under this Plan.

I. Local Brownfield Revolving Fund (“LBRF”) (Section 8; Section 13(2)(m))

The DBRA has established a Local Brownfield Revolving Fund (LBRF). The LBRF will consist of all tax increment revenues authorized to be captured and deposited in the LBRF, as specified in Section 13(5) of Act 381, under this Plan and any other plan of the DBRA. It may also include funds appropriated or otherwise made available from public or private sources.

The amount of tax increment revenue authorized for capture and deposit in the LBRF is estimated at \$1,259,514. All funds, if any, deposited in the LBRF shall be used in accordance with Section 8 of Act 381.

J. Brownfield Redevelopment Fund (Section 8a; Section 13(2)(m))

The DBRA shall pay to the Department of Treasury at least once annually an amount equal to fifty percent of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, that are captured under this Plan for up to the first twenty-five (25) years of the duration of capture of tax increment revenues for each eligible property included in this Plan. If the DBRA pays an amount equal to fifty percent of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on a parcel of eligible property to the Department of Treasury under Section 13b(14) of Act 381, the percentage of local taxes levied on that parcel and used to reimburse eligible activities for the Project under this Plan shall not exceed the percentage of local taxes levied on that parcel that would have been used to reimburse eligible activities for the Project under this Plan if the fifty percent of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on that parcel were not paid to the Department of Treasury under Section 13b(14) of Act 381.

K. Developer’s Obligations, Representations and Warrants; Section 13(2)(m)

The Developer and its affiliates shall comply with all applicable laws, ordinances, executive orders, or other regulations imposed by the City or any other properly constituted governmental authority with respect to the Property and shall use the Property in accordance with this Plan.

The Developer and its affiliates, at their sole cost and expense, shall be solely responsible for and shall fully comply with all applicable federal, state, and local relocation requirements in implementing this Plan.

The Developer represents and warrants that a Phase I Environmental Site Assessment (“ESA”), a Phase II ESA, baseline environmental assessment, and due care plan, pursuant to Part 201 of Michigan’s Natural Resources and Environmental Protection Act (MCL 324.20101 *et seq.*), have been performed on the Property (collectively, “Environmental Documents”). Attached hereto as Attachment G is the City of Detroit’s Department of Buildings, Safety Engineering and Environmental acknowledgement of its receipt of the Environmental Documents.

The Developer and its affiliates further represent and warrant that the Project does not and will not include a City of Detroit Land Bank Authority, Wayne County Land Bank Authority or State of Michigan Land Bank financing component.

Except as otherwise agreed to by the DBRA, any breach of a representation or warranty contained in this Plan shall render the Plan invalid, subject to the Developer's or its affiliate's reasonable opportunity to cure as described in the Reimbursement Agreement.

#3708938 v9

III. ATTACHMENTS

ATTACHMENT A

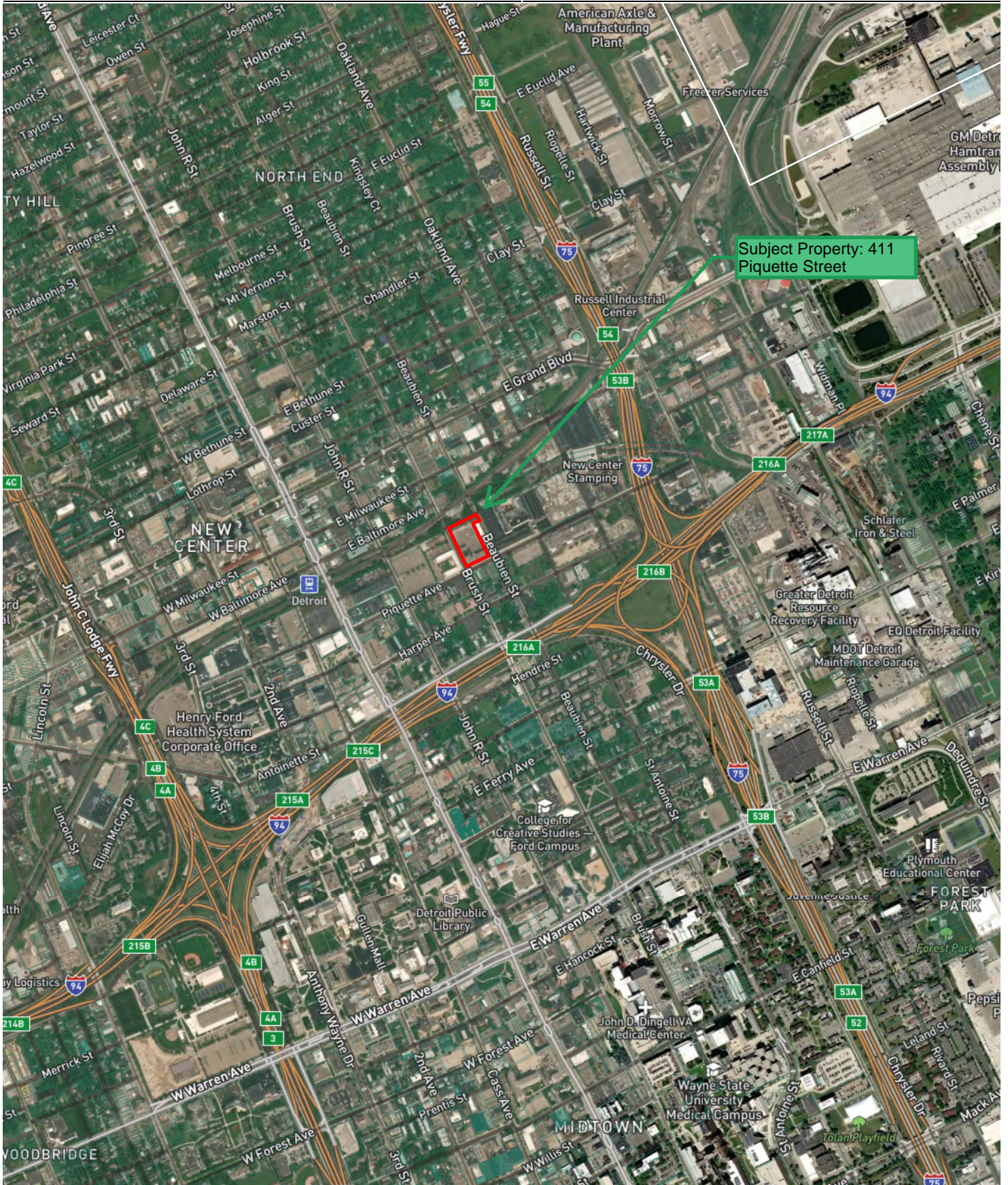
Site Map

Detroit

<https://app.regrid.com/us/mi/wayne/detroit>

Regrid

By Loveland Technologies · Jun 02, 2022





ATTACHMENT B

Legal Descriptions of Eligible Property to which the Plan Applies

LEGAL DESCRIPTION: 411 PIQUETTE AVENUE

Parcel: 01001800.003

N PIQUETTE LOT 4 & S 40 FT OF VAC TROMBLY AVE ADJ EXC S 402.35 FT OF E 56 FT THEREOF EMILY
CAMPAUS SUB L3 P64 PLATS W C R 1/96 252 IRREG

SPLIT/COMBINED ON 06/15/2017 FROM 01001800.001, 01001800.002A, 01001800.002L;

ATTACHMENT C

Project Description

411 Piquette

PROJECT DESCRIPTION

Development Team and Company Synopsis

411 Piquette, LLC (the “Developer”) is a related entity of the Platform. Peter Cummings, the Platform’s founder, launched the Platform in 2016, focused on becoming a driving force in the rebuilding of Detroit. The company is committed to inclusive development. With a vision of quality residential, commercial, and retail opportunities, the Platform develops in ways that honor and contribute to existing social and physical fabric



within neighborhoods with the goal of creating places and spaces that bring people together. The Platform’s mission is to embrace revitalizing neighborhoods, inspire the next generation, and use design as a tool to make the communities they work in a great place to live.

The development team has selected Performance Contracting, Inc. (PCI) as the General Contractor and Kraemer Design Group as the architect.

Project Synopsis

The property was originally owned by Ford and sits adjunct to the Ford Piquette Avenue Plant, which was the birthplace of the Ford Model T car and is largely recognized as one of the most significant automotive heritage sites in the world. Eventually outgrowing this facility, Ford relocated to their Highland Park Facility in 1910. The Piquette Plant and land at 411 Piquette was then sold by Ford to Studebaker in 1911, who also had a facility one block west of 411 Piquette. In 1920, Studebaker finished construction of the 4-story Industrial building that remains on the property today, which is our subject property for the proposed historic restoration and redevelopment project. The building was designed by Albert Kahn and utilized by Studebaker as their Sales and Service Center. The building has been used by numerous users since that time, including Cadillac and 3M. Lastly, the building was used as a warehouse in most recent years and currently sits vacant. The redevelopment of 411 Piquette transforms the existing historic building into 162 apartment units, all priced at workforce housing rates ranging from 70% to 120% AMI. The proposed 162 workforce housing units are comprised of 72 studios, 87 one-bedroom and 3 two-bedroom, anticipated to be priced at 120% AMI or less, including 9% at or below 70% AMI, 52% at 80% AMI and 39% at 100% AMI. The first floor will include a fitness room, postal lockers, package room, pet wash, and private workspaces for

residents. The project will also reconfigure 175 surface parking spaces on the adjoined paved area.

The existing building totals approximately 108,000 square feet. Units will vary in size, ranging from approximately 380 to 723 square feet. In total, approximately 83,000 square feet of living space will be made available.



Upon completion, this project will bring a historic building back to productive use, addressing the growing demand for residential space within Milwaukee Junction, and will further catalyze economic development in the area.

Project Investment Estimates

Capital Cost	Total Cost
Land	\$ 5,900,000
Renovation/Rehabilitation	\$ 25,541,803
Soft Costs	\$ 5,838,133
Total Capital Costs	\$ 37,279,936

Anticipated Capital Stack	Total Amount
Senior Lender	\$ 17,297,468
PACE Financing	\$ 4,188,000
MCRP Loan	\$ 5,000,000
Historic Tax Credit Bridge Loan	\$ 3,458,699
Equity	\$ 7,335,769
Total Sources Costs	\$ 37,279,936

Additional Financing Incentives Associated with the Redevelopment

Substantial investment is necessary to rehabilitate the existing building and construct the expansive addition. In efforts to grow this project into a viable, long-term redevelopment, the Developer will also apply for an Obsolete Property Rehabilitation Abatement (OPRA) and Michigan Community Revitalization Program (MCRP) loan.

Cost/Benefit Analysis

The proposed project will remediate a contaminated facility property and help meet demand for workforce housing stock in Detroit's Milwaukee Junction Neighborhood. Simultaneously, the Project will bring the property back to productive use after years of underuse and vacancy. The project will increase the density and improve security by

creating 24-hour occupancy. Local businesses in the area will benefit from an increase in spinoff consumer spending.

On a short-term basis, approximately 75 construction jobs will be created during the estimated 14-month renovation period. On a long-term basis, the Developer anticipates the creation of approximately 2 full time equivalent (FTE) permanent indirect jobs at the new project. These are anticipated to be created by third-parties, which include property maintenance.

While remaining compliant with policies and laws, Detroit-based hiring will be encouraged, both permanent and temporary. During the construction phase, the contractors have been advised by the development team that priority must be to hire residents of the City of Detroit. The developer will also utilize the Skilled Trades Taskforce and Detroit at Work.

ATTACHMENT D

Supportive Letters



**PLANNING AND
DEVELOPMENT DEPARTMENT**

Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 808
Detroit, Michigan 48226

Phone 313•224•1339
www.detroitmi.gov

May 24, 2022

Ms. Jennifer Kanalos
Authorized Agent
Detroit Brownfield Redevelopment Authority
500 Griswold, Suite 2200
Detroit, Michigan 48226

RE: 411 Piquette Brownfield Redevelopment Plan

Dear Ms. Kanalos,

The Detroit Brownfield Redevelopment Authority (DBRA) 411 Piquette Brownfield Redevelopment Plan (the "Plan").

411 Piquette, LLC is the project developer ("Developer"). The property in the Plan consists of one (1) parcel bounded by property line to the north, Beaubien Boulevard to the east, Piquette Avenue to the south, and Brush Street to the west in the Milwaukee-Junction neighborhood of Detroit.

The project consists of the redevelopment of the existing historic structure into approximately 162 residential units (72 studios, 87 one-bedroom and 3 two-bedroom units) with rents ranging from 70% to 120% of the Area Median Income (AMI). The first floor will include a fitness room, postal lockers, package room, pet wash, and private workspaces for residents. The project will also reconfigure 175 surface parking spaces on the adjoined paved area.

The project will redevelop an underutilized, historic, and contaminated property to provide new residential units in the Milwaukee Junction neighborhood of Detroit. Total investment is estimated at \$38 million.

