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Request for Proposals

SAN LUIS DOWNTOWN REDEVELOPMENT PLAN

February 16, 2021

DESTINATION
CULTURE
HISTORY
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FOCUS





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LETTER OF COMMITMENT

Dear Ms. Cornelio, Ms. Torres, and Selection Committee Members:

J2 Engineering & Environmental Design, LLC (J2), in collaboration with Matrix, is pleased to submit this Proposal for the City of San Luis (City) Downtown Redevelopment Plan Project. We are extremely excited about pursuing this critically important endeavor and have assembled an outstanding Team with unparalleled similar project experience and proven qualifications to not only meet, but exceed, the expectations of the City.

J2 has developed a collaborative Team of qualified experts to address the unique challenges and opportunities of the Downtown Redevelopment Plan project. Our proposed Team has successfully completed many high-profile, award-winning downtown redevelopment projects together over the past 18 years. This Team understands that this project provides an outstanding, once-in-a-lifetime opportunity to further plan and develop Downtown San Luis into a destination environment with a true sense of place and enhance the area with a unique, unifying identity that will help guide the area's long-term success. The J2 Team specializes in downtown and district redevelopment state-wide – and we are excited because we truly see the potential of this core zone and its surrounding downtown context. Our Team's vast experience implementing Redevelopment Areas will prove to be a vital component to the Project's success. This expertise truly makes the J2-Matrix Team unrivaled and second to none in implementing Redevelopment Areas and Redevelopment Plans in the State of Arizona.

The successful planning and design of San Luis' downtown will require a Team that understands the City's history, its nearby resources and opportunities, its sense of community, and its long-term objectives, as well as a Team that will actively listen and respond to City Staff, Stakeholders, and Mayor and City Council input. We understand these important factors and have proven, successful experience working on many downtown redevelopment projects for municipal clients throughout Arizona. Our Team also has proven, successful experience in 'placemaking' and developing world-class urban design projects that create a true destination for our municipal clients. We understand that your downtown design solutions must be custom-fit and specifically tailored to work for San Luis' unique character, and this Team is very much aware of the fact that what works in another city should not be "superimposed" or "copied" into San Luis.

J2 has proven consistently over the years that we are able to develop innovative design concepts and master plans for our clients that are carried successfully all the way through to design, construction, and final inspection. In addition, we have a proven record of delivering complex public works projects on-time and on-budget, with outstanding client satisfaction and award-winning results. This proven record of creating fresh ideas and approaches, while effectively maintaining schedules and budgets, is a cornerstone of our firm and our collaborative Team.

In this Statement of Qualifications, we are confident that you will discover a number of key attributes that set us apart from our competition:

- Proactive, innovative, and experienced professionals with specific experience in planning, designing, and constructing complex urban Downtown and District revitalization projects throughout Arizona
- Outstanding, unmatched expertise delivering and establishing Redevelopment Areas for Arizona municipalities
- Creativity and excellence that is exemplified by our Team's enthusiasm and client satisfaction
- Proven ability to cost-effectively integrate history and artwork into the urban design fabric – you will find that our innovative design process is truly second to none
- Ability to create a distinct and unique San Luis project that will help to create a sense of place and serve as an economic engine for the City for decades to come
- Dedication to providing environmentally sustainable design solutions
- A Team that has worked with San Luis staff on multiple projects and has a strong understanding about your goals and vision, and would be honored to be a part of the City's Downtown Redevelopment program
- A Team that has outstanding implementation success: We do not just produce planning reports that sit on a shelf – our Projects build on Stakeholder momentum and get built

We appreciate this opportunity to submit our qualifications for this exciting project. We look forward to your favorable review of our proposal and the opportunity to work with you on this vital step for the City's future.

J2 has read and understands the RFP requirements and also acknowledges the receipt of Addendum No. 1 issued by the City of San Luis on February 2, 2021.

Sincerely,



Jeff Velasquez, PLA, ASLA
Vice President & Project Manager
J2 Engineering & Environmental Design

J2 Design, in partnership with Matrix Design Group (Matrix), is excited to present our proposed key staff and subconsultant firms that will be working on this project. These personnel are committed to the San Luis Downtown Redevelopment project and will be available throughout the entire duration of this project.

Jeff Holzmeister, PE
Project Principal | J2

Jeff Velasquez, PLA, ASLA
Project Manager | J2

Aaron Allan, PLA, ASLA
QAQC | J2

Adam Hawkins, PLA, ASLA
Landscape Architecture & Urban Design | J2

Aurelio Lopez, ASLA
Landscape & Urban Design | J2

Felipe Zubia, AICP
Development Area & Blight Analysis + Public Involvement Lead | Matrix

Matt Schwalb, AICP
Economic Analysis | Matrix

Janie Hollingsworth, PE
Traffic Engineering Analysis | Matrix

Lisa Ranzenberger
Branding, Wayfinding, & Signage | Lisa Ranzenberger Design

Kevin Dahl, PE
Civil Engineering Analysis & QAQC | Dahl Robins & Associates

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1. METHODOLOGY AND APPROACH

DESTINATION
CULTURE
HISTORY
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➤ 1. METHODOLOGY AND APPROACH

Provide a comprehensive description of how the Scope of Work will be completed and how milestones will be reached.

The J2-Matrix Team has proven experience utilizing innovative approaches on our downtown redevelopment planning and design projects. Our Team has proven consistently over the years that we are able to shape and converge the lines of innovation and cutting-edge design concepts into overall efficient, outstanding plans, conceptual designs, and ultimately constructed designs while also seamlessly integrating economic sustainability. This proven record of creating fresh approaches – customized for our respective municipal clients – while maintaining the project schedule and budget is a cornerstone of our staff. The J2 Team has proven, successful experience working with City staff and stakeholders from many municipalities and we will continue to provide innovative approaches to deliver a landmark project for the City of San Luis. Our methodology and approach to achieving the scope of work and outcomes outlined in the Request for Proposals (RFP) is detailed below and on the following pages.

Process-Oriented Planning & Design

Our extensive experience with redevelopment plan and urban design projects has allowed us to create and implement an urban design process that has proven to be successful time and time again. The design/planning process follows a logical sequence with on-going input from the City Staff and all parties involved. This process can be found in the Figure 1 below and will guide the redevelopment planning and design process for this project. The overall outcome of this process will establish a Redevelopment Area and prepare a Redevelopment Plan pursuant the requirements of the Arizona Revised Statutes.

Capturing Character

The J2-Matrix team's focus will remain fixed on the formal capture of the organic character of the redevelopment area by identifying key characteristics that define the essence of the City. This will be done with the intent of furthering the City's vision of a strong, vibrant, and economically sustainable employment center that is also a tourist destination with a focus

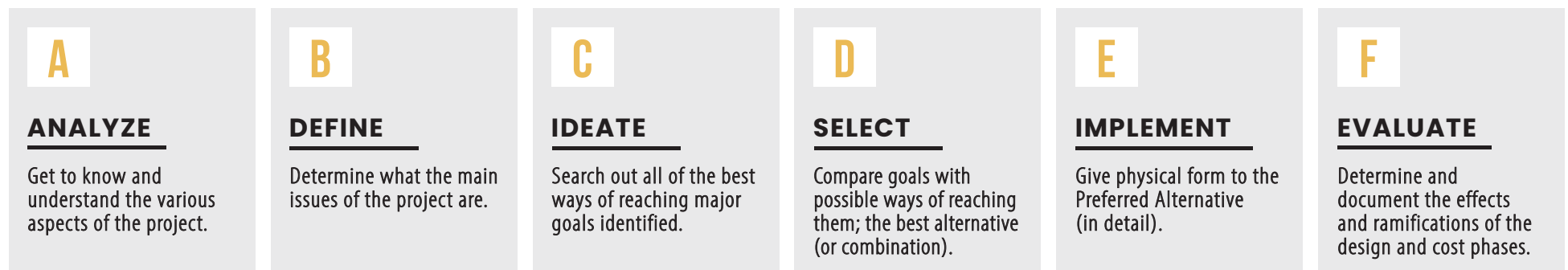
on arts, culture, and entertainment. The goal is to become a destination where people will choose to live, work, and play and where companies want to be located. The plan will also ensure that Downtown San Luis seamlessly ties into and is related to the City's other natural and built assets.

Redevelopment Area

Blight Assessment

One of the initial steps in the process will be the Blight Assessment. The process of surveying and assessing the proposed San Luis Downtown Area will be programmatically divided into steps to thoroughly analyze blight conditions for the required Findings of Necessity. Our project team will first review the study area boundary to ensure that key assets are captured and that these assets are within a reasonable walkshed (i.e. +¼ mile) of the proposed redevelopment area. Following the boundary survey, an initial cursory aerial survey will be completed to identify areas of concern prior to conducting a detailed on-site field survey.

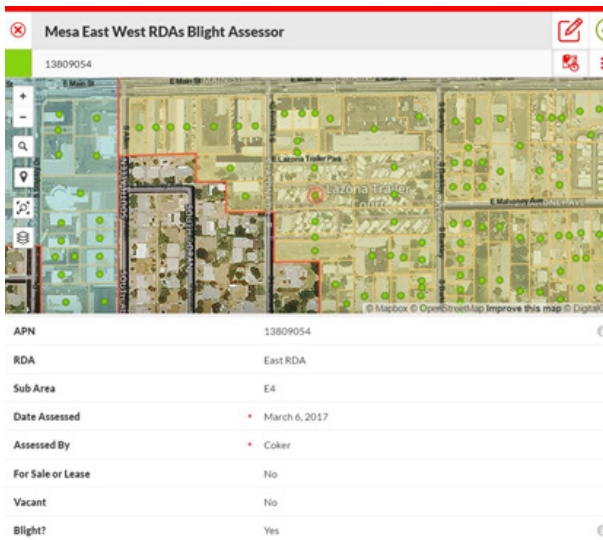
FIGURE 1. J2'S PROVEN DOWNTOWN REDEVELOPMENT PLANNING & DESIGN PROCESS



The study area will be divided into subareas to help expedite the organization of a field survey and to help locate blighted parcels. Once in the field, the survey team will use a mobile data collection application called Fulcrum (www.fulcrumapp.com) to assist with data collection. Parcel and ownership data from the Yuma County Assessor's Office will be isolated to the Study Area and then uploaded to Fulcrum. This data can then be accessed and edited while on-site.

The field survey team will assess each parcel visually for blight conditions, capture picture(s) of the property, and record an assessment in the Fulcrum application. If the parcel is identified as containing one or more conditions of blight, the surveyor will record the property as blighted with a description and photograph of the blight condition. This process will be continued until each parcel within the final study area is assessed.

Once all parcels have been assessed in the field, each parcel's blight condition will be further validated through an aerial survey which will also provide the potential to analyze portions of parcels that were inaccessible during the on-site field survey.



Example of Matrix Blight Assessment

Findings of Necessity

Upon completion of the field and aerial visual surveys, all property information will be exported to a geodatabase. After running checks for errors or omissions and correcting any issues, this data will then be mapped in ESRI's ArcGIS ArcMap to assess the study area as a whole and to calculate the scope of blight in the area subject to Arizona Revised Statutes §36-1471.

Blight will be measured in two forms:

- a simple, raw parcel count of blighted versus non-blighted parcels
- adding up the assessor-provided square footage of the blighted parcels versus non-blighted parcels

Following the blight measurement, the consultant and staff will determine if a "predominance of blight" exists within the study area. If a predominance of blight does not exist, the consultant and staff may decide to research and assess other "non-visual" forms of blight. These non-visual forms may include: tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, crime, or code compliance violations.

Establishment of Redevelopment Area and Central Business District

Following the completion of the Findings of Necessity, if a predominance of blight is determined to exist, the J2 Team will provide the City with an affirmative determination, that the City could establish a Redevelopment Area and concurrently designate a single Central Business District as outlined in the Arizona Revised Statutes. The J2 team will provide support to the City for providing the necessary reports, data, and presentation materials for the required public hearing. Further, the project team will be available for the public hearing to present and answer questions.

Redevelopment Plan

Preparation of the Redevelopment Plan

During this phase, the J2 Team will prepare the Redevelopment Plan that will be advanced through the public hearing process.

The primary tasks in this phase are listed below and described in more detail below as well:

- City Planning Team Meetings
- Administrative Draft and Revised Draft of the Redevelopment Plan, Zoning and Design Guidelines;
- Final Adopted Redevelopment Plan, Zoning and Design Guidelines.

City Planning Team Meeting – Redevelopment Plan Outline / Design Guidelines. The J2 Team will meet with the City planning team to identify and determine modifications to the preferred alternative and design guidelines based on the input provided by staff as well as input received during the public outreach process. An outline of the Redevelopment Plan document prepared by the team will be reviewed and finalized. The information developed at this meeting will be the basis of the Administrative Draft Redevelopment Plan.

Administrative Draft Redevelopment Plan and Design Guidelines. The Team will prepare an Administrative Draft Redevelopment Plan and Zoning and Design Guidelines based on the preferred alternative identified at the City Council working session with input from the City Planning Team. The Administrative Draft Redevelopment Plan will include graphics, text, and tables, where appropriate. The following is a preliminary outline of the sections of the document:

- **Introduction.** This section will include the planning context, project purpose, vision and goals.
- **Land Use Element.** The Land Use Element will document the proposed land use plan by acreage, building heights, floor area ratio (FAR), and estimated building square footage.
- **Circulation Element.** The Circulation Element will document roadway connectivity, roadway functional classification and related cross sections, recommended methods for accommodating pedestrian and bicycle traffic, as well as opportunities to link to local and regional transit services.

- **Implementation Strategies and Funding Sources.**

The Implementation Strategies section will identify suggested strategies and actions the City can take to implement the Redevelopment Plan. The strategies may include items such as recommended financing strategies for capital projects, entitlement enhancements, strategic infrastructure investments, leasing strategies, phasing, and more. The section will also include a revenue sources and funding mechanisms component. Based upon the final development program, an implementation resource assessment may be compiled that details the types of funding and other resources that may be accessed to fulfill the final vision of this site.

- **Design Guidelines Document.** The Design Guidelines Document will include detailed descriptive text and graphics for all required design elements, both public and private. To the extent the City and community wish to promote a particular aesthetic or “theme” for one or more elements, this will be integrated into the guidelines; however, in general, the approach will be to provide sufficient examples of appropriate form and function relationships, design approaches to avoid as well as best practices to consider, so that users may accomplish their particular objectives working within the design framework. It is likely, however, that the City may wish to establish a common thematic approach to public elements, primarily relating to streetscape and associated improvements. Any such guidance (standards) would most likely need to be incorporated, at least by reference, into applicable City plans, codes, regulations and other appropriate documents, subsequent to Redevelopment Plan adoption.
- **Review of Draft and Revised Draft Redevelopment Plan and Zoning and Design Guidelines.** We will meet with the City to discuss comments and revisions to the Administrative Draft Master Plan, Redevelopment Plan, and Design Guidelines.

- **Final Adopted Redevelopment Plan and Zoning and Design Guidelines.** The Team will incorporate revisions from the City on the Administrative Draft Master Plan, Redevelopment Plan, and Design Guidelines and prepare the plans for public draft. One (1) hard copy and one electronic copy of the plans will be transmitted to the City for use during the public review process.

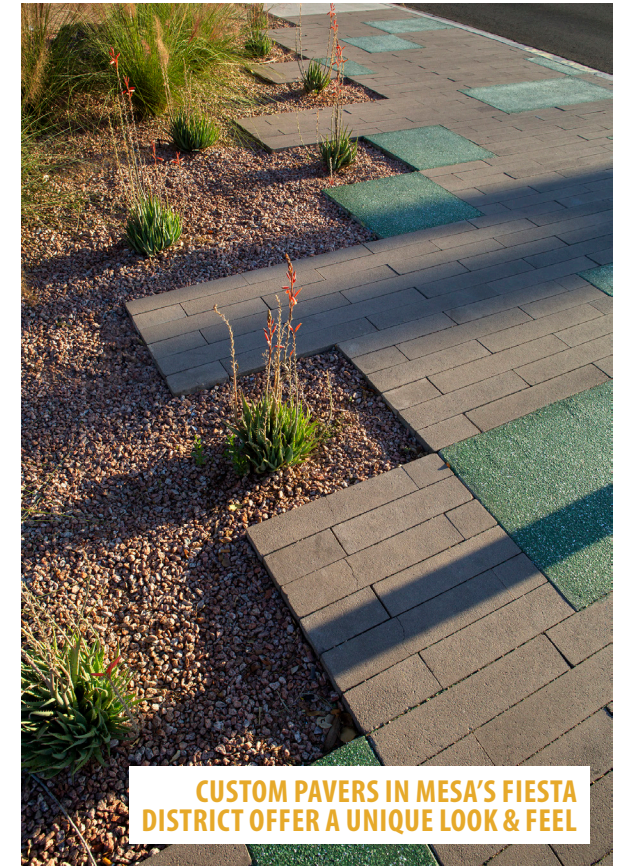
Site Improvements, Masterplanning, and Aesthetics

Developing proposed site improvements, creating master plans, and bringing to life integrated theming and aesthetics are cornerstones of the J2 Design Team and what our in-house landscape architects, urban designers, and designers truly excel at. Several of the key elements that the J2 Design Team will incorporate into this portion of the redevelopment plan are discussed below:

Designing for Economic Development. The J2 Team has unmatched expertise planning and designing Redevelopment plans and final designs for the long-term economic health of Arizona communities. We have specialized in this throughout Arizona, for communities large and small, to bring out the best in long-term economic sustainability for our clients. We see our partnerships with the many cities and towns that we work with as not only planning and design projects – but as the economic lifeblood for our Arizona communities. We believe this philosophy is an innovative approach to design (and possibly one of the more vital ones). We love to partner with our clients to see our collaborative projects become economic stimulators that grow and flourish over the course of time. For many cities and towns, these projects are not just streetscapes and aesthetics, streetlights and landscaping – they represent economic survival and revitalization for many generations. This is why it is so vital to select a proven, successful team that understands this, excels at this, and will partner with the City of San Luis to achieve this.

Integration of History into the Urban Design Fabric.

Successful downtown redevelopment projects seamlessly integrate history and culture with modernization and opportunities for



CUSTOM PAVERS IN MESA'S FIESTA DISTRICT OFFER A UNIQUE LOOK & FEEL



CUSTOM PUBLIC ART INCORPORATED INTO DOWNTOWN TOLLESON'S PASEO DE LUCES

growth. First and foremost, a deep understanding of the City's history will be required to ensure that important historical and cultural elements remain intact throughout the master planning and redevelopment process. At times, these important aspects can become overshadowed or "trampled" by new ideas for growth and modernization — but with a strong knowledge of the City's history and what is important to preserve, this does not have to be the case. The J2 team will become a strong advocate for the City and will partner with your staff to showcase San Luis' historical culture while realizing opportunities for growth. The J2 Team has conducted research on the City's rich history and will continue to converse with City staff and the public to remain educated on the important aspects of San Luis' past.