The review for this brownfield plan is complete and all comments have been forwarded to the developer. No adverse comments were received. The Planning and Development Department recommends approval of the brownfield plan as submitted.

Sincerely,

Russell Baltimore
Assistant Director Design
Planning and Development Department

c: B. Vosburg
C. Capler



CITY YEAR DETROIT

2937 East Grand Blvd. 4th Floor
Detroit, MI 48202

PHONE 313.874.6825
FAX 313.874.6883

cityyear.org/detroit

June 3, 2022

City Council Office
2 Woodward Ave, Suite 1340
Detroit, MI 48226

Re: Support for the Piquette Lofts Housing Development

Dear Detroit City Council members:

City Year Detroit would like to express its support for the proposed project at 411 Piquette. As a community organization and a tenant in the Milwaukee Junction neighborhood, we are excited about what this project will mean for this area of our city.

In particular, we are excited about the workforce housing this project will offer. Our 100+ employees have expressed a desire for more residential options near our office. City Year Detroit has seen the development plans and believe the historic preservation of an Albert Kahn industrial property will enhance existing context well.

The developer has shared with us its design, construction, and financing plan for this development. City Year Detroit is in support of the project and the benefits it will bring to the Milwaukee Junction neighborhood at large. City Year Detroit supports the developer’s request for the Brownfield TIF and OPRA tax abatement for this project.

Sincerely,

City Year Detroit

March 3, 2022

City Council Office
2 Woodward Ave, Suite 1340
Detroit, MI 48226

Re: Support for the Piquette Lofts Housing Development

Dear City of Detroit Council members:

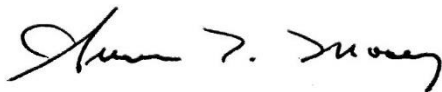
Midtown Detroit Inc. (MDI) would like to express its support for the proposed project at 411 Piquette. As a nonprofit organization committed to the revitalization of the Midtown and New Center neighborhoods, MDI has an interest in the success of the neighboring Milwaukee Junction. MDI believes that this project will have a positive impact on the surrounding community.

411 Piquette is located in the heart of Milwaukee Junction, a neighborhood with a deep history of Detroit industry. The building was designed by Albert Kahn and has had numerous users over the years including the Studebaker Corporation, Cadillac, and 3M. The Platform acquired the building in 2017 and has plans to renovate and preserve an important part of Detroit's history.

The Platform is proposing to add 162 units of housing that will be targeted toward Detroit's workforce population. In an area with high rental demand, the need for workforce housing can oftentimes be overlooked. The financial feasibility of this type of housing product can be difficult, especially when considering the environmental costs associated with the historic renovation of an industrial building. MDI supports the developer's request for the Brownfield TIF and OPRA tax abatement for this project.

MDI has been pleased with the vision and execution that the Platform has demonstrated in their other projects and has confidence that the redevelopment of 411 Piquette will positively impact the Milwaukee Junction neighborhood. It is for these reasons that Midtown Detroit, Inc. is pleased to offer its full support.

Sincerely,



Susan Mosey
Executive Director
Midtown Detroit, Inc.



March 3, 2022

City Council Office
2 Woodward Ave, Suite 1340
Detroit, MI 48226

Re: Support for the Piquette Lofts Housing Development

Dear Detroit City Council members:

As the owner of Kiesling LLC I would like to express its support for the proposed project at 411 Piquette as both a neighboring institution and organization with interest in the Milwaukee Junction neighborhood.

The property's location in the heart of Milwaukee Junction will help provide much-needed new workforce housing in the district. I have seen the development plans and believe the historic preservation of an Albert Kahn industrial property will enhance existing context well. As someone who preserved the historic nature of my own building, I applaud the efforts of the developer to maintain the historic integrity of 411 Piquette.

The developer has put together a comprehensive design, construction, and financing plan for this development. Kiesling LLC is in support of the project and the benefits it will bring to the Milwaukee Junction neighborhood at large. Kiesling LLC respectfully requests the support for the Brownfield TIF and OPRA tax abatement for this project.

Sincerely,

Carlo Liburdi
Owner; Kiesling LLC
owner@kieslingdetroit.com
248-761-1531



March 2, 2022

City Council Office
2 Woodward Ave, Suite 1340
Detroit, MI 48226

Birthplace of the Model T

Re: Support for the Piquette Lofts Housing Development

Board of Trustees

President

Steve Shotwell

Vice President

Barry Cogan

Secretary

Peter Nikolajevs

Trustees

Mark Carpenter

Henry Ford III

Art Howland

Geoff Gallinger

John Kaplan

George Linker

Mary Clare McCormick

Jerald Mitchell, Ph.D &

President Emeritus

Ray Pittman

Art Pope

Adrian Price

Jack Seavitt

Michael Skinner

Scott Thams

Executive Director

David Flatt

Treasurer

Dennis Curlew

Dear Detroit City Council members:

The Ford Piquette Avenue Plant would like to express its support for the proposed project at 411 Piquette as both a neighboring institution and organization with interest in the Milwaukee Junction neighborhood. The Piquette Museum is situated directly adjacent to this property and has developed a very strong and collaborative relationship with the owners at 411 Piquette.

The property's location in the heart of Milwaukee Junction will help provide much-needed new workforce housing in the district. The Ford Piquette Avenue Plant has seen the development plans and believes the historic preservation of an Albert Kahn industrial property will enhance existing context well. The Piquette museum's very existence is built on historic accuracy. This attention to historic detail has extreme significance to our support.

The developer has put together a comprehensive design, construction, and financing plan for this development. The Ford Piquette Avenue Plant is in support of the project and the benefits it will bring to the Milwaukee Junction neighborhood-at-large. The Ford Piquette Plant respectfully requests the support for the Brownfield TIF and OPRA tax abatement for this project.

Sincerely,

Steve Shotwell
Cell 248-930-8306

ATTACHMENT E

Estimated Cost of Eligible Activities Table

Table 1: Eligible Activities Cost Estimates

Item/Activity	Total Request	MSF Act 381 Eligible Activities	EGLE Act 381 Eligible Activities
Pre-Approved Activities			
Phase I ESA	\$ 2,500		\$ 2,500
Phase II ESA/BEA/DDCC	\$ 13,500		\$ 13,500
Hazardous Materials Survey	\$ 8,085		\$ 8,085
Due Care Planning	\$ 74,650		\$ 74,650
Pre-Approved Activities Sub-Total	\$ 98,735	\$ -	\$ 98,735
Department Specific Activities			
Vapor Mitigation System	\$ 305,000		\$ 305,000
Contaminated Soil Transport and Disposal	\$ 89,000		\$ 89,000
Oversight, Sampling and Reporting by Environmental Professional	\$ 75,500		\$ 75,500
Department Specific Activities Sub-Total	\$ 469,500	\$ -	\$ 469,500
Demolition			
Building and Site Demolition Activities	\$ 800,000	\$ 800,000	
Demolition Sub-Total	\$ 800,000	\$ 800,000	\$ -
Asbestos, Lead, and/or Mold Abatement			
Asbestos Abatement and Related Oversight and Monitoring Activities	\$ 151,000	\$ 151,000	
Asbestos and Lead Activities Sub-Total	\$ 151,000	\$ 151,000	\$ -
Infrastructure Improvements			
Side Walk Improvements	\$ 54,000	\$ 54,000	
Infrastructure Sub-Total	\$ 54,000	\$ 54,000	\$ -
Site Preparation			
Temporary Lighting	\$ 19,500	\$ 19,500	
Temporary Facility	\$ 30,500	\$ 30,500	
Temporary Traffic Control	\$ 22,000	\$ 22,000	
Site Preparation Sub-Total	\$ 72,000	\$ 72,000	\$ -
Preparation of Brownfield Plan and Act 381 Workplan			
Brownfield Plan/381 Work Plan	\$ 30,000	\$ 15,000	\$ 15,000
Brownfield Plan /381 Work Plan Implementation	\$ 30,000	\$ 15,000	\$ 15,000
Brownfield Plan and Act 381 Workplan Sub-Total	\$ 60,000	\$ 30,000	\$ 30,000
Eligible Activities Sub-Total	\$ 1,705,235	\$ 1,107,000	\$ 598,235
15% Contingency*	\$ 231,975	\$ 161,550	\$ 70,425
Interest	\$ 134,088	\$ 87,805	\$ 46,283
Developer Eligible Reimbursement Total	\$ 2,071,298	\$ 1,356,355	\$ 714,943
TIF Capture for Local Brownfield Revolving Fund	\$ 1,259,514	\$ -	\$ -
Administrative Fee	\$ 634,857	\$ -	\$ -
State Brownfield Fund	\$ 277,213	\$ -	\$ -
Total	\$ 4,242,882	\$ 1,356,355	\$ 714,943

*15% Contingency excludes preparation of Brownfield Plan/381 Work Plan and Pre-Approved Activities

ATTACHMENT F

TIF Tables

TIF Table Capture Table with OPRA Tax Abatement

411 Piquette Avenue, Detroit, MI

PM Project 01-07081-5

May 18, 2022

OPRA DETROIT		Value (TV) Increase Rate: 1.50%	Multiplier 1.015	OPRA Year									
				1	2	3	4	5	6	7	8	9	10
Brownfield Plan Year													
Calendar Year		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032		
Parent Parcel	Base Taxable Value	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000		
Ad Valorem	Estimated New TV	\$ 60,000	\$ 60,900	\$ 61,814	\$ 62,741	\$ 63,682	\$ 64,637	\$ 65,607	\$ 66,591	\$ 67,590			
Incremental Difference (New TV - Base TV)		\$ -	\$ 900	\$ 1,813	\$ 2,741	\$ 3,682	\$ 4,637	\$ 5,607	\$ 6,591	\$ 7,590			
Frozen Parcel	Base TV	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000		
(Frozen Value of Building through Abatement)	Estimated New TV	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000			
Incremental Difference		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Total Base Value Brownfield		\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000		
Total Incremental Difference		\$ 1,555,000	\$ 3,690,900	\$ 3,747,164	\$ 3,804,271	\$ 3,862,235	\$ 3,921,069	\$ 3,980,785	\$ 4,041,396	\$ 4,102,917			
Post Development Taxable Value		\$ 1,925,000	\$ 4,060,900	\$ 4,117,164	\$ 4,174,271	\$ 4,232,235	\$ 4,291,069	\$ 4,350,785	\$ 4,411,396	\$ 4,472,917			

School Capture	Millage Rate										
State Education Tax (SET)	6.0000	\$ 9,330	\$ 22,145	\$ 22,483	\$ 22,826	\$ 23,173	\$ 23,526	\$ 23,885	\$ 24,248	\$ 24,618	
School Operating Tax	16.8579	\$ 26,214	\$ 62,221	\$ 63,169	\$ 64,132	\$ 65,109	\$ 66,101	\$ 67,108	\$ 68,129	\$ 69,167	
School Total	22.8579	\$ 35,544	\$ 84,366	\$ 85,652	\$ 86,958	\$ 88,283	\$ 89,627	\$ 90,992	\$ 92,378	\$ 93,784	
School Brownfield Capturable Total	22.8579	\$ 35,544	\$ 84,366	\$ 85,652	\$ 86,958	\$ 88,283	\$ 89,627	\$ 90,992	\$ 92,378	\$ 93,784	

Local Capture										
City Operating	19.9520	\$ -	\$ 18	\$ 36	\$ 55	\$ 73	\$ 93	\$ 112	\$ 131	\$ 151
Library	4.6307	\$ -	\$ 4	\$ 8	\$ 13	\$ 17	\$ 21	\$ 26	\$ 31	\$ 35
Wayne County Operating (summer)	5.6347	\$ -	\$ 5	\$ 10	\$ 15	\$ 21	\$ 26	\$ 32	\$ 37	\$ 43
Wayne County Operation (winter)	0.9873	\$ -	\$ 1	\$ 2	\$ 3	\$ 4	\$ 5	\$ 6	\$ 7	\$ 7
Wayne County Jails	0.9358	\$ -	\$ 1	\$ 2	\$ 3	\$ 3	\$ 4	\$ 5	\$ 6	\$ 7
Wayne County Parks	0.2453	\$ -	\$ 0	\$ 0	\$ 1	\$ 1	\$ 1	\$ 1	\$ 2	\$ 2
HCMA	0.2089	\$ -	\$ 0	\$ 0	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 2
RESA Enhancement	1.9962	\$ -	\$ 2	\$ 4	\$ 5	\$ 7	\$ 9	\$ 11	\$ 13	\$ 15
Wayne County ISD (RESA)	0.0962	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 1	\$ 1
Wayne County RESA Special Ed	3.3596	\$ -	\$ 3	\$ 6	\$ 9	\$ 12	\$ 16	\$ 19	\$ 22	\$ 25
Wayne County Community College	3.23780	\$ -	\$ 3	\$ 6	\$ 9	\$ 12	\$ 15	\$ 18	\$ 21	\$ 25
Local Total	41.2845	\$ -	\$ 37	\$ 75	\$ 113	\$ 152	\$ 191	\$ 231	\$ 272	\$ 313
Local Brownfield Capturable Total	41.2845	\$ -	\$ 37	\$ 75	\$ 113	\$ 152	\$ 191	\$ 231	\$ 272	\$ 313