"Placemaking" – Focus on the Detail. A major part of the J2 team's success has been our focus on placemaking in our design and construction projects. To our staff, this is not just a trendy "buzzword" but a true goal to achieve a sense of place and revitalize our communities. To achieve this, there must be a well-coordinated team that is all on the same page, focusing tremendous detail on the design, and working side-by-side with City staff. Our team will be focusing intently on including key placemaking aspects in the master plan that will help to generate positive energy and momentum within the City. We will ensure that these elements become part of the successful fabric of this project. These key elements, such as customized social seating arrangements; elegant one-of-a-kind paving patterns; gateway monuments, wayfinding elements, and art kiosks that beautifully speak to San Luis' past and future; landscape, hardscape, custom lighting; custom banners for light poles; adequate room for on-street dining; and many more will activate the downtown and bring it to life. The J2 team's past success designing and detailing complex urban placemaking environments and carrying the original master plan through design and all the way to construction means that the City can rest assured that our experienced team will deliver a landmark project that is second to none.

Integration of Public Art. Artwork and history provide a unique design element when incorporated successfully. J2's urban design projects achieve this through interpretive street kiosks, sculptural artwork programs, tiled art walls and seatwalls, murals, and interpretive signage monument elements.

Sustainable Design Elements. J2's urban design projects incorporate sustainable elements such as energy efficient LED lighting, low-water use plant palettes, water harvesting bio-swales, use of salvaged materials, the mitigation of urban heat islands, and use of local materials in an award-winning manner.

3D and Virtual Reality Visuals. For many of our projects, J2 coordinates and produces 3D color renderings, photo simulations, and 3D "fly-throughs" to help stakeholders visualize what final project improvements will look like. These graphic abilities are vital tools in gaining project consensus and will be utilized for the City of San Luis.

Design for Festivals and Events. J2's urban designs incorporate the necessary elements for large events, such as farmer's markets and festivals, from day one. Our Team does this in a way that makes large gatherings seamless for the City while ensuring the public's safety and maintaining the corridor's aesthetics.

Mock-ups for Decision Making. J2's urban design projects often include "tactical urbanism" or constructed "mock-ups" of a sample piece of the streetscape's pedestrian area – even in the master plan stage. This generates support by allowing the City, public, and stakeholders to see what final design elements may look and feel like.

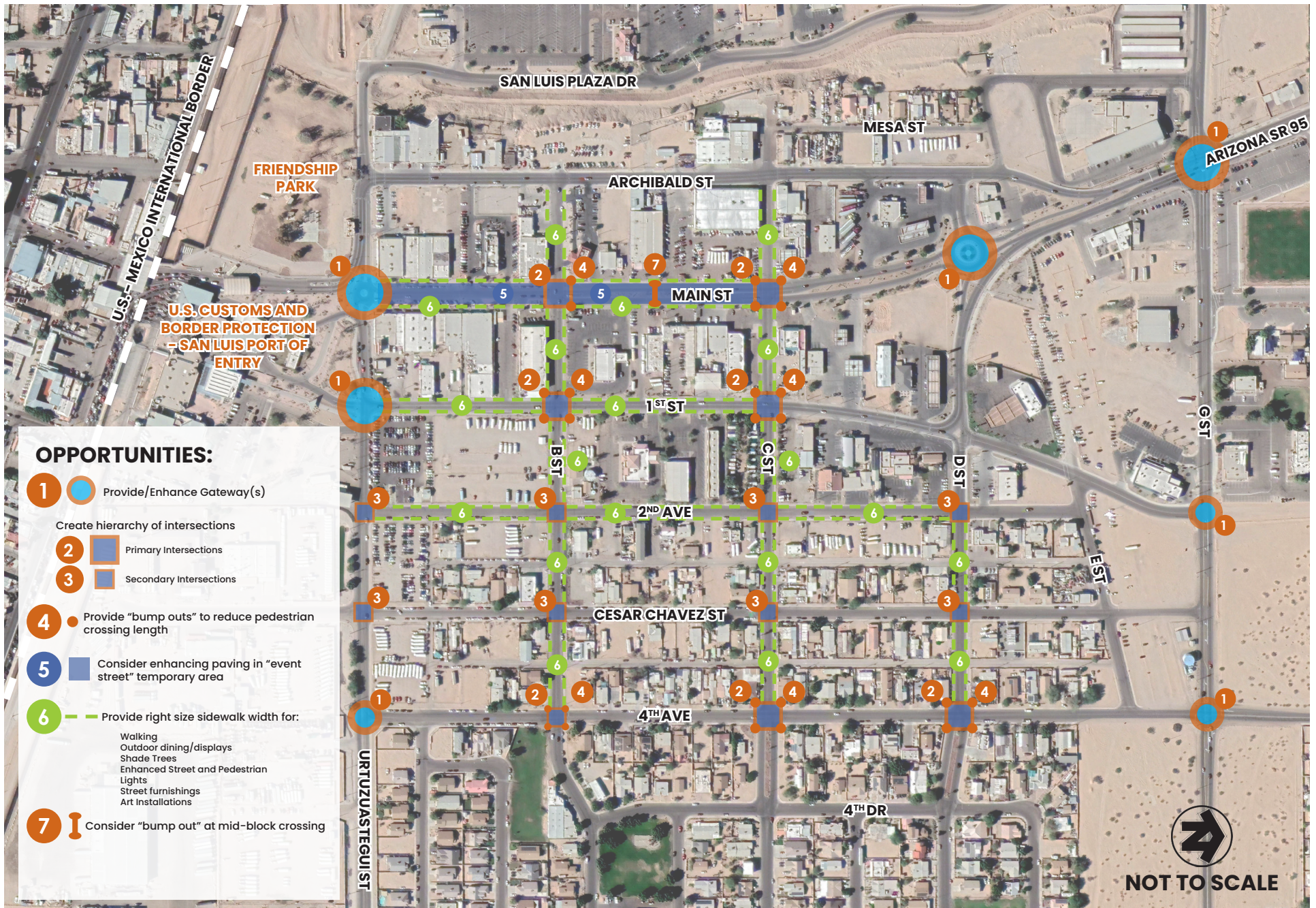
Alternative Funding & Financing. Our Team offers innovative approaches to funding and financing for urban design plans. As part of the overall planning process, our team will identify alternative funding and financing mechanisms for implementation of the final design and future projects.

Initial Site Improvement Observations & Opportunities

Our team has thoroughly reviewed the area and previous planning studies and identified several potential opportunities that we identified immediately along the corridor. These are noted on the aerial map shown in Figure 2 on the following page.



FIGURE 2. REDEVELOPMENT PLAN OPPORTUNITIES AND OBSERVATIONS



Cost Savings Innovations

The J2 Team has extensive experience assessing blight, preparing redevelopment plans, and, ultimately, helping with the successful implementation of redevelopment projects. This experience has provided the team with substantial knowledge and lessons learned. Some of the lessons learned include how to limit project costs and leverage the established budget to deliver a first-rate plan.

Cost saving measures built into this proposal include: maximum use of County Assessor ownership records and aerial photography, conversion of county data for use on mobile applications, and field use of mobile technology to substantially reduce personnel time in the field and enhance accuracy of data collection. Use of GIS database technology to sort and analyze blight assessment to ensure final determination meets all legal tests. Additionally, other cost savings measures can be achieved in a range of ways from utilizing volunteers for field data collection to utilizing graduate planning staff from Arizona State University. All cost saving measures for the project will be reviewed by the team and staff as part of the project kick-off meeting in order to ensure the most cost-effective use of the City's limited budget.

Consensus Building

Interactive Outreach Efforts to Build Consensus

Public involvement and outreach is always a key component of downtown redevelopment and plan projects and J2 has worked successfully on many projects where stakeholder and public input have been critical. While stakeholder engagement is important, it is also important to manage expectations in such a way that the project continues to move forward in a positive manner.

As an initial step in the project, our Team will work to identify specific project objectives for the City so stakeholder discussions and Project Team work can be focused on these objectives. When working with Downtown businesses and property owners, it's important to remember that Downtowns are special places and the merchants usually interact like a large family, and traditionally have a close connection to the City's management and elected officials.

Our Team recognizes this having worked on similar projects and will tailor our approach with City staff to achieve success. While they are close-knit, it is also important to remember that

Downtowns are the heart of a City so it is important to provide the opportunity for discussion beyond these borders, to the entire City, with communication mechanisms such as project hotlines, e-updates, and project websites. One innovative approach we have used in the past, is to work individually, and in smaller groups, with stakeholders to ensure stakeholder discussions stay fresh and that our Team works to resolve issues in a timely manner. These "block meetings," have been effective for obtaining stakeholder input.

In order to engage these stakeholders, the J2 Team will provide the City of San Luis with a Comprehensive Public Involvement Plan. The Public Involvement Plan will need to be timely, comprehensive, and efficient in order to be effective. During the initial kick-off meeting and as part of the Public Involvement Plan, the J2 Team and staff will refine the list of outreach techniques to ensure the most appropriate tools are utilized for San Luis and its residents.

From past experience, community engagement is best when:

- each event seems purposeful to community members
- there is adequate time to incorporate the community's input



LIVE SHOT OF A FESTIVAL TAKING PLACE IN CHANDLER'S REVITALIZED ARIZONA AVENUE



BIO-SWALES IN MESA'S FIESTA DISTRICT OFFER AN INNOVATIVE SOLUTION TO REDUCE POTABLE WATER USAGE

Our proposed public participation program emphasizes:

- **Developing a Project Brand.** A tailored logo and project look that will be used on all public outreach materials, websites, documents and plans.
- **Creating Awareness and Providing Information.** A project-specific website and exhibits that can be posted in various public places.
- **Advertising of the Project.** Area signage, press releases, and blanketing the surrounding area with public meeting announcements and flyers.
- **Safely Gaining "Hands-on" Public Input.** Two community workshops will be held in the study area. These workshops will include both active and passive individual and group exercises and will use real time feedback to collect public input. The J2-Matrix team understands we are living and conducting work in the midst of global pandemic. Our Teams have adjusted to this and continue to prioritize the safety of the public, our clients, and our staff. We have explored several options regarding public involvement in this capacity including both socially distanced, safe gatherings as well as completely virtual meetings via teleconferencing platforms or even 3D simulated virtual meeting rooms. Our Team will remain in close communication with City staff to determine what approach is needed to ensure public involvement meetings are safe as the COVID-19 situation continues to evolve.
- **Ensuring a binational focus and inclusivity.** Our Team understands that all public involvement efforts need to be tailored to fit the community they are trying to reach. We know that the community of San Luis is diverse and includes many Spanish-speaking members. Our Team will ensure that all members of the community are involved via the use of translators as

well as making sure that printed and digital materials are available in English and Spanish. Our current work developing a Downtown Streetscape Master Plan in the City of Douglas (also a diverse, Spanish-speaking community with a U.S. Port of Entry) will be of great value in ensuring a smooth consensus building process.

3D & VIRTUAL REALITY VISUALS

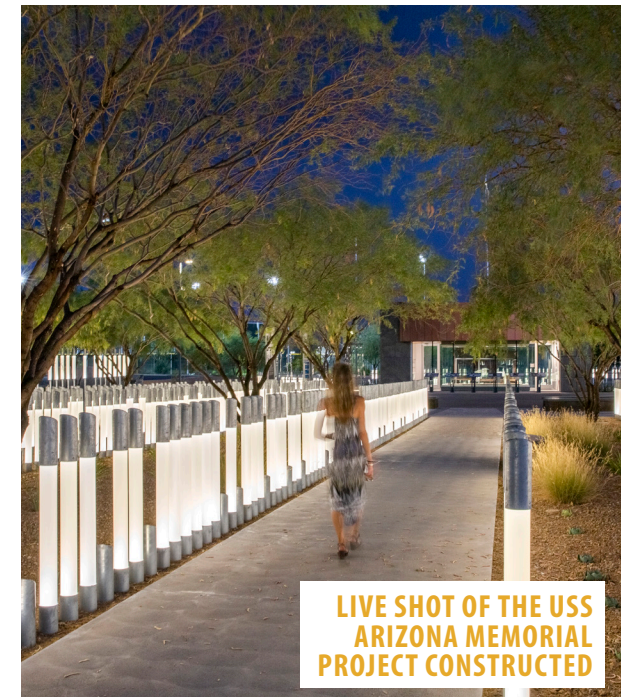
For many of our projects, J2 coordinates and produces 3D color renderings, photo simulations, and 3D "fly-throughs" to help City Staff, Council Members, stakeholders, and the public visualize what final project improvements will look like. These graphic abilities are vital tools in gaining project consensus and will be utilized for the City of San Luis.

WHY SELECT THE J2 -MATRIX TEAM?

Our experienced Team will deliver an outstanding Redevelopment Plan project for the City of San Luis. We understand how vital redevelopment is to the City and we recognize the amazing opportunity that is available to further enhance the downtown area as a destination environment. The J2 Team is truly committed to helping San Luis create and implement a downtown redevelopment plan that is an economic engine with an outstanding sense of place. We would be honored to be part of your successful journey, and we look forward to working with the City on this exciting project.



STILL RENDERING OF J2'S USS ARIZONA MEMORIAL CONCEPT USING LUMION 3D FLY-THROUGH



LIVE SHOT OF THE USS ARIZONA MEMORIAL PROJECT CONSTRUCTED

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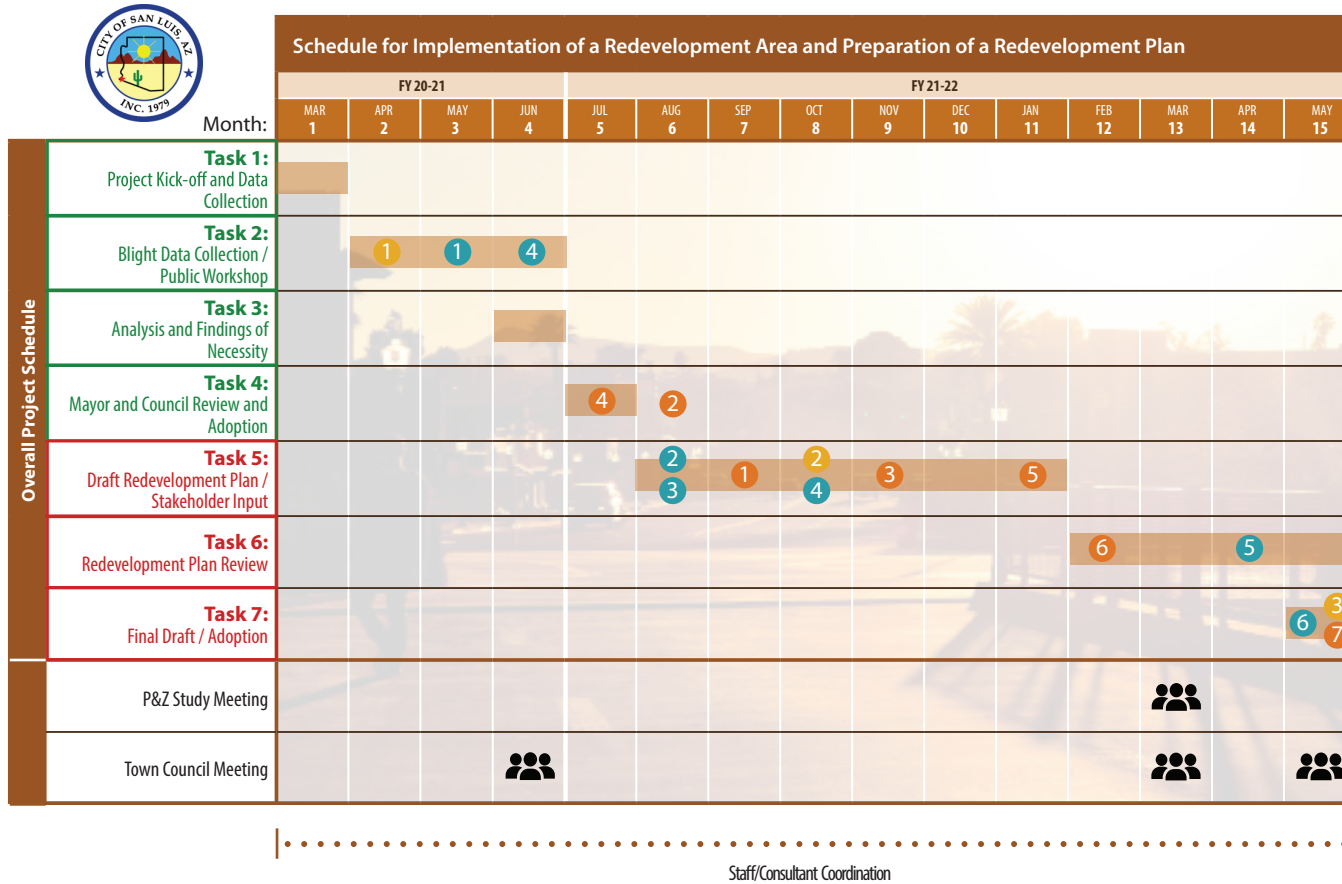
2. SCHEDULE



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2. SCHEDULE

Include a project schedule by task with an estimated timeframe for delivering a final document and approval process.



Project Milestones and Deliverables:

Brochures:

- 1 Overview of Process
- 2 Project Worksheet
- 3 Executive Summary Final Plan

Community Participation:

- 1 Field Survey
- 2 Stakeholder Interviews
- 3 Focus Groups
- 4 Community Workshop
- 5 Planning Commission
- 6 Town Council

Documents:

- 1 Branding / Messaging
- 2 Public Involvement Program / Website
- 3 Vision Statement
- 4 Finding of Necessity
- 5 Draft Plan
- 6 Revised Plan
- 7 Final Adopted Plan

■ = Redevelopment Area Tasks

■ = Redevelopment Plan Tasks



FIESTA DISTRICT IMPROVEMENTS MESA, AZ

"J2 Engineering and Environmental Design is an outstanding company with excellent staff that care about quality/realistic design solutions. The trait I appreciate most about J2 is the emphasis they place on listening to their client's to ensure that the client's needs are met."

Mickey Ohland, City of Chandler

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3. QUALIFICATIONS

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3. QUALIFICATIONS

Narrative explaining the qualifications (each firm and key personnel assigned to project) to meet the terms of the RFP.

The J2-Matrix Team brings unmatched expertise in Downtown Redevelopment Area and Plan projects having completed 15+ projects of similar scope in the past 15 years.

Our Team’s technical skill set is uniquely qualified to assist the City with the Downtown Redevelopment Plan project. These skills have been honed by our project staff over the past 30+ years of their professional careers and provide the experience and implementation strategies necessary to deliver a project that will exceed the City’s needs and expectations, fulfill the project requirements, and execute the desired vision.