Non-Capturable Millages										
City Debt	9.0000	\$ -	\$ 8	\$ 16	\$ 25	\$ 33	\$ 42	\$ 50	\$ 59	\$ 68
School Debt	13.0000	\$ -	\$ 12	\$ 24	\$ 36	\$ 48	\$ 60	\$ 73	\$ 86	\$ 99
Wayne County DIA	0.1995	\$ -	\$ 0	\$ 0	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 2
Wayne County Zoo	0.0997	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1	\$ 1	\$ 1
Total Non-Capturable Taxes	22.2992	\$ -	\$ 20	\$ 40	\$ 61	\$ 82	\$ 103	\$ 125	\$ 147	\$ 169

Total	86.4416	\$ 35,544	\$ 84,423	\$ 85,768	\$ 87,132	\$ 88,517	\$ 89,922	\$ 91,349	\$ 92,797	\$ 94,267
Total Tax Increment Revenue (TIR) Available for Capture		\$ 35,544	\$ 84,403	\$ 85,727	\$ 87,071	\$ 88,435	\$ 89,819	\$ 91,224	\$ 92,650	\$ 94,097

Footnotes (*):

TIF Table Capture Table with OPRA Tax Abatement
 411 Piquette Avenue, Detroit, MI
 PM Project 01-07081-5
 May 18, 2022

OPRA		Value (TV) Increase Rate:										
DETROIT		OPRA Year										
		11	12									
Brownfield Plan Year		10	11	12	13	14	15	16	17	18	19	
Calendar Year		2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	
Parent Parcel	Base Taxable Value	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	
Ad Valorem	Estimated New TV	\$ 68,603	\$ 69,632	\$ 4,667,723	\$ 4,737,738	\$ 4,808,804	\$ 4,880,937	\$ 4,954,151	\$ 5,028,463	\$ 5,103,890	\$ 5,180,448	
	Incremental Difference (New TV - Base TV)	\$ 8,603	\$ 9,632	\$ 4,607,723	\$ 4,677,738	\$ 4,748,804	\$ 4,820,937	\$ 4,894,151	\$ 4,968,463	\$ 5,043,890	\$ 5,120,448	
Frozen Parcel	Base TV	\$ 310,000	\$ 310,000									
(Frozen Value of Building through Abatement)	Estimated New TV	\$ 310,000	\$ 310,000									
	Incremental Difference	\$ -	\$ -	\$ -								
Total Base Value Brownfield		\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	\$ 370,000	
Total Incremental Difference		\$ 4,165,361	\$ 4,228,741	\$ 4,297,723	\$ 4,367,738	\$ 4,438,804	\$ 4,510,937	\$ 4,584,151	\$ 4,658,463	\$ 4,733,890	\$ 4,810,448	
Post Development Taxable Value		\$ 4,535,361	\$ 4,598,741	\$ 4,667,723	\$ 4,737,738	\$ 4,808,804	\$ 4,880,937	\$ 4,954,151	\$ 5,028,463	\$ 5,103,890	\$ 5,180,448	

School Capture		Millage Rate										
State Education Tax (SET)	6.0000	\$ 24,992	\$ 25,372	\$ 25,786	\$ 26,206	\$ 26,633	\$ 27,066	\$ 27,505	\$ 27,951	\$ 28,403	\$ 28,863	
School Operating Tax	16.8579	\$ 70,219	\$ 71,288	\$ 72,451	\$ 73,631	\$ 74,829	\$ 76,045	\$ 77,279	\$ 78,532	\$ 79,803	\$ 81,094	
School Total	22.8579	\$ 95,211	\$ 96,660	\$ 98,237	\$ 99,837	\$ 101,462	\$ 103,111	\$ 104,784	\$ 106,483	\$ 108,207	\$ 109,957	
School Brownfield Capturable Total	22.8579	\$ 95,211	\$ 96,660	\$ 98,237	\$ 99,837	\$ 101,462	\$ 103,111	\$ 104,784	\$ 106,483	\$ 108,207	\$ 109,957	

Local Capture												
City Operating	19.9520	\$ 172	\$ 192	\$ 85,748	\$ 87,145	\$ 88,563	\$ 90,002	\$ 91,463	\$ 92,946	\$ 94,451	\$ 95,978	
Library	4.6307	\$ 40	\$ 45	\$ 19,901	\$ 20,226	\$ 20,555	\$ 20,889	\$ 21,228	\$ 21,572	\$ 21,921	\$ 22,276	
Wayne County Operating (summer)	5.6347	\$ 48	\$ 54	\$ 24,216	\$ 24,611	\$ 25,011	\$ 25,418	\$ 25,830	\$ 26,249	\$ 26,674	\$ 27,105	
Wayne County Operation (winter)	0.9873	\$ 8	\$ 10	\$ 4,243	\$ 4,312	\$ 4,382	\$ 4,454	\$ 4,526	\$ 4,599	\$ 4,674	\$ 4,749	
Wayne County Jails	0.9358	\$ 8	\$ 9	\$ 4,022	\$ 4,087	\$ 4,154	\$ 4,221	\$ 4,290	\$ 4,359	\$ 4,430	\$ 4,502	
Wayne County Parks	0.2453	\$ 2	\$ 2	\$ 1,054	\$ 1,071	\$ 1,089	\$ 1,107	\$ 1,124	\$ 1,143	\$ 1,161	\$ 1,180	
HCMA	0.2089	\$ 2	\$ 2	\$ 898	\$ 912	\$ 927	\$ 942	\$ 958	\$ 973	\$ 989	\$ 1,005	
RESA Enhancement	1.9962	\$ 17	\$ 19	\$ 8,579	\$ 8,719	\$ 8,861	\$ 9,005	\$ 9,151	\$ 9,299	\$ 9,450	\$ 9,603	
Wayne County ISD (RESA)	0.0962	\$ 1	\$ 1	\$ 413	\$ 420	\$ 427	\$ 434	\$ 441	\$ 448	\$ 455	\$ 463	
Wayne County RESA Special Ed	3.3596	\$ 29	\$ 32	\$ 14,439	\$ 14,674	\$ 14,913	\$ 15,155	\$ 15,401	\$ 15,651	\$ 15,904	\$ 16,161	
Wayne County Community College	3.23780	\$ 28	\$ 31	\$ 13,915	\$ 14,142	\$ 14,372	\$ 14,606	\$ 14,843	\$ 15,083	\$ 15,327	\$ 15,575	
Local Total	41.2845	\$ 355	\$ 398	\$ 177,429	\$ 180,320	\$ 183,254	\$ 186,232	\$ 189,254	\$ 192,322	\$ 195,436	\$ 198,597	
Local Brownfield Capturable Total	41.2845	\$ 355	\$ 398	\$ 177,429	\$ 180,320	\$ 183,254	\$ 186,232	\$ 189,254	\$ 192,322	\$ 195,436	\$ 198,597	

Non-Capturable Millages												
City Debt	9.0000	\$ 77	\$ 87	\$ 41,470	\$ 39,310	\$ 39,949	\$ 40,598	\$ 41,257	\$ 41,926	\$ 42,605	\$ 43,294	
School Debt	13.0000	\$ 112	\$ 125	\$ 59,900	\$ 56,781	\$ 57,704	\$ 58,642	\$ 59,594	\$ 60,560	\$ 61,541	\$ 62,536	
Wayne County DIA	0.1995	\$ 2	\$ 2	\$ 919	\$ 871	\$ 886	\$ 900	\$ 915	\$ 929	\$ 944	\$ 960	
Wayne County Zoo	0.0997	\$ 1	\$ 1	\$ 459	\$ 435	\$ 443	\$ 450	\$ 457	\$ 464	\$ 472	\$ 480	
Total Non-Capturable Taxes	22.2992	\$ 192	\$ 215	\$ 102,749	\$ 97,397	\$ 98,982	\$ 100,590	\$ 102,223	\$ 103,880	\$ 105,562	\$ 107,269	

Total	86.4416	\$ 95,758	\$ 97,273	\$ 378,415	\$ 377,554	\$ 383,697	\$ 389,933	\$ 396,261	\$ 402,685	\$ 409,205	\$ 415,823
Total Tax Increment Revenue (TIR) Available for Capture		\$ 95,567	\$ 97,058	\$ 275,666	\$ 280,157	\$ 284,716	\$ 289,342	\$ 294,038	\$ 298,805	\$ 303,643	\$ 308,554

Footnotes (*):

TIF Table Capture Table with OPRA Tax Abatement
 411 Piquette Avenue, Detroit, MI
 PM Project 01-07081-5
 May 18, 2022

OPRA		Value (TV) Increase Rate:					
DETROIT		OPRA Year					
		Brownfield Plan Year	20	21	22	Total	
		Calendar Year	2043	2044	2045		
Parent Parcel	Base Taxable Value	\$	60,000	\$	60,000	\$	60,000
Ad Valorem	Estimated New TV	\$	5,258,155	\$	5,337,027	\$	5,417,083
	Incremental Difference (New TV - Base TV)	\$	5,198,155	\$	5,277,027	\$	5,357,083

Frozen Parcel		Base TV					
(Frozen Value of Building through Abatement)		Estimated New TV					
		Incremental Difference					
	Total Base Value Brownfield	\$	370,000	\$	370,000	\$	370,000
	Total Incremental Difference	\$	4,888,155	\$	4,967,027	\$	5,047,083

Post Development Taxable Value \$ 5,258,155 \$ 5,337,027 \$ 5,417,083

School Capture		Millage Rate							
State Education Tax (SET)	6.0000	\$	29,329	\$	29,802	\$	30,282	\$	554,426
School Operating Tax	16.8579	\$	82,404	\$	83,734	\$	85,083	\$	1,557,742
School Total	22.8579	\$	111,733	\$	113,536	\$	115,366	\$	2,112,167
School Brownfield Capturable Total	22.8579	\$	111,733	\$	113,536	\$	115,366	\$	2,112,167
Local Capture									
City Operating	19.9520	\$	97,528	\$	99,102	\$	100,699	\$	1,024,659
Library	4.6307	\$	22,636	\$	23,001	\$	23,372	\$	237,815
Wayne County Operating (summer)	5.6347	\$	27,543	\$	27,988	\$	28,439	\$	289,377
Wayne County Operation (winter)	0.9873	\$	4,826	\$	4,904	\$	4,983	\$	50,704
Wayne County Jails	0.9358	\$	4,574	\$	4,648	\$	4,723	\$	48,059
Wayne County Parks	0.2453	\$	1,199	\$	1,218	\$	1,238	\$	12,598
HCMA	0.2089	\$	1,021	\$	1,038	\$	1,054	\$	10,728
RESA Enhancement	1.9962	\$	9,758	\$	9,915	\$	10,075	\$	102,517
Wayne County ISD (RESA)	0.0962	\$	470	\$	478	\$	486	\$	4,940
Wayne County RESA Special Ed	3.3596	\$	16,422	\$	16,687	\$	16,956	\$	172,536
Wayne County Community College	3.23780	\$	15,827	\$	16,082	\$	16,341	\$	166,281
Local Total	41.2845	\$	201,805	\$	205,061	\$	208,366	\$	2,120,216
Local Brownfield Capturable Total	41.2845	\$	201,805	\$	205,061	\$	208,366	\$	2,120,216
Non-Capturable Millages									
City Debt	9.0000	\$	43,993	\$	44,703	\$	45,424	\$	464,996
School Debt	13.0000	\$	63,546	\$	64,571	\$	65,612	\$	671,661
Wayne County DIA	0.1995	\$	975	\$	991	\$	1,007	\$	10,307
Wayne County Zoo	0.0997	\$	487	\$	495	\$	503	\$	5,151
Total Non-Capturable Taxes	22.2992	\$	109,002	\$	110,761	\$	112,546	\$	1,152,115
Total	86.4416	\$	422,540	\$	429,358	\$	436,278	\$	5,384,498
Total Tax Increment Revenue (TIR) Available for Capture		\$	313,538	\$	318,597	\$	323,732	\$	3,908,651

Footnotes (*):

Developer Maximum Reimbursement	Total Proportionality	School & Local Taxes	Local-Only Taxes	Total
TOTAL	100.00%	\$ 2,071,298	\$ -	\$ 2,071,298
State	65.15%	\$ 1,349,497	\$ -	\$ 1,349,497
Local	34.85%	\$ 721,801	\$ -	\$ 721,801
TOTAL	100.00%	\$ 2,071,298	\$ -	\$ 2,071,298
EGLE	34.52%	\$ 714,943	\$ -	\$ 714,943
MSF	65.48%	\$ 1,356,355	\$ -	\$ 1,356,355

Estimated Total
Years of Plan: 22

Estimated Capture	
Administrative Fees	\$ 634,857
State Revolving Fund	\$ 277,213
LBRF	\$ 1,259,514
Developer Capture + Interest	\$ 2,071,298
Total	\$ 4,242,882

Tax Abatement Brownfield	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Total State Incremental Revenue	\$35,544	\$84,366	\$85,652	\$86,958	\$88,283	\$89,627	\$90,992	\$92,378	\$93,784	\$95,211	\$96,660	\$98,237	\$99,837	\$101,462	\$103,111
State Brownfield Revolving Fund (50% of SET)	\$4,665	\$11,073	\$11,241	\$11,413	\$11,587	\$11,763	\$11,942	\$12,124	\$12,309	\$12,496	\$12,686	\$12,893	\$13,103	\$13,316	\$13,533
State TIR Available for Reimbursement	\$30,879	\$73,294	\$74,411	\$75,545	\$76,696	\$77,864	\$79,050	\$80,254	\$81,475	\$82,715	\$83,974	\$85,344	\$86,734	\$88,145	\$89,578
Total Local Incremental Revenue	\$0	\$37	\$75	\$113	\$152	\$191	\$231	\$272	\$313	\$355	\$398	\$177,429	\$180,320	\$183,254	\$186,232
BRA Administrative Fee (15% or max \$100,000)	\$5,332	\$12,661	\$12,859	\$13,061	\$13,265	\$13,473	\$13,684	\$13,897	\$14,115	\$14,335	\$14,559	\$41,350	\$42,024	\$42,707	\$43,401
10% Deferred Admin Fee During Tax Abatements	\$3,554	\$8,440	\$8,573	\$8,707	\$8,843	\$8,982	\$9,122	\$9,265	\$9,410	\$9,557	\$9,706				
Outstanding Balance of Deferred Fees	\$0											\$94,159			
5% Admin Paid During Tax Abatement	\$1,777	\$4,183	\$4,211	\$4,240	\$4,270	\$4,300	\$4,330	\$4,360	\$4,392	\$4,423	\$4,455				
Local TIR Available for Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,920	\$138,296	\$140,546	\$142,830

Total State & Local TIR Available	\$30,879	\$73,294	\$74,411	\$75,545	\$76,696	\$77,864	\$79,050	\$80,254	\$81,475	\$82,715	\$83,974	\$127,264	\$225,030	\$228,692	\$232,408
--	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------	------------------

DEVELOPER	Beginning Balance	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
DEVELOPER Reimbursement Balance	\$1,937,210	\$1,906,331	\$1,833,037	\$1,758,627	\$1,683,082	\$1,606,386	\$1,528,522	\$1,449,472	\$1,369,218	\$1,287,743	\$1,205,027	\$1,121,054	\$993,790	\$768,759	\$540,068	\$307,659
Unreimbursed Interest Balance	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088	\$134,088

MSF Non-Environmental Costs	\$1,268,550															
State Tax Reimbursement		\$20,221	\$47,995	\$48,727	\$49,469	\$50,223	\$50,988	\$51,765	\$52,553	\$53,353	\$54,165	\$54,989	\$55,886	\$56,796	\$57,721	\$58,658
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,451	\$90,561	\$92,035	\$93,530
Developer Reimbursement Balance		\$1,248,329	\$1,200,334	\$1,151,608	\$1,102,138	\$1,051,915	\$1,000,927	\$949,163	\$896,610	\$843,257	\$789,092	\$734,103	\$650,767	\$503,409	\$353,654	\$201,466
Interest Reimbursement*	\$87,805															
State Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Reimbursement Balance		\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805	\$87,805
Total MSF Reimbursement Balance		\$1,336,135	\$1,288,139	\$1,239,413	\$1,189,944	\$1,139,720	\$1,088,732	\$1,036,968	\$984,415	\$931,062	\$876,897	\$821,909	\$738,572	\$591,215	\$441,459	\$289,271
Interest Accumulation													\$32,538	\$25,170	\$17,683	\$10,073

MSF Non-Environmental Costs	\$1,356,355															
State Tax Reimbursement		\$20,221	\$47,995	\$48,727	\$49,469	\$50,223	\$50,988	\$51,765	\$52,553	\$53,353	\$54,165	\$54,989	\$55,886	\$56,796	\$57,721	\$58,658
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,451	\$90,561	\$92,035	\$93,530
Developer Reimbursement Balance		\$1,336,135	\$1,288,139	\$1,239,413	\$1,189,944	\$1,139,720	\$1,088,732	\$1,036,968	\$984,415	\$931,062	\$876,897	\$821,909	\$738,572	\$591,215	\$441,459	\$289,271

EGLE Environmental Costs	\$668,660															
State Tax Reimbursement		\$10,658	\$25,298	\$25,684	\$26,076	\$26,473	\$26,876	\$27,285	\$27,701	\$28,123	\$28,551	\$28,985	\$29,458	\$29,938	\$30,425	\$30,919
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,469	\$47,735	\$48,512	\$49,300
Developer Reimbursement Balance		\$658,002	\$632,703	\$607,019	\$580,943	\$554,471	\$527,595	\$500,309	\$472,608	\$444,486	\$415,935	\$386,950	\$343,023	\$265,350	\$186,413	\$106,194
Interest Reimbursement*	\$46,283															
State Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Reimbursement Balance		\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283	\$46,283
Total EGLE Reimbursement Balance		\$704,284	\$678,986	\$653,302	\$627,226	\$600,753	\$573,877	\$546,592	\$518,891	\$490,768	\$462,218	\$433,233	\$389,306	\$311,633	\$232,696	\$152,476
Interest Accumulation													\$ 17,151	\$ 13,267	\$ 9,321	\$ 5,310

EGLE Environmental Costs	\$714,943															
State Tax Reimbursement		\$10,658	\$25,298	\$25,684	\$26,076	\$26,473	\$26,876	\$27,285	\$27,701	\$28,123	\$28,551	\$28,985	\$29,458	\$29,938	\$30,425	\$30,919
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,469	\$47,735	\$48,512	\$49,300
Developer Reimbursement Balance		\$704,284	\$678,986	\$653,302	\$627,226	\$600,753	\$573,877	\$546,592	\$518,891	\$490,768	\$462,218	\$433,233	\$389,306	\$311,633	\$232,696	\$152,476

Local Only Costs	\$0															
Local Tax Reimbursement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Developer Reimbursement Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Developer Reimbursement		\$30,879	\$73,294	\$74,411	\$75,545	\$76,696	\$77,864	\$79,050	\$80,254	\$81,475	\$82,715	\$83,974	\$127,264	\$225,030	\$228,692	\$232,408

LOCAL BROWNFIELD REVOLVING FUND																
LBRF Deposits		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Tax Capture		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Tax Capture		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total LBRF Capture																

Footnotes:
 *Interest does not accrue during tax abatements. Accrues at 5% simple interest on unreimbursed expenses following expiration of tax abatements.

	16 2039	17 2040	18 2041	19 2042	20 2043	21 2044	22 2045	TOTAL
Total State Incremental Revenue	\$104,784	\$106,483	\$108,207	\$109,957	\$111,733	\$113,536	\$115,366	\$2,112,167
State Brownfield Revolving Fund (50% of SET)	\$13,752	\$13,975	\$14,202	\$14,431	\$14,664	\$14,901	\$15,141	\$277,213
State TIR Available for Reimbursement	\$91,032	\$92,507	\$94,005	\$95,525	\$97,068	\$98,635	\$100,224	\$1,730,782
Total Local Incremental Revenue	\$189,254	\$192,322	\$195,436	\$198,597	\$201,805	\$205,061	\$208,366	\$2,120,216
BRA Administrative Fee (15% or max \$100,000)	\$44,106	\$44,821	\$45,546	\$46,283	\$47,031	\$47,790	\$48,560	\$634,857
10% Deferred Admin Fee During Tax Abatement								
Outstanding Balance of Deferred Fees								\$0
5% Admin Paid During Tax Abatement								\$0
Local TIR Available for Reimbursement	\$145,149	\$147,502	\$149,890	\$152,314	\$154,774	\$157,272	\$159,806	\$1,530,300
Total State & Local TIR Available	\$236,180	\$240,009	\$243,895	\$247,839	\$251,843	\$255,906	\$260,031	\$3,334,375
DEVELOPER								
DEVELOPER Reimbursement Balance	\$71,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unreimbursed Interest Balance	\$134,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSF Non-Environmental Costs								
State Tax Reimbursement	\$59,611	\$24,842	\$0	\$0	\$0	\$0	\$0	\$847,961
Local Tax Reimbursement	\$95,048	\$21,965	\$0	\$0	\$0	\$0	\$0	\$420,589
Developer Reimbursement Balance	\$46,807	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Reimbursement*								
State Tax Reimbursement	\$0	\$35,735	\$0	\$0	\$0	\$0	\$0	\$35,735
Local Tax Reimbursement	\$0	\$52,070	\$0	\$0	\$0	\$0	\$0	\$52,070
Interest Reimbursement Balance	\$87,805	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total MSF Reimbursement Balance	\$134,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Accumulation	\$2,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSF Non-Environmental Costs								
State Tax Reimbursement	\$59,611	\$60,577	\$0	\$0	\$0	\$0	\$0	\$883,696
Local Tax Reimbursement	\$95,048	\$74,035	\$0	\$0	\$0	\$0	\$0	\$472,660
Developer Reimbursement Balance	\$134,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EGL Environmental Costs								
State Tax Reimbursement	\$31,421	\$13,095	\$0	\$0	\$0	\$0	\$0	\$446,965
Local Tax Reimbursement	\$50,100	\$11,578	\$0	\$0	\$0	\$0	\$0	\$221,695
Developer Reimbursement Balance	\$24,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Reimbursement*								
State Tax Reimbursement	\$0	\$18,836	\$0	\$0	\$0	\$0	\$0	\$18,836
Local Tax Reimbursement	\$0	\$27,447	\$0	\$0	\$0	\$0	\$0	\$27,447
Interest Reimbursement Balance	\$46,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total EGL Environmental Costs	\$70,955	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Accumulation	\$ 1,234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EGL Environmental Costs								
State Tax Reimbursement	\$31,421	\$31,930	\$0	\$0	\$0	\$0	\$0	\$465,801
Local Tax Reimbursement	\$50,100	\$39,025	\$0	\$0	\$0	\$0	\$0	\$249,142
Developer Reimbursement Balance	\$70,955	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Only Costs								
Local Tax Reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Developer Reimbursement Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Developer Reimbursement	\$236,180	\$205,567	\$0	\$0	\$0	\$0	\$0	\$2,071,298
LOCAL BROWNFIELD REVOLVING FUND								
LBRF Deposits	\$0	\$0	\$243,895	\$247,839	\$251,843	\$255,906	\$260,031	\$1,259,514
State Tax Capture	\$0	\$0	\$94,005	\$95,525	\$97,068	\$98,635	\$100,224	\$485,458
Local Tax Capture	\$0	\$0	\$149,890	\$152,314	\$154,774	\$157,272	\$159,806	\$774,056
Total LBRF Capture								

Footnotes:

*Interest does not accrue during tax abatements. A

ATTACHMENT G

BSE&E Acknowledgement and Other Environmental Documents



DEPARTMENT OF
Buildings, Safety Engineering &
Environmental

Coleman A. Young Municipal Center Phone 313-224-2733 TTY:711
2 Woodward Avenue, Fourth Floor Fax 313-224-1467
Detroit, Michigan, 48226 www.detroitmi.gov

Attachment B

TO: THE DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

FROM: DETROIT, BUILDINGS, SAFETY ENGINEERING, AND
ENVIRONMENTAL DEPARTMENT

PROJECT: 411 Piquette

DATE: June 13, 2022

The undersigned, from the City of Detroit, Buildings, Safety Engineering, and Environmental Department acknowledges the receipt of the environmental documents listed below, which have been submitted by The Platform, LLC, 3011 West Grand Boulevard, Suite 215, Detroit, Michigan 48202, as developer, as part of its Brownfield Plan submittal to the Detroit Brownfield Redevelopment Authority (DBRA), for the 411 Piquette Avenue project.

- 1 Phase I Environmental Site Assessment, pursuant to USEPA's. All Appropriate Inquiry using American Society of Testing Materials (ASTM) Standard E 1527-13
- Phase II Environmental Site Assessment, pursuant to ASTM Standard 1903 (if appropriate)
- 1 Baseline Environmental Assessment, pursuant to Part 201 of Michigan's Natural Resources and Environmental Protection Act, MCL 324.20101 *et seq.* (if appropriate).
- Due Care Plan, pursuant to Part 201 of Michigan's Natural Resources and Environmental Protection Act, MCL 324.20101 *et seq.* (if appropriate).

Based upon its review of the above environmental documents and the representations of the developer, the City of Detroit, Buildings, Safety Engineering, and Environmental Department agrees with the environmental consultant that the site is a Part 201 facility and has determined that the documents received for this project satisfy the DBRA Guidelines.