Our proposed Team is coming off of several successfully completed downtown redevelopment projects and brings that recent, award-winning expertise to the table for this project. Our Team’s deep, scope-specific knowledge, recent experience, and lessons learned will be directly applied to your project resulting in a Team






and process that truly offers best value to the City. The proven past success of the J2-Matrix Team, which includes the outstanding expertise of key subconsultants Dahl Robins & Associates, Inc. (Civil Engineering Oversight & QAQC) and Lisa Ranzenberger (Monuments, Wayfinding, & Signage) gives the City of San Luis the best team available in the Southwest to deliver a world-class Downtown Redevelopment Plan project.

A hallmark of the J2-Matrix team's experience is that we do not provide just a “pretty picture” that sits on a shelf. We provide legitimate, precise solutions that are truly focused on implementation and physical improvements. The end product will be a Master Plan that identifies and prioritizes projects based on cost effectiveness, timeliness, scale of transit improvement, public safety, and benefit to the community.

This proposed project Team has completed several projects of similar scope together, most notably the Downtown Tolleson Redevelopment Project (Paseo de Luces), Fiesta District Improvements, Downtown Chandler, Arizona Avenue Redevelopment, and the El Mirage Downtown Redevelopment.

Our strong ability in this scope of work speaks for itself as evidenced by the success experienced by clients (shown below) who partnered with J2 on projects similar to the upcoming City of San Luis Downtown Redevelopment Plan project.

SUCCESS AND VALUE EXPERIENCED BY ARIZONA MUNICIPALITIES FOLLOWING A J2-LED AND IMPLEMENTED DOWNTOWN REDEVELOPMENT PLAN:

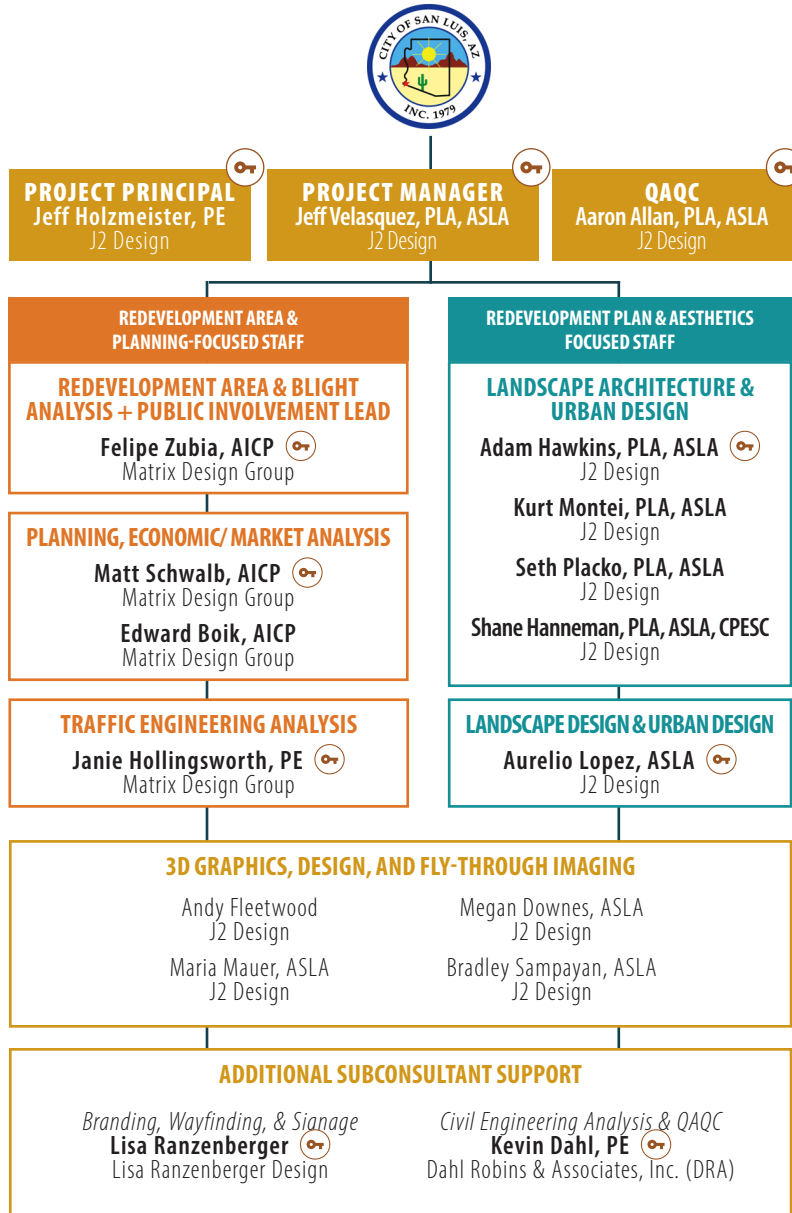
				
More than 35 new business have opened in the Downtown Chandler Area following the Arizona Avenue streetscape improvements	Mesa Community College and Banner Desert Hospital launched major expansion programs in the Fiesta District during and following the improvements	6 new restaurants have opened since the completion of Paseo de Luces (Downtown Tolleson)	Retail vacancies have hovered at or below 2% in downtown Chandler following the Arizona Ave. Streetscape Improvements in 2010	Over \$500,000 in facade improvements have taken place since the opening of Paseo De Luces in Downtown Tolleson



Team Organization

Overview of proposed staff and firms

Note: further information on our key (🔑) staff members is provided in Section 5, Project Roles, starting on page 22.



KEY FIRM QUALIFICATIONS

J2 Design: Prime Firm - Redevelopment Plan & Aesthetics Lead

J2's Landscape Architecture Department specializes in urban revitalization and placemaking, downtown redevelopment plans, master planning, urban design, park and recreation design, multi-use trails, environmental restoration, and commercial and municipal facilities. J2's staff members have unrivaled, successful experience delivering innovative and cutting edge downtown redevelopment and urban revitalization projects, all of which required the coordination of multiple disciplines and subconsultants for the development of unique municipal public spaces. With a staff of 33 locally-based and dedicated professionals including 7 Professional Landscape Architects (PLA) and 6 Professional Engineers (PE), our team is committed to the City of San Luis to deliver your project with award-winning, long-term outstanding results.

Matrix Design Group: Redevelopment Area, Planning, & Economic Analysis Lead

Matrix is an award-winning, interdisciplinary firm providing professional planning, engineering, consulting, environmental, and program management for both the public and private sectors. Matrix brings specialized expertise in community and compatibility planning. Their staff of over 160 employees includes specialists in blight analysis, redevelopment areas, public engagement, comprehensive land use planning, redevelopment planning, environmental services, landscape architecture, urban design, infrastructure engineering, economic and market assessments, surveying and GIS analysis. Felipe Zubia and Matrix recently completed the General Plan in partnership with the City of San Luis and bring an extremely deep knowledge of the City's processes and future goals.

Dahl Robins & Associates, Inc: Civil Engineering Analysis

Dahl Robins & Associates, Inc was established in June 1997 to provide services in civil engineering, land surveying and traffic designs to clients in southwestern Arizona and southern California. Kevin Dahl and Christopher Robins, have worked in the engineering field in Yuma since 1985. The firm has expertise in traffic impact studies, storm water management, street design, transportation management, traffic signal design, subdivision procedures, park design, hydrology studies and minor structural design.

Lisa Ranzenberger Design: Monuments, Wayfinding, & Signage

Lisa's world-class professional design experience encompasses both environmental graphic and specialty signage and wayfinding design, both within the genre of developing visual information for the built environment. Her ability to comprehensively guide a project from conceptual strategy development through design and construction administration has been consistently demonstrated. Lisa's collaborations with J2 have resulted in stunning monument and directional sign packages that enhance the streetscape experience in many Arizona communities.

Legend 🔑 = Key Team Member

Identify the team's project manager and specifically delineate project management qualifications.



JEFF VELASQUEZ, PLA, ASLA

Project Manager

27 Years Experience | 18 with J2

60% Committed To This Project

PLA, AZ #35538

Jeff is a Project Manager and Vice-President with 27 years of public works experience in the fields of landscape architecture and urban design.

His wide variety of project experience has included planning, design, and construction of award-winning District and Downtown Redevelopment Plan projects. His expertise includes placemaking, public involvement, sustainable green systems/low-impact development (LID) design, signage and wayfinding systems, road diets (also known as road "right-sizing"), urban design and pedestrian/multi-modal improvements, complete streets, transportation projects, multi-use trail systems, and regional, community, and neighborhood park design. Jeff is a proven leader who has specialized in helping small to mid-size communities statewide revitalize their downtown areas. His attention to detail, ability to achieve consensus, and focus on long-term economic development opportunities have become trademarks of Jeff's work and the proven J2 system of Downtown Redevelopment.