City of Detroit, Buildings, Safety
Engineering, and Environmental Department

By: Anita Harrington
Its: Environmental Specialist III

Michael E. Duggan, MAYOR

ATTACHMENT H

Incentive Chart

INCENTIVE INFORMATION CHART

Incentive Information Chart: 411 Piquette Avenue, Detroit

Project Type	Incentive Type	Investment Amount	District
Historic Rehabilitation - Residential Use	Brownfield TIF, OPRA	Approx. \$38 Million Investment	District 5 (Milwaukee Junction)

Jobs Available							
Construction				Post Construction			
Professional	Non-Professional	Skilled Labor	Non-Skilled Labor	Professional	Non-Professional	Skilled Labor	Non-Skilled Labor
0	0	75	0	2	0	0	0

1. What is the plan for hiring Detroiters?

The development team will present at local trades sessions to solicit bidders and garner opportunities to employ Detroit residents, including use of the Skilled Trades Taskforce and Detroit at Work.

2. Please give a detailed description of the jobs available as listed in the above chart, i.e: job type, job qualifications, etc.

Available construction jobs include demolition, site utilities, concrete, masonry, carpentry, steel work, architectural woodwork, roofing, window glass and glazing, framing, painting, flooring, tiling, plumbing and HVAC, and electrical. It is anticipated 75 construction jobs will be created.

The Developer anticipates the creation of approximately 2 full time equivalent permanent jobs in association with the property management.

3. Will this development cause any relocation that will create new Detroit residents?

The development is anticipated to create an estimated 162 new residential units in the City of Detroit. No relocation will occur as the property is currently vacant.

4. Has the developer reached out to any community groups to discuss the project and/or any potential jobs?

The development team has engaged with the following local neighbors: The Ford-Piquette Avenue Plant, Midtown Inc., Kiesling Neighborhood Bar, and Southwest Housing Solutions. The developer is going to be conducting a series of community

INCENTIVE INFORMATION CHART

meetings to inform neighbors about the upcoming development and develop relationships for future community partnerships and activities that can be programmed at the building.

5. When is construction slated to begin?

Construction is slated to commence in Fall 2022.

6. What is the expected completion date of construction?

Construction is expected to be completed in December 2023.

ATTACHMENT I
Eligibility Determination



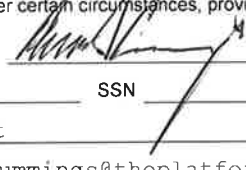
HISTORIC PRESERVATION CERTIFICATION APPLICATION PART 1 – EVALUATION OF SIGNIFICANCE

Instructions: This page must bear the applicant's original signature and must be dated. The National Park Service certification decision is based on the descriptions in this application form. In the event of any discrepancy between the application form and other, supplementary material submitted with it (such as architectural plans, drawings and specifications), the application form takes precedence. A copy of this form will be provided to the Internal Revenue Service.	NPS Project Number
--	---------------------------

1. Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales and Service Building)
Street 411 Piquette
City Detroit County Wayne State MI Zip 48202
Name of Historic District or National Register property Piquette Avenue Industrial Historic District
 National Register district certified state or local district potential district National Register property

2. Nature of Request (check only one box)
 certification that the building contributes to the significance of the above-named historic district or National Register property for rehabilitation purposes.
 certification that the building contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
 certification that the building does not contribute to the significance of the above-named district or National Register property.
 preliminary determination for individual listing in the National Register.
 preliminary determination that a building located within a potential historic district contributes to the significance of the district.
 preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project Contact (if different from applicant)
Name Cassandra Talley Company Kraemer Design Group LLC
Street 1420 Broadway City Detroit State MI
Zip 48226 Telephone (313) 965-3399 Email Address cassandra.talley@thekraemeredge.com

4. Applicant
I hereby attest that the information I have provided is, to the best of my knowledge, correct. I further attest that [check one or both boxes, as applicable]:
 I am the owner of the above-described property within the meaning of "owner" set forth in 36 CFR § 67.2 (2011), and/or
 if I am not the fee simple owner of the above described property, the fee simple owner is aware of the action I am taking relative to this application and has no objection, as noted in a written statement from the owner, a copy of which (i) either is attached to this application form and incorporated herein, or has been previously submitted, and (ii) meets the requirements of 36 CFR § 67.3(a)(1) (2011).
For purposes of this attestation, the singular shall include the plural wherever appropriate. I understand that knowing and willful falsification of factual representations in this application may subject me to fines and imprisonment under 18 U.S.C. § 1001, which, under certain circumstances, provides for imprisonment of up to 8 years.
Name Peter Cummings Signature (Sign in ink)  Date 3/21/22
Applicant Entity 411 Piquette LLC SSN _____ or TIN 81-5250623
Street 3011 W. Grand Blvd. Suite 2300 City Detroit State MI
Zip 48202 Telephone (313) 446-8775 Email Address pcummings@theplatform.city

NPS Official Use Only
The National Park Service has reviewed the Historic Preservation Certification Application – Part 1 for the above-named property and has determined that the property:
 contributes to the significance of the above-named district or National Register property and is a "certified historic structure" for rehabilitation purposes.
 contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes.
 does not contribute to the significance of the above-named district or National Register property.
Preliminary Determinations:
 appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
 does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
 appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
 appears to contribute to the significance of a registered historic district if the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS is expanded by the State Historic Preservation Officer.
 does not appear to qualify as a certified historic structure.

Date _____ National Park Service Authorized Signature (Sign in ink) _____
 NPS Comments Attached

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales & NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

5. Description of Physical Appearance

The building at 411 Piquette is located on the north side of Piquette Avenue between Brush Street and Beaubien Street, directly adjacent to the Ford Piquette Plant located at 461 Piquette Avenue. The 411 Piquette building is a large four story industrial building, built of steel reinforced concrete and brick. The building has a flat roof and an L shaped footprint that runs north along Brush Street and east along Piquette Avenue, abutting the west wall of the Ford Piquette Plant building. The main entrance into the building is located on the Piquette Avenue facade in the fifth bay from the west. There is a void in the Piquette Avenue facade (the eastern-most bay) that is notched out at the first floor to provide a vehicle access drive to the parking lot behind the building. The second, third, and fourth floors of the 411 Piquette building are connected to the adjacent Ford Piquette Plant via openings in the two structures.

The building is situated at the northeast corner of Piquette Avenue and Brush Street and has two primary facades and two wings. One primary facade (the east wing) faces Piquette Avenue and is divided into ten distinct bays while the other primary facade (the north wing) faces Brush Street and is divided into eight distinct bays. The bays on both of the two primary facades are divided by concrete piers that run from grade to just below the parapet. In between each pier, in each bay, are large window openings separated at each floor level by bands of brick.

On the Piquette Avenue and Brush Street facades, the window openings are a mix of infilled with concrete masonry units (CMU), glass block unit infill, wood paneling infill, some six-over-six steel sash windows and five pane aluminum windows with an operable awning sash, and some smaller vinyl and aluminum windows on the Brush Street facade. The three secondary facades (the northern facade of the northern wing, the eastern facade of the northern wing, and the northern facade of the southern wing) have a mix of non-historic window units, CMU infill, glass block infill, brick infill, wood panel infill, vinyl slider units, and fixed vinyl units. The two secondary facades face a parking lot located directly north of the building. These two facades are clad in metal siding.

There is a non-historic orange brick loading dock addition on the first floor on the northern wing of the building which has eight overhead door openings. A steel fire escape is located next to the loading dock which provides access from grade to the upper stories of the building. The roof is flat and there is large water tower resting on a brick penthouse on the roof, located near the inner knuckle of the L shaped footprint. There is a smaller brick penthouse located just east of the large brick penthouse and there is also a large, non-historic addition on the roof on the northern wing of the building that runs along Brush Street. This addition is covered in a membrane material.

Originally built as a parts storage facility, there is little to no historic material on the interior of the building as the floor plates are generally open--although some floors have modern demising walls. Large mushroom cap columns are found throughout the interior spaces. Flooring includes concrete, vinyl tile, some wood strip flooring, and carpet. There is a large freight elevator near the knuckle of the building that runs from floor one to floor four. The building has no basement.

Date(s) of building(s) 1920 _____ Date(s) of alteration(s) 1920s-1990s _____

Has building been moved? No Yes, specify date _____

6. Statement of Significance

Located in the Milwaukee Junction neighborhood the building at 411 Piquette is a contributing building in the Piquette Avenue Industrial Historic District. The district is comprised of many buildings associated with the automobile industry including Fisher Body, Regal Motor Car Company,

HISTORIC PRESERVATION CERTIFICATION APPLICATION PART 1 – EVALUATION OF SIGNIFICANCE

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales & NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

Studebaker Corporation, and Ford Motor Company, among others. The building at 411 Piquette was built by the Studebaker Corporation in 1920.

Founded in South Bend Indiana in 1852 by brothers Clement and Henry Studebaker, the business was initially called H. & C. Studebaker. The business began by manufacturing buggies, wagons, and harnesses with an early major client being the U.S. Army. Throughout the later decades of the nineteenth century Studebaker continued to expand their business and line of products. Their factory in South Bend, Indiana covered four acres of ground by 1867.(1) With such growth, it was decided to incorporate the business, and thus in 1868 Studebaker Brothers Manufacturing Company was organized.

Studebaker began manufacturing cars in 1902 and this was a main reason the company expanded so quickly in the early decades of the twentieth century. To increase their vehicle offerings, in 1911, Studebaker acquired the Detroit based E-M-F Company and bought the old Ford Piquette Avenue plant just down the street from the E-M-F factory that same year. This was possible because 1911 was also the year Ford moved their business from the Piquette Avenue plant to their newly built Highland Park facility. These acquisitions helped Studebaker grow tremendously in the early 1900s as it grew from sales of \$3.6 million in 1901 to \$43.4 million by 1914.(2) With the acquisition of E-M-F and the purchase of the old Ford Piquette Avenue plant, Studebaker owned a vast stretch of industrial real estate on Piquette Avenue. Studebaker then began expanding their facilities in Detroit: "It was for Studebaker that Albert Kahn, in 1920, designed the reinforced concrete parts and service building connecting to the second and third stories of the former Ford Piquette Avenue Plant on the northeast corner of Piquette and Brush."(3)

As of the 1920 Sanborn map, the manufacturing complex on Piquette was comprised of Studebaker Plant Number 5 which fronted on Piquette and spanned from John R. Street to Brush Street while Plant Number 10, also fronting on Piquette, spanned from Brush Street to Beaubien Street. The 411 Piquette building is a part of the Plant Number 10 Studebaker facility and was known, specifically, as the Studebaker Service Building per a history written by Albert Erskine. The Sanborn maps notes that "auto repairing" and "storage of auto parts" were the two main functions of the Studebaker Service Building although Erskine notes some vehicle assembly was accomplished in the Service Building.

Studebaker began moving automobile production from Detroit to South Bend in 1920, however, the factory on Piquette was used by Studebaker to manufacture a smaller, lower priced car: "From 1927 to 1930, the Piquette Plant #10 was involved in production of the Erskine, after which it was shut down and used only as a parts depot."(4) The Erskine did not stand out in the crowded low-priced field and it's engine was not powerful enough to hit the advertised 60 m.p.h. promised by Studebaker. The car was discontinued in 1930. Studebaker tried one more time to capture the low-price auto market with the Rockne which was produced in the Piquette Avenue facility from 1931-1932, but it too was discontinued after just a two-year run. In 1933 Studebaker was forced into receivership by the market conditions of the Great Depression. After this, "the Piquette Avenue Plant...was converted to a shelter for the homeless during the Great Depression."(5) In 1936 Studebaker sold the building to the Minnesota Mining and Manufacturing Company (now known as 3M) who owned it until 1968. Thereafter, the building went through a series of owners.

The Studebaker Service Building is significant for its association with the history of automobile manufacturing in Detroit as the history of the building typifies the growth of more successful manufacturers as they bought out struggling, smaller automobile companies. This occurred throughout the 1910s and 1920s. Although not a main automobile production facility the Service Building is an example of one of the many ancillary structures needed to support the vast production numbers of a major auto manufacture. For many years in the mid-century Studebaker (and, later, Studebaker-Packard) was a major automobile manufacturer. The building at 411 Piquette is an important part of the industrial legacy of the Milwaukee Junction neighborhood and Detroit.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales & NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

The building at 411 Piquette, and the wider Milwaukee Junction neighborhood, also typifies the change that occurred in many residential neighborhoods located just outside the downtown Detroit core. In the late nineteenth century Milwaukee Junction was a residential neighborhood but by the 1920s the neighborhood had completely changed as smaller brick residences had been replaced with huge factories that spanned entire blocks.⁽⁶⁾ These factories changed entire neighborhoods in the city but the jobs offered by the newly built factories were responsible for growing the middle class in Detroit.