Recent Downtown Redevelopment Experience:

- Douglas Downtown Streetscape Design Master Plan (*in progress*)
- Page Downtown Streetscape Master Plan (*in progress*)
- Downtown Tolleson Redevelopment (Paseo de Luces)
- Downtown Chandler: Arizona Avenue Phase 1 and 2 Improvements
- Mesa Fiesta District Improvements
- El Mirage Downtown Streetscapes: Thunderbird Road and El Mirage Road
- Downtown Chandler: Washington Street Improvements Phase 1 and 2
- Downtown Somerton Redevelopment Project
- Sierra Vista Fry Boulevard West End Corridor Study
- Downtown Queen Creek Improvements: Ocotillo Road and Clock Tower Park
- Peoria P83 Entertainment District Improvements
- Gilbert Water Tower Plaza



FIESTA DISTRICT IMPROVEMENTS; MESA, AZ

"We are very excited to be currently working with the J2 Team on our Downtown Streetscape Master Plan Project. I know J2's portfolio of work over the past 15-years and they are the trail blazers in innovation for community downtown redevelopment statewide in my opinion. I have always found them to be very accessible, even in-person with very short notice. J2 is one of the best at collaboration with willingness to work with our other outside partners to ensure a great product. I am looking forward to the completion of our work together and to see the what successful results our project will bring"

Tim Suan, Community Development Director, City of Page

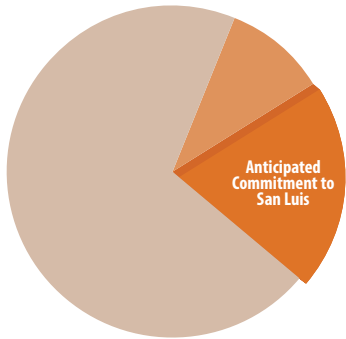
Writing samples demonstrating the ability to condense and concisely present large amounts of information should be provided.

Writing samples showcasing J2 and Matrix's ability to condense and concisely present large amounts of information have been provided in Appendix 2 located at the end of this document.

Describe the firm(s) ability to integrate this project into the firm's present workload.

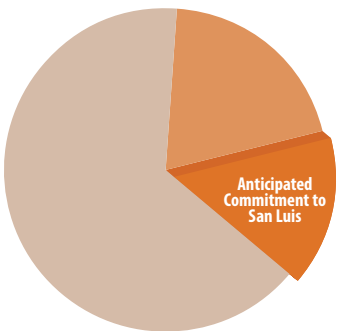
J2 and Matrix are committed to the successful completion of this project and have the available staff, time, and firm resources to ensure that the City receives the highest level of service throughout the entire project duration. An overview of our firms' current workloads and how this project would integrate is shown below:

J2 Design Workload Overview



- 70% Currently Committed
- 30% Currently Available
- 20% Anticipated Commitment to the San Luis Downtown Redevelopment Plan

Matrix Workload Overview



- 65% Currently Committed
- 35% Currently Available
- 15% Anticipated Commitment to the San Luis Downtown Redevelopment Plan



P83 ENTERTAINMENT DISTRICT IMPROVEMENTS; PEORIA, AZ

Together, J2 and Felipe Zubia, AICP established the redevelopment area in Peoria, AZ for the P83 Entertainment District. Following definition of area boundaries, the Team led the conceptual design and final design construction document efforts to complete several site improvements that led to a cohesive aesthetic and a revitalized area that has become a "must-see" destination bringing the City economic success.

ECONOMIC
REVITALIZATION
COMMUNITY
ARTWORK
FESTIVALS

4. REFERENCES



DESTINATION
CULTURE
HISTORY
BINATIONAL
FOCUS

➤ 4. REFERENCES

Summary of the firm's recent experience on similar planning projects. Provide four (4) similar project references.

DOWNTOWN TOLLESON REDEVELOPMENT (PASEO DE LUCES); TOLLESON, AZ

Detailed Description. Paseo de Luces was an \$11 million, one-mile urban revitalization project that set out to create a true sense of place for Downtown Tolleson, Arizona. The overall objective was to develop a pedestrian-friendly destination environment that would serve as a long-term economic driver for the community. The J2 Team and City Staff focused on the principles of economic, cultural, and environmental sustainability, and a road diet to develop this unique, breathtaking environment that reflects the City's history, culture, and spirit.

PROJECT DETAILS

Names and Contact Information of Client. Reyes Medrano, (602) 677-5680; Jason Earp (623) 640-5330

Project Owner. City of Tolleson

Role of Firm. J2 Engineering & Environmental Design was the Prime Consultant in developing a master plan, conceptual design, and construction documents for improvements in the Downtown area creating a destination to help to revitalize the Downtown core.

Project Timeframe and Date Completed. 04/2011 - 12/2014

Client Project Manager. Paul Gilmore





“Jeff Velasquez and the J2 Team delivered an outstanding redevelopment project for our Downtown. They executed an absolutely stunning and amazing transformation of Tolleson’s vital Van Buren Street core area. I would highly recommend J2 for future downtown redevelopment work.”

Reyes Medrano Jr., City Manager
City of Tolleson



DOWNTOWN CHANDLER: ARIZONA AVE IMPROVEMENTS; CHANDLER, AZ

Detailed Description. The Arizona Avenue Improvement Project was a \$9.33 million urban design and streetscape revitalization effort that provided Downtown Chandler with a pedestrian-friendly urban environment that balanced pedestrian, vehicular, bicycle, and mass transit traffic. The primary goal was to enhance the downtown and achieve an identity that will be a mixed-use “live-work-play” destination.

PROJECT DETAILS

Names and Contact Information of Client. Kim Moyers, (480) 782-3045; Teri Killgore (formerly with City of Chandler), (408) 828-0012

Project Owner. City of Chandler

Role of Firm. J2 provided master planning, urban design, and landscape architecture services as a Subconsultant for the project - including hardscape, landscape, and irrigation design services. Additional scope included aesthetic theming, local artwork, public involvement, 3D graphic imaging and photo simulations, design guidelines, and custom light fixtures.

Project Timeframe and Date Completed. 04/2008 - 11/2012

Client Project Manager. Teri Killgore





“J2 has been a pleasure to work with and has truly understood the vision of the City for the Downtown area. They were always engaged and willing to work with the City’s design team in a collaborative manner. I would highly recommend J2 for any project where creativity, sensitivity to budget, and collaboration are key.”

Teri Killgore, Former Downtown Redevelopment Manager, City of Chandler



FIESTA DISTRICT IMPROVEMENTS; MESA, AZ

Detailed Description. The Fiesta District Improvement Project was a streetscape revitalization, placemaking, and urban design project that will be the first step in developing the District into a mixed-use, pedestrian-friendly destination environment. J2 was part of a multi-disciplinary Team providing design for the open space, streetscape, road diet, and urban design elements along Southern Avenue in Mesa's Fiesta District.

PROJECT DETAILS

Names and Contact Information of Client. Marc Ahlstrom, (480) 644-4622; Karolyn Kent, (480) 644-4567

Project Owner. City of Mesa

Role of Firm. J2 provided master planning, urban design, signage, and landscape architecture services for the project as a Subconsultant including hardscape, landscape, and irrigation design services. Additional scope included aesthetic theming, public involvement, 3D graphic rendering and photo simulations, design, and theming.

Project Timeframe and Date Completed. 12/2010 - 02/2015

Client Project Manager. Chris Scott





“J2 has done an exceptional job on the Fiesta District Southern Avenue Streetscape project. They bring innovative ideas to the team, always with an eye towards budget and real-world constructability. Their preparation of plans and specifications is top notch and we are lucky to have them on the team.”

Chris Scott, Project Manager (Formerly with City of Mesa)



P83 ENTERTAINMENT DISTRICT STREETScape; PEORIA, AZ

Detailed Description. The goal for the renaissance of the 83rd Avenue area near the Peoria Sports Complex was to create a vibrant, sustainable, and pedestrian-oriented entertainment environment built upon the numerous existing assets within the District. The P83 Project expanded on these assets and enhanced the urban pedestrian experience through iconic monumentation structures as well as through strategically placed shade trees and iconic date palm-lined streets, medians and intersections.

PROJECT DETAILS

Names and Contact Information of Client. Adina Lund, (623) 773-7249;
Andy Granger, (623) 773-7215

Project Owner. City of Peoria

Role of Firm. J2 Engineering & Environmental Design was the Prime Design Consultant in developing preliminary, conceptual design and final construction documents for improvements to the P83 District creating a destination with an outstanding sense of place.

Project Timeframe and Date Completed. 04/2012 - 06/2013

Client Project Manager. Adina Lund





“During the past several years the City of Peoria has been working with J2 on numerous projects including parks, streetscapes, downtown redevelopment, sports complex improvements and plazas. J2 has always exhibited the highest levels of quality, knowledge and professionalism.”

Adina Lund, PE, City of Peoria



Additional Experience

Showcasing our Key Team partner and subconsultant, Matrix's, similar experience & expertise

1

MESA EAST AND WEST REDEVELOPMENT PLANS; MESA, AZ

Description, role of firm, and services provided: This project involves the creation of a redevelopment area and a plan to extend the existing Mesa Town Center Redevelopment Area and the Central Business District (CBD). The plan will set the direction for transforming targeted areas into strong, vibrant, and economically sustainable quality employment centers with a healthy mix of retail and light industrial uses while addressing the problems of slum and blight, vacant properties, crime, and inappropriate land use. Major components of the services include an analysis of the proposed redevelopment area boundary to support a finding that the area is a slum or blighted and a finding of necessity by the City Council that creates a new redevelopment area, public relations management including presentations to the public and to elected and appointed officials, expansion of the downtown CBD, and the creation of a redevelopment plan.

The west redevelopment area is home to a diverse mixture of single-family residential areas, neighborhood commercial plazas, and one of the first industrial areas of the city. The east redevelopment area contains several retail, restaurant, and service businesses, including some national/regional establishments.

Matrix provided the following services for the City of Mesa:

- Planning
- GIS
- Comprehensive Planning
- Redevelopment Planning
- Downtown Planning
- Public Engagement & Facilitation

2

WICKENBURG DOWNTOWN REDEVELOPMENT; WICKENBURG, AZ

Description, role of firm, and services provided: This project involves the creation of the Town's first Redevelopment Area and first Central Business District (CBD). The intent of the project is to redevelop downtown Wickenburg, particularly as it relates to land use, public space and improvement in development opportunities for the residential, commercial and tourism sectors. Establishing a Redevelopment Area is a necessary step for adding economic tools like the Government Property Lease Excise Tax (GPLET).