Finally, the building at 411 Piquette also exemplifies the industrial architecture of Albert Kahn who is one of the most important architects in the history of Detroit. Albert Kahn's firm, Albert Kahn, Inc. became one of the largest firms in Detroit and most important designers of industrial buildings due to his innovations with reinforced concrete which allowed for large, clear span interiors. The mushroom capped columns found in the building are indicative of Kahn's work. The building is now vacant, however, there were a few recent tenants including a linen rental company and Henry Ford Health System who occupied the fourth floor and utilized the space for medical records storage. Now owned by development company The Platform, the building will be renovated into apartments with a slated opening in 2023.

(1) Albert Erskine, History of the Studebaker Corporation, 25.

(2) From Horses to Horsepower: Studebaker Helped Move a Nation," Smithsonian, accessed 2/22/22, <https://www.sil.si.edu/ondisplay/Studebaker/biographies.htm>.

(3) Jerald A. Mitchell, Piquette Plant National Register Nomination, National Register of Historic Places Nomination (2001), 6.

(4) Jerald A. Mitchell, Piquette Plant National Register Nomination, National Register of Historic Places Nomination (2001), 6.

(5) Elaine Robinson, Piquette Avenue Industrial Historic District, National Register Nomination (2003), 20.

(6) Elaine Robinson, Piquette Avenue Industrial Historic District, National Register Nomination (2003), 15.

7. Photographs and Maps. Send photographs and map with application.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE**

NOTICES

Privacy Act Statement

Authority: 26 U.S. Code § 47 - Rehabilitation credit; 26 U.S. Code § 170 - Charitable, etc., contributions and gifts.

Purpose: To enable the Secretary of the Interior to evaluate the historic significance of structures and whether the rehabilitation of such structures preserves their historic character. The primary use of this information by the Secretary of the Interior will be to certify to the Secretary of the Treasury that the applicant is eligible for Federal tax incentives for historic preservation. This application is used by the Internal Revenue Service to confirm that applicants for the tax incentives have obtained the certification concerning historic structures and historic rehabilitations that are required by law.

Routine uses: The information will be used by the National Park Service and the State Historic Preservation Offices and disclosed to the Internal Revenue Service to determine if the applicant is eligible for Federal tax incentives.

Disclosure: Voluntary, however, failure to provide the requested information may prevent or impede you from receiving consideration for the requested benefit.

Information Regarding Disclosure of Your Social Security Number Under Public Law 93 - 579 Section 7(b):

Your Social Security Number (SSN) is needed to identify records unique to you. Applicants are required to provide their social security or taxpayer identification number for activities subject to collection of fees and charges by the National Park Service. Failure to disclose your SSN may prevent or delay the processing of your application. The authority for soliciting your SSN is 31 U.S.C. 7701. The information gathered through the use of the SSN will be used only as necessary for processing this application and collecting and reporting any delinquent financial obligations. Use of the SSN will be carried out in accordance with established regulations and published notices of system of records.

Paperwork Reduction Act Statement

We are collecting this information subject to the Paperwork Reduction Act (44 U.S.C. 3501) through the State Historic Preservation Officer in order to enable the Secretary of the Interior to gain the benefit of the State review of applications for Federal tax incentives for historic preservation by owners of historic properties. Information collected on this form, including names and all written comments, is subject to disclosure. All applicable parts of the form must be completed in order to receive consideration for the requested benefit. A Federal agency may not conduct or sponsor, and a person is not required to respond a collection of information unless it displays a currently valid OMB control number. OMB has approved this collection and assigned it control number 1024-0009.

Estimated Burden Statement

Public reporting burden for this form is estimated to average 15 hours per response including the time it takes to read, gather and maintain data, review instructions and complete the form. Direct comments regarding these burden estimates, or any aspects of this form, to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Mail Stop 242, Reston, VA 20192. Please do not send your form to this address.

Records Retention Statement

Permanent. Transfer all permanent records to NARA 15 years after closure. (NPS Records Schedule, Resource Management and Lands (Item 1.A.2) (N1-79-08-1))

FOR APPLICANT RECORDS ONLY – THIS PAGE DOES NOT NEED TO BE PRINTED FOR APPLICATION



HISTORIC PRESERVATION CERTIFICATION APPLICATION PART 2 – DESCRIPTION OF REHABILITATION

Instructions: This page must bear the applicant's original signature and must be dated. The National Park Service certification decision is based on the descriptions in this application form. In the event of any discrepancy between the application form and other, supplementary material submitted with it (such as architectural plans, drawings and specifications), the application form takes precedence. A copy of this form will be provided to the Internal Revenue Service.	NPS Project Number
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1. **Historic Property Name** Studebaker Service Building (a.k.a. Studebaker Sales and Service Building)
Street 411 Piquette
City Detroit County Wayne State MI Zip 48202
Name of Historic District or National Register property Piquette Industrial Historic District
 Listed individually in the National Register of Historic Places; date of listing _____
 Located in a Registered Historic District; name of district Piquette Industrial Historic District
 Part 1 – Evaluation of Significance submitted? Date submitted Concurrent Date of certification _____

2. **Project Data** (for phased projects, data entered in this section must be totals for entire project)
Date of building 1920 Estimated total rehabilitation costs (QRE) \$28,829,259
Number of buildings in project 1 Floor area before / after rehabilitation 105,736 / 105,736 sq ft
Start date (estimated) 10/01/2022 Use(s) before / after rehabilitation Industria / Residenti
Completion date (estimated) 12/20/2023 Number of housing units before / after rehabilitation 0 / 162
Application includes phase(s) 1 of 1 phases Number of low-moderate income housing units before / after rehabilitation 0 / 0
 Intend to elect IRS 60-month phased rehabilitation

3. **Project Contact** (if different from applicant)
Name Cassandra Talley Company Kraemer Design Group LLC
Street 1420 Broadway City Detroit State MI
Zip 48226 Telephone (313) 965-3399 Email Address cassandra.talley@thekraemeredge.com

4. **Applicant**
I hereby attest that the information I have provided is, to the best of my knowledge, correct. I further attest that [check one or both boxes, as applicable]:
 I am the owner of the above-described property within the meaning of "owner" set forth in 36 CFR § 67.2 (2011), and/or
 if I am not the fee simple owner of the above described property, the fee simple owner is aware of the action I am taking relative to this application and has no objection, as noted in a written statement from the owner, a copy of which (i) either is attached to this application form and incorporated herein, or has been previously submitted, and (ii) meets the requirements of 36 CFR § 67.3(a)(1) (2011).
For purposes of this attestation, the singular shall include the plural wherever appropriate. I understand that knowing and willful falsification of factual representations in this application may subject me to fines and imprisonment under 18 U.S.C. § 1001, which, under certain circumstances, provides for imprisonment of up to 8 years.
Name Peter Cummings Signature (Sign in ink) [Signature] Date 3/21/22
Applicant Entity 411 Piquette LLC SSN _____ or TIN 81-5250623
Street 3011 W. Grand Blvd. Suite 2300 City Detroit State MI
Zip 48202 Telephone (313) 446-8775 Email Address pcummings@theplatform.city
 Applicant, SSN, or TIN has changed since previously submitted application.

NPS Official Use Only

The National Park Service has reviewed the Historic Preservation Certification Application – Part 2 for the above-named property and has determined that:
 the rehabilitation described herein is consistent with the historic character of the property and, where applicable, with the district in which it is located and that the project meets the Secretary of the Interior's Standards for Rehabilitation. This letter is a preliminary determination only, since a formal certification of rehabilitation can be issued only to the owner of a "certified historic structure" after rehabilitation work is complete.
 the rehabilitation or proposed rehabilitation will meet the Secretary of the Interior's Standards for Rehabilitation if the attached conditions are met.
 the rehabilitation described herein is not consistent with the historic character of the property or the district in which it is located and that the project does not meet the Secretary of the Interior's Standards for Rehabilitation.

Date _____ National Park Service Authorized Signature (Sign in ink) _____

NPS conditions or comments attached

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

5. Detailed Description of Rehabilitation Work. Use this page to describe all work or create a comparable format with this information.
Number items consecutively to describe all work, including building exterior and interior, additions, site work, landscaping, and new construction.

Number 1	Feature <u>Overview</u>	Date of Feature <u>1920</u>
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Describe existing feature and its condition

Built in 1920, the Studebaker Service Building is located at 411 Piquette Avenue and was designed by Albert Kahn for the Studebaker Corporation. The building is just over 105,000 square feet spread over four stories and is constructed of reinforced concrete. Originally used as a die shop as well as for painting and chassis assembly, the building was called the Service Building by the Studebaker Corporation. Later, the building was utilized as a parts depot. This building is listed on the National Register of Historic Places as a contributing building to the Piquette Avenue Industrial Historic District. With an L shaped footprint, the building is situated at the northeast corner of Piquette Avenue and Brush Street and has two primary facades and two wings. One primary façade (the east wing) faces Piquette Avenue and is divided into ten distinct bays while the other primary façade (the north wing) faces Brush Street and is divided into eight distinct bays. The bays on each of the two primary facades are divided by concrete piers that run from grade to just below the parapet. In between each pier, in each bay, are large window openings separated at each floor level by brick. Two secondary facades face a parking lot located directly north of the building. These two facades are clad in metal siding with replacement vinyl sliding windows. There is a non-historic orange brick loading dock addition on the first floor on the northern wing of the building which has eight overhead door openings. A steel fire escape is located next to the loading dock which provides access from grade to the upper stories of the building. The roof is flat and there is large water tower resting on a brick penthouse on the roof, located near the inner knuckle of the L shaped footprint. There is also a large, non-historic addition on the roof on the northern wing of the building that runs along Brush Street.

Photo Numbers All _____ Drawing Numbers All _____

Describe work to feature

This project will be completed in one phase. Detailed descriptions of work for each item are found below.

Number 2	Feature <u>Masonry</u>	Date of Feature <u>1920</u>
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Describe existing feature and its condition

Brick: On the two primary facades, the building has brick facing in between each window that has been painted beige. The brick appears to be in fair to good condition although the brick near the parapet is in poor condition. Some areas of brick show spalling, open joints, soiling, and damaged units. The brick on the secondary facades is mostly covered with metal siding but in isolated areas where the siding is gone, the brick appears to be in worse condition—fair condition overall—than that observed on the primary facades. Areas of exposed brick on the secondary facades show that the brick has missing units, significant spalling, and defaced units.

HISTORIC PRESERVATION CERTIFICATION APPLICATION PART 2 - DESCRIPTION OF REHABILITATION

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI

Concrete: Concrete piers separate each bay, and these piers have a thick layer of paint that has flaked off in some locations. The concrete piers are in fair to poor condition overall with spalling and exposed rebar extant in some locations. The concrete near the parapet is in poor condition with loss of material, exposed rebar and cracking and crumbling material. The concrete at the back façade (facing the parking lot) is in fair condition with cracking and missing material. There is also a concrete knee wall at grade on the two primary facades in fair condition. There are also concrete sills below each window in fair condition with some missing concrete and spalling.

Finally, there is an elevated concrete loading platform located on the north façade of the eastern wing of the building which runs from the orange brick loading dock addition to third bay from the west. The concrete loading platform is in fair to poor condition with significant loss of material at the edge of the platform.

Photo Numbers 1-23

Drawing Numbers AD201, AD202, A201, A202

Describe work to feature

Brick: All brick is to be inspected for damage. All metal siding will be removed to inspect and repair the brick. All remaining adhesive, bolts, hangers, and other non-historic materials are to be removed from the masonry without causing new damage to the masonry. All damaged, deteriorating or spalling units are to be removed and replaced with new material to match original units. Missing units are to be replaced to match the remaining adjacent materials. New brick will match the existing as closely as possible in color, size, texture and compressive strength. Any salvaged brick will be reused where replacement brick is needed before new brick is used.

All exterior brick and concrete is to be cleaned using the gentlest means possible to achieve acceptable results without damaging or substantially altering the physical characteristics of the masonry surfaces, in accordance with Preservation Brief #1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings. Various cleaning processes shall be tested to determine the most effective method, from gentlest to more aggressive, starting with a low pressure water wash with fiber bristle, followed by a water wash with detergent, and then a chemical cleaner. Where stains persist an alternative micro-abrasive cleaning solution may be employed to spot clean those areas as follows.