Major components of the Matrix role include an analysis of the proposed redevelopment area boundary to support a finding that the area is a slum or blighted and a finding of necessity by the City Council that creates a new redevelopment area, public relations management including presentations to the public and to elected and appointed officials, expansion of the downtown CBD, and the creation of a redevelopment plan.

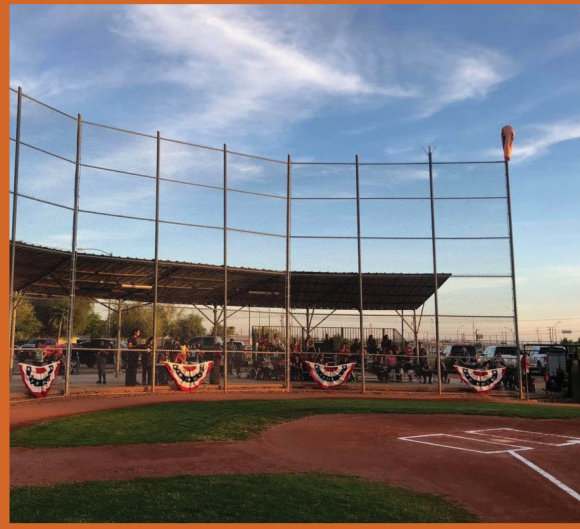
Matrix provided the following services for the Town of Wickenburg:

- Planning
- GIS
- Comprehensive Planning
- Redevelopment Planning
- Downtown Planning
- Public Engagement & Facilitation

ECONOMIC
REVITALIZATION
COMMUNITY
ARTWORK
FESTIVALS

5. PROJECT ROLES

DESTINATION
CULTURE
HISTORY
BINATIONAL
FOCUS



5. PROJECT ROLES

Note: resumes for each key staff member showcased in this section are provided in Appendix 1 located at the end of this document

A description of each staff member or subconsultant who will be involved with this project and their roles. Provide a percentage of time for each person.

JEFF HOLZMEISTER, PE

Project Principal
37 years experience | 18 with J2



Jeff is a civil engineer and is a Co-Founder and the President of J2. He will be responsible for firm resource

allocation and will serve as the project principal. Jeff brings extensive experience leading and serving on J2 downtown redevelopment projects over the last 18 years and has a unique expertise in the area of drainage engineering. He will ensure that this project is completed successfully.

10% Committed

ADAM HAWKINS, PLA, ASLA

Landscape Architecture & Urban Design
15 years experience | 15 with J2



Adam brings extensive experience to the J2 team as a diverse and multi-faceted landscape architect. Adam's

unique blend of technical landscape architecture expertise and urban design skills makes him the perfect fit to serve on this project Team. His 15 years of experience include several downtown redevelopment and urban design projects including leading Peoria's redevelopment improvements to the P83 Entertainment District.

50% Committed

JEFF VELASQUEZ, PLA, ASLA

Project Manager + Public Involvement Support
27 years experience | 18 with J2



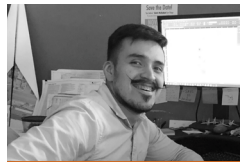
Jeff will serve as Project Manager and is a Vice President at J2 with 27 years of public works experience in

the fields of landscape architecture and urban design. His wide variety of project experience has included planning, design, and construction of award-winning streetscape, district redevelopment, and urban design projects. Jeff has experience working in the City of San Luis as well as the surrounding area.

60% Committed

AURELIO LOPEZ, ASLA

Landscape Design & Urban Design
3 years experience | 3 with J2



As a landscape designer, Aurelio has worked on a variety of public works landscape architecture projects including

downtown redevelopments, streetscapes, roadways, trails (urban and natural), and transportation projects. He specializes in planting design, construction documentation, graphic presentation of concept plans, and life-like 3D renderings. Aurelio will provide support within landscape design and urban design as well as presentation and 3D graphic creation.

30% Committed

AARON ALLAN, PLA, ASLA

QAQC
18 years experience | 18 with J2



Aaron is a Vice President and Principal Landscape Architect at J2. He will provide overall project QAQC as well as

landscape architecture and urban design support on this project. He brings a broad range of award-winning design experience leading and serving on downtown redevelopment and master planning teams and has outstanding experience serving on multidisciplinary design teams for successful, award-winning projects.

20% Committed

FELIPE ZUBIA, AICP

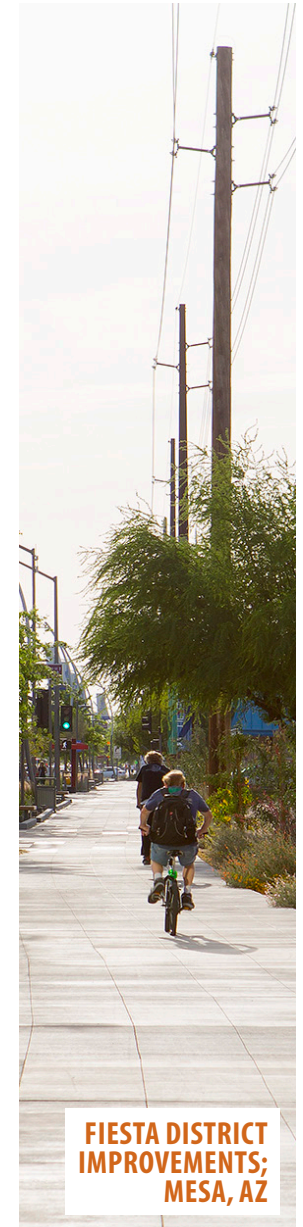
Redevelopment Area & Blight Analysis + Public Involvement Lead • 26 years experience | 7 with Matrix



Felipe has worked in both the public and private sectors, developing solution sets and implementation

strategies for a range of community planning and redevelopment issues. Together with J2, he helped establish the redevelopment area in Peoria, AZ (P83) and oversaw the redevelopment initiative (Paseo De Luces) in Tolleson, AZ. Additionally, Felipe recently completed the San Luis General Plan project with the City of San Luis.

15% Committed



MATT SCHWALB, AICP

Planning & Economic/ Market Analysis
9 years experience | 6 with Matrix



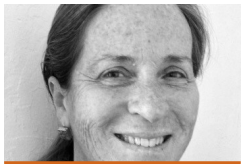
Matt has nine years of professional experience with market analysis; economic and fiscal

impact assessments; real estate pro forma development; focus group facilitation; and survey design, implementation, and analysis. He specializes in conducting market analyses that examine the demand for a variety of commercial products, including food and beverage, retail, office, and multi-family developments.

20% Committed

LISA RANZENBERGER

Branding, Wayfinding, & Signage
27 years experience | 10 with Firm



Lisa will provide placemaking, signage, branding, and monumentation services that will ensure

proper wayfinding and help create a memorable sense of place. Lisa is a premier placemaking professional and is extremely well-known across the state of Arizona. She has partnered with J2 on numerous downtown redevelopment planning and design projects.

20% Committed

JANIE HOLLINGSWORTH, PE

Traffic Engineering Analysis
20 years experience | 2 with Matrix



Janie is Matrix's director of traffic engineering with over 20 years' experience in traffic engineering,

transportation planning, and highway-rail grade crossing safety. Janie's career has been punctuated by prominent assignments for traffic planning and highway-rail grade crossing safety that have led to her involvement in numerous complex projects throughout the United States.

10% Committed

KEVIN DAHL, PE

Civil Engineering Analysis & QAQC
36 years experience | 24 with DRA



Kevin has over 36 years experience, the last 24 years as a Principal of DRA, and has been involved in all facets

of civil engineering design, planning studies, land surveying and contract administration in the Yuma area. Project experience include projects within the City of San Luis, City of Somerton, City of Yuma, Yuma County and Arizona Department of Transportation facilities.

10% Committed



**P83
IMPROVEMENTS;
PEORIA, AZ**

"The J2 Team is dynamic, talented, creative, and truly a pleasure to work with. They performed above and beyond the level of excellence to deliver the Mansel Carter Oasis Park project in 2018 on a tight budget and tight schedule. The outstanding project reviews across the board – from residents, to elected officials, to Town Staff, to professionals across the State – have been amazing and very special. I would highly recommend J2, and I look forward to working again with them."

Adam Robinson Town of Queen Creek

ECONOMIC
REVITALIZATION
COMMUNITY
ARTWORK
FESTIVALS


6. FEES



DESTINATION
CULTURE
HISTORY
BINATIONAL
FOCUS

6. Fees

A budget, including a cost for each task and a lump sum cost for the entire project.