In some cases, standard detergent and chemical washes are not sufficient to get deeply set pollutants and stains off the building. If the cleaning solutions outlined above do not achieved desired effect, the following process—using a proprietary cleaning method by Quintek Corporation—shall be tested for effectiveness. Quintek's Rotec Vortex cleaning system was developed for sensitive restoration cleaning using a proprietary, environmentally-friendly micro-abrasive media at very low pressure (10-35 psi). The proprietary Rotec Vortex system creates a gentle swirling vortex utilizing low volumes of water, low air pressure, and fine inert granulate. A certified Rotec Vortex contractor will do the cleaning, and shall perform a series of mock-ups on a stained area starting at the lowest pressure wash, working upwards until a sufficient result is achieved. Once determined, this pressure shall be used to clean only the trouble areas on the façade. This cleaning process has been proven successful on numerous historic restoration projects around the country, including several buildings on the National Register of Historic Places, as well as numerous National Park Service sites.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI

Concrete: All concrete will be inspected for damage and repaired. The deteriorated and unstable areas will be chipped away, the rebar will be cleaned and prepared, a bonding agent will be applied, and then concrete will be formed and poured to repair the damaged areas. Concrete will be cleaned with Quintek's Rotec Vortex system as mentioned above. The existing paint on the concrete is deteriorated and is peeling and missing in many locations, especially on the secondary facades. After inspection and cleaning, and repair, all concrete will be painted with a vapor permeable opaque stained finish to both blend the color of the repaired areas as well as help protect the concrete from further damage. If any of the concrete windowsills are too deteriorated to retain, new concrete sills will be recast to match the existing sills in the building and installed. The concrete loading platform on the north façade of the eastern wing will be demolished.

Number 3	Feature <u>Windows</u>	Date of Feature <u>Mid-century; later</u>
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Describe existing feature and its condition

The extant windows in the building are not original excepting two small, fixed steel windows in the large penthouse and two small, fixed steel windows in the small penthouse. The two steel penthouse windows in the larger penthouse are in poor condition with extensive corrosion and broken mechanicals.

On the Piquette Avenue façade the first-floor window openings have been infilled with concrete masonry units (CMU). At the second floor, all window openings have been infilled with glass block units. On the third floor, the historic window openings have been infilled with glass block on the western seven bays while the eastern three bays have wood paneling covering the window openings. On the fourth floor, the window openings have been partially infilled with brick to allow installation of smaller six-over-six steel sash windows on the eastern portion of the fourth floor while the western four bays of the Piquette Avenue façade have brick infilled and five pane aluminum windows with an operable awning sash.

On the Brush Street façade, on the first floor, the windows have been infilled with CMU blocks although there is one small glass block window set into the CMU in the southernmost bay. On the second floor and third floors the window openings have been infilled with glass block. At the fourth floor, the window openings have been infilled with both glass block and paneling to allow for the installation of smaller vinyl and aluminum windows as well as several small section of glass block.

The three secondary facades (the northern façade of the northern wing, the eastern façade of the northern wing, and the northern façade of the southern wing) have a mix of non-historic window units and infill that includes CMU infill, glass block infill, brick infill, wood panel infill, vinyl slider units, and fixed vinyl units. Like the two primary facades, there are no extant historic windows on these three secondary facades. There is also a small secondary façade on the eastern wing at the fourth floor where 411 Piquette rises above the neighboring building, the old Ford Piquette factory. In this location, there are two bays of six over six steel sash windows that are in poor condition with broken panes, corroded frames, and broken mechanicals—these units are not historic (see historic photo and drawings at Photo 75 and 76).

Photo Numbers 1-23

Drawing Numbers AD201, AD202, A201, A202, A621, A622

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

Describe work to feature

All non-historic infill and non-historic window units will be removed including the CMU units, glass block, wood paneling, and the aluminum and vinyl window units. Aside from the limited infill discussed below, the historic window openings will be reinstated to their original size and new historic replica units will be installed. Historically, the building had large format steel sash windows in each window opening. The windows had operable awning style sashes—please see Photo 77 Historic photos and historic drawings will be used as the basis of design for the new window units. These new units will be new aluminum industrial style windows with operable awning sashes, based upon the Graham SR6700 replica window. The windows on the first floor historically had operable sashes located approximately halfway up the window unit. In order to make these sashes more accessible for tenants, the operable portion of the first-floor window will be installed toward the bottom of the window units. Please see drawings for additional details.

Remove/Infill Windows: Some brick infill is contemplated and all infill brick that occurs in historic window or door openings will be inset 1" to evoke the historic opening. For all infill, salvage brick will be utilized before new brick is used. If new brick is required, it will match the historic brick as closely as possible. On the north façade of the north wing, at the easternmost bay on floors one through four, the window openings will be infilled with brick to provide code required fire separation from the new exterior stair. Additionally, infill brick will be placed into the bay at the knuckle of the building on the first floor to enclose the opening that used to exist from the main portion of the building into the old loading dock area. Part of this bay will receive a new pedestrian door as well, see door description at Work Item 9. The two bays of non-historic six over six steel windows that rise above the adjacent Ford Piquette plant on the fourth floor of the eastern façade of the east wing will receive one historic replica window (at the southeast corner of the building) while the other bay will be infilled with inset brick to support interior programming. Note this infilled bay is not visible at all from Piquette street due to the adjacent Ford Piquette Plant and is only minimally visible down Beaubien. Because of the deteriorated condition, and to accommodate the equipment in the penthouse, the two penthouse windows on the larger penthouse will be removed and infilled with brick. The smaller penthouse will be demolished—see penthouse description at Work Item 4. Finally, the window opening in the northernmost bay on the on the eastern side of the northern wing will be infilled and a new double utility door will be added in this location to access the mechanical room, see door description at Work Item 9.

Number 4	Feature Roof and Penthouses	Date of Feature 1920; later
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Describe existing feature and its condition

The roofing on the building is currently a membrane roof with small stone ballast that is in fair condition with some patching and repairs evident. There are two penthouses: one at the knuckle of the L shaped building with the water tower atop it (large penthouse) and one near the southern parapet (small penthouse). The large penthouse is in poor condition with spalling brick and deteriorated concrete. The small penthouse is in fair condition with some damaged brick and missing mortar. The two penthouses have membrane roofing with no ballast. There is a large addition on the roof of the northern wing that is covered with membrane on the roof and the walls although the wall that rises from the parapet on the Brush Street façade is clad in a metal paneling. This addition is not original and is now used for storage.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a NPS Project Number _____

Property Address 411 Piquette, Detroit, MI

Photo Numbers 15, 16, 20, 21, 67-73 Drawing Numbers AD 105, A105, A321

Describe work to feature

The existing membrane on the roof will be removed and a new EPDM roofing membrane will be installed. The existing ballast will be saved and reused. The large addition on the northern wing is not original and will be demolished. The larger penthouse with the water tower will be retained, repaired, and will house the stair tower to the roof and the machine room/overrun for the elevators. The smaller penthouse will be removed. The water tower will be retained (see Work Item 5). An access walkway will be installed down the center of both legs of the L shaped roof to provide access to equipment on the roof. New mechanical equipment will be installed on the roof as small rooftop condensers will be placed away from the parapet—these small units will not be visible from the street. The fresh air unit will be placed toward the rear of the roof to minimize the visible impact from the grade on the public right of way.

Number 5	Feature <u>Water Tower</u>	Date of Feature <u>1920</u>
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Describe existing feature and its condition

A 50,000-gallon metal water tank, set on legs, is located on the roof of the large penthouse. The water tower and the steel structural members supporting it are in poor condition with extensive corrosion. There are many telecom antennas mounted on the water tower. The water tower is no longer functional.

Photo Numbers 16, 20, 21, 70 Drawing Numbers A105, A201, A202

Describe work to feature

The water tower will be retained and will have structural repairs made to stabilize the water tower. Depending on budget and constraints in place due to the telecom equipment it is proposed that the water tower may be repainted. If repainting is not feasible, the tower will remain as is and the telecom equipment will remain in place.

Number 6	Feature <u>Fire Escape/New Stair Tower</u>	Date of Feature <u>Unknown</u>
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Describe existing feature and its condition

A steel fire escape is located on the northern wing of the building at the northeast corner. The fire escape is in poor condition with heavily corroded elements while the deck and platform have lost the concrete covering and exposed, rusting, rebar is visible. The fire escape is not original to the building.

Photo Numbers 7-11 Drawing Numbers AD202, A201, A202

Describe work to feature

Because of the current condition, and to meet modern code requirements, the fire escape will be removed and replaced with a new exterior stair. The new exterior stair will be installed at the northeast corner of the northern wing of the building, and it will be a metal stair that provides access from the fourth, third, and second floors to grade with a 180-degree-turn stair. The new stair will have metal grate treads with a metal handrail

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI

and horizontal balustrade

Number <u>7</u>	Feature <u>Loading Dock</u>	Date of Feature <u>Unknown</u>
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Describe existing feature and its condition

An orange brick loading dock addition is located on the eastern side of the northern wing, facing the parking lot. The loading dock has nine large vehicle openings, eight on the eastern façade of the addition and one on the northern facade of the addition. There is also one utilitarian metal door (pedestrian entrance) on the eastern façade of the building. There is a large diameter round metal exhaust pipe that runs from the roof of the loading dock, directly adjacent to the façade of the northern wing of the building. This loading dock is not original to the building, see Photo 12 and Photo 80 of the original drawing.

Photo Numbers 12, 80 Drawing Numbers AD202

Describe work to feature

The brick loading dock and exhaust pipe will be demolished as they are not historic features of the building. Historic window openings on the first floor of the eastern wall of the northern wing of the building (currently concealed by the loading dock) will be re-opened and will have re-instated historic replica windows installed in the openings that were covered over when the loading dock was constructed.

Number <u>8</u>	Feature <u>Vehicle Access Driveway</u>	Date of Feature <u>1920</u>
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Describe existing feature and its condition

There is one bay (the eastern-most bay on the Piquette Avenue façade) that is notched out at the first floor to provide a vehicle access drive to the parking lot behind the building. Currently there is a pedestrian access door in the eastern wall of the building that faces the drive. This pedestrian door opening is not historic (see historic drawings at photo #80).

Photo Numbers 22, 23, 80 Drawing Numbers AD201, AD202, A202, A211, A311

Describe work to feature

The driveway void will remain as is, however, the pedestrian door will be removed as it is not historic. Additionally, to provide insulation and a fire rating to the units above the driveway, an angled and suspended gypsum board soffit will be added to the ceiling of the driveway area. The gypsum board will be painted to match the structure so as to blend in with the surrounding condition.

Number <u>9</u>	Feature <u>Exterior Doors</u>	Date of Feature <u>Unknown; 1960s-1990s</u>
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Describe existing feature and its condition

The main entrance is located on the Piquette Avenue façade in the fifth bay from the west. The main entry door is a single aluminum fully glazed unit flanked by two fixed sidelights. There is a transom above the door and sidelights that is a multipaned steel factory style window—it is non-operable. The entry door, transom, and sidelights are encased in a stone surround with a circle motif cast in the stone on either side of the door. Additionally, on the primary Piquette Avenue façade there is one small pedestrian door in the fourth bay from the west. This door is not historic.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
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Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

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On the northern façade of the north wing and on the northern façade of the east wing there are several door openings. On the north façade of the north wing there is one large coiling metal overhead door on the first floor and one pedestrian door at the fire escape (set next to a wood paneled infilled opening) on the second floor, a metal pedestrian door at the fire escape on the third floor and a metal pedestrian door at the fire escape on the fourth floor. There is an access door on the elevator shaft on the east façade of the north wing at the first and second floor level. On the north façade of the eastern wing, there is one large metal overhead door located directly west of the drive access.

Photo Numbers 1-23 Drawing Numbers A201, A202, A211

Describe work to feature

Historically, the main entrance was located in the third bay from the west and the stone surround was not that which is currently found on the building. Please see Photo #77. The historic entry was fully glazed with a small transom above. In order to reinstate the original location of the main entrance door, the existing main entry will be closed off and the stone surround will be removed, and new historic replica windows will be installed in this bay. The main entrance will be moved to its historic location in the third bay. A new fully glazed set of doors will be installed in the third bay while a new cast stone surround to match the historic surround will be installed around it. Because the first floor is 18" above the grade of the sidewalk, concrete steps will be installed at the main entrance. To create an ADA entrance, a ramp will be installed behind each of the elevated concrete flower boxes--please see drawings and elevations for additional details. The non-historic single-entry door in the fourth bay will be removed.

The large coiling overhead door on the north façade of the north wing at the first floor will be removed and historic replica windows will be installed in this area. There will be one steel utility door set into the middle bay at the first floor on the north façade of the north wing. On the second, third, and fourth floors on this façade, a single steel utility door will be added at each level for access from the building to the fire escape. Finally, on the east façade of the northern wing there will be two sets of double doors installed to access the electrical room and the fire pump room.

After the non-historic loading dock building is removed, on the north façade of the eastern wing, on the first floor in the bay closest to the knuckle, this area will have the brick inset 1" to evoke the historic door opening and a plaque building directory sign will be installed (see Work Item 10) and a new pedestrian door, fully glazed, will be installed. The fully glazed pedestrian door will be set within the industrial steel replica window in this area--please see drawings for additional details. A small metal coiling door will be installed directly east of the pedestrian entrance which will provide access into the trash room. Please see drawing for additional details. Finally, a double utility door will be added to the east façade of the northern wing to provide access to the mechanical room in this area.

Number 10	Feature Signage	Date of Feature N/A; 1920
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Describe existing feature and its condition

There is no signage on the building currently.

**HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION**

Historic Property Name Studebaker Service Building (a.k.a. Studebaker Sales a: NPS Project Number _____

Property Address 411 Piquette, Detroit, MI _____

Photo Numbers 1-23; 77 _____

Drawing Numbers A201 _____

Describe work to feature

Historically there was a blade sign at the corner of Brush Street and Piquette Avenue at about the second-floor level, mounted on the concrete pier. A small blade sign will be reintroduced in this location. A small sign will be placed over the main entry door on Piquette Avenue and signage may be placed on the concrete flower boxes at the main entry. A plaque sign with building directory information will be placed next to the pedestrian entrance on the north façade of the eastern wing, set within the recessed brick in this area. See drawings for additional details. For all signage pieces: the exact sizing, design, and mounting mechanism will be submitted via amendment before any installation work is begun.

Number <u>11</u>	Feature <u>Railroad Spur, Platform, Garage</u>	Date of Feature <u>Unknown</u>
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Describe existing feature and its condition

There is an elevated railroad spur made of concrete located at the extreme northern end of the property. Just south of the railroad spur, there is an elevated loading platform structure made of steel. The steel structure of the loading platform is in poor to fair condition with significant corrosion and visible/exposed rebar reinforcement. To the east of elevated concrete loading platform is a large, non-historic garage structure that faces the parking lot and wraps around the back of the adjacent Ford Piquette Plant. This garage is specifically noted as being "an inappropriate addition between the north elevation [of the Ford Piquette Plant] and the railroad tracks" in the Ford Piquette Plant National Register nomination.

Photo Numbers 18-19 _____

Drawing Numbers N/A _____

Describe work to feature

No work is planned for the elevated railroad spur at this time and the structure will remain as is. The non-historic elevated steel loading platform and the garage structures will be demolished.

Number <u>12</u>	Feature <u>Awnings</u>	Date of Feature <u>N/A</u>
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Describe existing feature and its condition

There are no awnings on the building.

Photo Numbers N/A _____

Drawing Numbers N/A _____

Describe work to feature

On the north façade of the east wing a fabric awning is proposed for the pedestrian entrance at the knuckle of the building. This fabric awning will be suspended on a metal

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frame and will provide protection from the elements at the pedestrian entrance.

Number 13	Feature Interior Floors 1-4	Date of Feature 1920; 1960s-1990s
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Describe existing feature and its condition

The building was constructed as a utilitarian storage and manufacturing facility and thus the spaces never had a finished appearance as exposed structure and MEP is ubiquitous in the building. All four floors have large mushroom capped columns which are interspersed throughout the space. Generally, floors two and three are mostly open with few demising walls while floors one and four have more demising walls in place. The fourth floor was, at one time, built out as an office and thus there is newer carpet, vinyl flooring, gypsum board walls, and suspended ACT ceilings on this floor. Overall, throughout the building, the interior demising walls are comprised of modern materials and do not appear historic.

When built, the structure was tied into the adjacent Ford Piquette Plant by a bridge connecting the second through fourth floors of the two buildings. There are two openings on the second and third floor while the fourth floor has a small protruding oriel-like addition that provides passage from the 411 Piquette building into the Ford Piquette factory.

In the entirety of the interior of the building there are no observable historic finishes beyond the mushroom cap columns and some wood strip flooring. The first floor has concrete floors (with some areas of modern vinyl or rubber tile). The second floor has concrete floors which are covered with modern vinyl or rubber tile throughout except in the southwest portion of the floorplate. In the southwest portion of the 2nd floor there is some wood strip flooring in poor condition—plywood has been laid over top of the wood strip flooring due to the deteriorated condition. There is also wood strip flooring located on the third and fourth floors in varying areas. On the third floor, most areas have had plywood laid over top of the wood flooring due to the deteriorated condition, although some areas of flooring are covered completely, and it is unknown whether the historic wood is underneath; however, the wood flooring that is visible is in poor condition throughout—see photos 81-84. In other areas the wood strip flooring has been removed entirely, leaving the subfloor exposed. The flooring on the fourth floor is nearly all modern carpet although there is some section of the floorplate, on the southwest corner, that has some extant wood flooring that has been patched with painted plywood and concrete.

Photo Numbers 24-66; 81-84

Drawing Numbers A101-104; A111-A115

Describe work to feature

All interior demising walls will be removed with the exception of the walls around the stair and elevator lobby. The building will be built out on all four floors with studio, one- and two-bedroom units with new demising walls built for each unit. Mushroom cap columns will remain and will be incorporated into the units while the concrete ceilings will be cleaned, repaired, painted, and remain exposed to view. In all areas, generally, the historic ceiling height will remain open to view, however, gypsum board ceilings will be installed in the unit bathrooms to provide sound control and to hide the MEP in this

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area. Due to the deteriorated, missing, and patchwork quality of the wood strip flooring, it will be removed throughout the building and will be replaced with new carpet and luxury vinyl tile flooring to achieve a uniform, level surface.

On the first floor, there will be a large, centrally placed lobby accessed via the main entrance on Piquette and from the parking lot entrance. Mail and package lockers will be installed in the lobby and the lobby will have concrete-look tile floors and painted gypsum board walls with pendant and wall mounted lighting. Most tenant amenity spaces are located near the main lobby: A leasing office will be built adjacent to the main lobby with painted gypsum board walls and carpet flooring while the fire command room is adjacent to the lobby as well. A trash room will be added near the stair and a fitness room will be built just north of the main lobby. There will be a pet washroom, a restroom, and a laundry room located near the north end of the lobby as well.

On the upper floors, the elevator lobbies will receive carpet flooring and the newly built demising walls will be painted gypsum board. The corridors will have painted gypsum board walls while the floors will have carpet installed to dampen noise. The corridors will have pendant light fixtures hung at regular intervals. On the second through fourth floors, a small trash room with chute, laundry room, and community room will be added adjacent to the elevator lobby on each floor. The community room will have carpet flooring with a partially exposed painted ceiling and an acoustic ceiling cloud to dampen noise.

Units will have resilient tile floor (luxury vinyl tile) in a maple finish while the historic perimeter walls will remain exposed and the demising walls will be painted gypsum board. Lighting in the units will be achieved by pendant fixtures hung from the ceiling as well as wall sconces. The bathrooms will receive tile flooring while the ceilings will be painted gypsum board with recessed lighting over the showers and wall sconces over the vanities.

Due to the extra-large format of the industrial windows and the need to create units of a manageable size, new demising walls will hit the mullions of the windows but note that the demising walls that hit the mullion will be composed of only thin fire stopping material. This will greatly minimize the appearance of the partitions from the exterior. Finally, all connections from the 411 Piquette building to the Ford Piquette factory building will be closed off and the small oriel-like addition on the fourth floor will be removed.

Number 14	Feature Elevators	Date of Feature 1920; Unknown
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Describe existing feature and its condition

Inside the building there is currently one large freight elevator located at the knuckle of the building which runs from the first floor to the fourth floor. There is also a modern passenger elevator located in the middle of the eastern wing and another elevator in the shaft that protrudes from the northern wing. The lift/elevator in the northern wing is contained within a non-historic corrugated steel-clad elevator tower, projecting from the building at the north end of the north wing, directly adjacent to the fire escape. The freight elevator is a large industrial unit with sheet metal flooring and walls.

Photo Numbers 34; 41; 45; 46; 59

Drawing Numbers A421, A422, A423

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Describe work to feature

The large freight elevator and all mechanicals will be removed in their entirety to allow for reprogramming of the building: Two new passenger elevators with new cabs, doors, and mechanicals will go into the freight elevator shaft. The passenger elevator in the middle of the eastern will also be removed as will the cab and mechanicals and the floor plates will be infilled. The lift/elevator tower at the northern end of the north wing will be removed as will the accompanying elevator, mechanicals, and cab.

Number 15	Feature Stairs	Date of Feature 1920
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Describe existing feature and its condition

There is one utilitarian concrete stair located next to the freight elevator. The finishes on this staircase are in good condition and include concrete treads and risers and metal tube balustrade and handrail.

Photo Numbers 35; 66 _____ Drawing Numbers A431 _____

Describe work to feature

The staircase will be retained and repainted.

Number 16	Feature MEP	Date of Feature 1920; Later
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Describe existing feature and its condition

Mechanical, electrical, plumbing and fire suppression equipment in the building is outdated and poorly functioning. The building was historically a storage and die shop and thus MEP systems are exposed.

Photo Numbers 24-65 _____ Drawing Numbers _____

Describe work to feature

Updated mechanical, electrical, plumbing, and fire suppression systems will be installed to meet code throughout the building. New mechanical ducts, electrical conduit, fire suppression lines and heads, and plumbing pipes will remain exposed and will be painted to match the surrounding ceiling, however, large equipment will be concealed behind new construction. All systems, equipment, ducts, conduit, and pipes will be held back from the windows at least 5 feet and will be installed tight to the ceiling. The central fire pump room will be located in the north wing in the northeast corner while the existing standpipe in the stair will remain. Two new standpipes will be placed at the end of each wing, concealed in the new interior buildout. On each floor sprinkler branch lines will remain exposed.

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NOTICES

Privacy Act Statement

Authority: 26 U.S. Code § 47 - Rehabilitation credit; 26 U.S. Code § 170 - Charitable, etc., contributions and gifts.

Purpose: To enable the Secretary of the Interior to evaluate the historic significance of structures and whether the rehabilitation of such structures preserves their historic character. The primary use of this information by the Secretary of the Interior will be to certify to the Secretary of the Treasury that the applicant is eligible for Federal tax incentives for historic preservation. This application is used by the Internal Revenue Service to confirm that applicants for the tax incentives have obtained the certification concerning historic structures and historic rehabilitations that are required by law.

Routine uses: The information will be used by the National Park Service and the State Historic Preservation Offices and disclosed to the Internal Revenue Service to determine if the applicant is eligible for Federal tax incentives.

Disclosure: Voluntary, however, failure to provide the requested information may prevent or impede you from receiving consideration for the requested benefit.

Information Regarding Disclosure of Your Social Security Number Under Public Law 93-579 Section 7(b): Your Social Security Number (SSN) is needed to identify records unique to you. Applicants are required to provide their social security or taxpayer identification number for activities subject to collection of fees and charges by the National Park Service. Failure to disclose your SSN may prevent or delay the processing of your application. The authority for soliciting your SSN is 31 U.S.C. 7701. The information gathered through the use of the SSN will be used only as necessary for processing this application and collecting and reporting any delinquent financial obligations. Use of the SSN will be carried out in accordance with established regulations and published notices of system of records.

Paperwork Reduction Act Statement

We are collecting this information subject to the Paperwork Reduction Act (44 U.S.C. 3501) through the State Historic Preservation Officer in order to enable the Secretary of the Interior to gain the benefit of the State review of applications for Federal tax incentives for historic preservation by owners of historic properties. Information collected on this form, including names and all written comments, is subject to disclosure. All applicable parts of the form must be completed in order to receive consideration for the requested benefit. A Federal agency may not conduct or sponsor, and a person is not required to respond a collection of information unless it displays a currently valid OMB control number. OMB has approved this collection and assigned it control number 1024-0009.

Estimated Burden Statement

Public reporting burden for this form is estimated to average 51 hours per response including the time it takes to read, gather and maintain data, review instructions and complete the form. Direct comments regarding these burden estimates, or any aspects of this form, to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Mail Stop 242, Reston, VA 20192. Please do not send your form to this address.

Records Retention Statement

Permanent. Transfer all permanent records to NARA 15 years after closure. (NPS Records Schedule, Resource Management and Lands (Item 1.A.2) (N1-79-08-1))

FOR APPLICANT RECORDS ONLY – THIS PAGE DOES NOT NEED TO BE PRINTED FOR APPLICATION

Elizabeth Masserang

From: Gough, Daniel (EGLE) <GoughD1@michigan.gov>
Sent: Wednesday, June 1, 2022 2:15 PM
To: Elizabeth Masserang
Subject: RE: Draft 381 Work Plan Submittal - 411 Piquette Detroit

Hi Elizabeth –

I am still waiting for a PM assignment and to figure out who will review the VMS. I will hopefully have that by the end of the week so I can get you any initial comments soon.

I can confirm that 411 Piquette is a facility with the ID of 00041274 under the 211/213 program.

Best –

Dan

Dan Gough
Brownfield Coordinator
Brownfield Assessment and Redevelopment Section
Remediation and Redevelopment Division
Warren District Office
Michigan Department of Environment, Great Lakes, and Energy
517-281-8253 | goughd1@Michigan.gov
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From: Elizabeth Masserang <masserang@pmenv.com>
Sent: Wednesday, June 1, 2022 1:56 PM
To: Gough, Daniel (EGLE) <GoughD1@michigan.gov>
Subject: FW: Draft 381 Work Plan Submittal - 411 Piquette Detroit

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Hi Dan –

I hope you are doing well and have a relaxing long weekend. We're getting into the local Brownfield pipeline on this project over the next week and I wanted to check in with you and confirm you received as well as the "facility" confirmation for the property.

Please feel free to give me a call with an questions.