COST PROPOSAL				
SAN LUIS REDEVELOPMENT AREA AND REDEVELOPMENT PLAN				
PREPARED FOR: CITY OF SAN LUIS, ARIZONA				
<i>Prepared by: J2 Engineering and Environmental Design, LLC</i>				
Project Fees by Task				
Task:	Duration in Months	Firms Involved in Task		Task Subtotal
Task 1 - Project Kick-off and Data Collection	1	J2, Matrix, DRA		\$15,000.00
Task 2 - Blight Data Collection and Public Workshop	3	J2, Matrix, DRA		\$18,000.00
Task 3 - Analysis and Findings of Necessity	2	J2, Matrix		\$16,000.00
Task 4 - Mayor and Council Review and Adoption	2	J2, Matrix		\$8,000.00
Task 5 - Draft Redevelopment Plan and Stakeholder Input	6	J2, Matrix, Lisa Ranzenberger, DRA		\$75,000.00
Task 6 - Redevelopment Plan Review	4	J2, Matrix, Lisa Ranzenberger, DRA		\$30,000.00
Task 7 - Final Plan and Adoption	1	J2, Matrix		\$10,000.00
Cost Subtotal:				\$172,000.00
Lump Sum Cost for Entire Project:				\$172,000.00
Note: Direct and Reimbursable Expenses are included in the above-noted fees.				
Note: All required project meetings, outreach meetings, P&Z meetings, and Council meetings are also included in the above-noted fees.				
Fiscal Year Funding Breakdown:				
Fiscal Year 2020-2021 (tasks 1 through 3)				\$49,000.00
Fiscal Year 2021-2022 (tasks 4 through 7)				\$123,000.00
Delta: Funding in Addition to the Current Available \$75,000 that will be Required in 2021-2022:				\$97,000.00
J2 Engineering and Environmental Design LLC				
 Jeffrey Velasquez, PLA, ASLA Vice President, Principal Landscape Architect			2/16/2021 Date	

Detail all rates for the allocation of key staff personnel and subcontractors assigned.

Key Staff Member (shown on pages 22-23)	Hourly Rate
Jeff Holzmeister, PE; Project Principal <i>Principal Engineer and President of J2</i>	\$208.66
Jeff Velasquez, PLA, ASLA; Project Manager + Public Involvement Support <i>Principal Landscape Architect & Vice President at J2</i>	\$175.29
Aaron Allan, PLA, ASLA; QAQC <i>Principal Landscape Architect & Vice President at J2</i>	\$175.29
Adam Hawkins, PLA, ASLA; Landscape Architecture & Urban Design <i>Landscape Architect at J2</i>	\$123.42
Aurelio Lopez, ASLA; Landscape Design & Urban Design <i>Landscape Designer at J2</i>	\$83.39
Felipe Zubia, AICP; Redevelopment Area & Blight Analysis + Public Involvement Lead <i>Principal Planner at Matrix</i>	\$175
Matt Schwalb, AICP; Planning & Economic/ Market Analysis <i>Senior Planner at Matrix</i>	\$140
Janie Hollingsworth, PE; Traffic Engineering Analysis <i>Director of Traffic Engineering at Matrix</i>	\$200
Lisa Ranzenberger; Branding, Wayfinding, & Signage <i>Principal Designer at Lisa Ranzenberger Design</i>	\$60.05
Kevin Dahl, PE; Civil Engineering Analysis & QAQC <i>Principal Engineer and Partner at Dahl Robins & Associates, Inc.</i>	\$150

Appendix 1

Resumes



Jeff Holzmeister, PE

President; Project Principal

Jeff is a Civil Engineer and is President of J2. He will be responsible for firm and team resource allocation and serve as the project principal. He brings outstanding experience in downtown and district redevelopment projects and has led several multi-disciplinary teams to successful, award-winning project outcomes. Jeff has been involved in a wide range of urban design, water resource and general civil engineering projects throughout Arizona and has 37 years of water resources and general civil engineering experience. In addition to technical engineering analyses, his expertise includes development of construction cost estimates, operation and maintenance plans, and benefit/cost analyses to determine the economic feasibility of a specific flood control or drainage plan.



DOWNTOWN REDEVELOPMENT EXPERIENCE

Downtown Tolleson Redevelopment Project (Paseo de Luces); Tolleson, AZ (City of Tolleson) Engineering Principal.

Jeff served as Principal Engineer for this exciting one-mile revitalization and “road diet” of Van Buren Street. The project design included wider sidewalks, social seating with custom tiled coffee tables, signage / wayfinding / monumentation, and pedestrian and roadway LED lighting. The project also added bike lanes, open space improvements, a dynamic paving system, central plaza with water feature & shade structure, festoon lighting, freeway signage, a dense street tree system with structural soil, Wi-Fi network, sound system, and a vibrant award-winning seven piece art program reflecting the

City’s culture and heritage. Paseo de Luces was developed to create a true sense of place that achieves economic, environmental, and cultural sustainability.

Water Tower Plaza; Gilbert, AZ (Town of Gilbert) Engineering Principal.

The project has included extensive public outreach to both the community and local business owners. Unique to the project is the association created with ASU’s Decision Theater where the public input process has been teamed with the latest in 3-D modeling technology. This has provided the ability to gather public input and present ideas in a virtual walk through. This facet of the design process allowed the team to investigate how the

public feels about a multitude of aspects on the project including the sounds of water, the texture of pavement, and the colors of the site and ultimately how the entire project will be developed. The plaza improvements consisted of four different themed water features, outdoor plaza spaces, and an informal turf amphitheater.

Fiesta District Improvements; Mesa, AZ (City of Mesa) Project Engineer.

Jeff served as the project drainage engineer for the open space, streetscape, and urban design elements along Southern Avenue in Mesa’s Fiesta District. The project area spans 1.8 miles from the Tempe Canal east to Extension Road. The scope of work involved conceptual

Experience

37 Years’ Industry Experience
18 with J2

Education

M.S., Water Resources Engineering, University of Kansas, Lawrence, Kansas

B.S. Civil Engineering, University of Kansas, Lawrence, Kansas

FLO-2D Modeling Training

Registration

Professional Civil Engineer
Arizona #23170
Nevada #11572
Kansas #21547
Missouri #2011007345
New Mexico #20445
Utah #8906556-2202

design, public involvement, and construction documents for this district wide revitalization project which intends to make the Fiesta District a more pedestrian friendly, mixed-use destination environment. The design focused on pedestrian enhancements, site furnishings, open space development, signage and wayfinding elements, a traffic study, civil engineering improvements, and will include extensive stakeholder involvement.

Downtown Chandler: Arizona Avenue Corridor Improvements; Chandler, AZ (City of Chandler) Engineering QAQC. Project consisted of the development of two miles of streetscape and urban design improvements through downtown Chandler's Arizona Avenue corridor. The project scope includes development of design guidelines and conceptual design, coordination with existing and proposed projects, and development of construction documents, specifications, and estimates for this exciting downtown revitalization project. Specific project improvements include pedestrian enhancements and sidewalk widening, traffic calming and lane narrowing, landscape and irrigation design, gateway entry monumentation, signage enhancements, median design with uplighting, urban site furnishings, hardscape/pavement design, pedestrian bulb-outs, and on-street parking. The overall project

also included several side street improvements that will enhance mixed-use development and provide an urban greenbelt open space pedestrian corridor for downtown. The City of Chandler's intent for this multi-faceted project is to begin to create a mixed-use, pedestrian-friendly downtown destination for shopping, dining, entertainment, urban living, and working.

Southern Avenue: Fiesta Paseo Improvements; Mesa, AZ (City of Mesa) Drainage Engineer. As a subconsultant, J2 assisted in the design of the Southern Avenue improvements from the Tempe Canal to Alma School Road. J2 was responsible for the project visioning (narrowing of the roadway from six lanes to four lanes), development of pedestrian corridors and paseos, storm drainage improvements, and incorporation of low impact development (LID). Storm drain improvements were added to increase the flood hazard protection of the Desert Banner Hospital complex. The project serves as the first phase of the neighborhood redevelopment.

Casa Grande Parks & Recreation Plans; Casa Grande, AZ (City of Casa Grande) Project Principal. Jeff was responsible for the master plan and the final construction documents for two recreational complexes within the City of Casa Grande. The first recreational complex was the North Campus recreational park now called Carr

McNatt Park. This community park, located within the heart of Casa Grande, serves as one of the Cities central parks and community gathering areas. The project tasks include the master planning of the park and the area surrounding and within a planned family aquatic center. The final construction plans included the design and layout of an interconnected trail system, five field soccer complex, restroom/concessions building, parking lots, skate park, landscape and irrigation plans, a new family aquatic center, electrical for lighting parking, walkways and each soccer field, and the required water & sewer extensions for the project and the design of several innovative design elements within the family aquatic center.

The second recreational complex included the master planning of a portion of a 100-acre sports complex known as Ed Hooper Memorial Park. The portion that has been designed included the design and layout of four-lighted softball fields, a centralized building, which accommodates restroom facilities, concessions area, and maintenance equipment and storage. The entire park design was laid out to accommodate future park expansion that would include soccer fields, tennis courts, lakes, multi-use trail system basketball courts parking and restrooms. Included with the plans were specifications and associated cost estimates.

CONTACT

J2 Engineering and
Environmental Design, LLC

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Suite B2 Phoenix, Arizona
85040

T 602.438.2221

F 602.438.2225

jholzmeister@j2design.us

<http://www.j2design.us>



Jeff Velasquez, PLA, ASLA

Vice President; Project Manager + Public Involvement Support

Jeff is a Project Manager with 27 years of public works experience in the fields of landscape architecture and urban design. His wide variety of project experience has included planning, design, and construction of award-winning downtown redevelopment projects. His expertise includes placemaking, public involvement, sustainable green systems/low-impact development (LID) design, signage and wayfinding systems, road diets (also known as road “right-sizing”), urban design and pedestrian/multi-modal improvements, complete streets, transportation projects, multi-use trail systems, and regional, community and neighborhood park design. Jeff is a proven leader who has specialized in helping small to mid-size communities statewide revitalize their downtown areas. His attention to detail, ability to achieve consensus, and focus on long-term economic development opportunities have become trademarks of Jeff’s work. Jeff has been a featured speaker at the ASLA National Convention and many of his high-profile projects have been published nationally.



DOWNTOWN REDEVELOPMENT EXPERIENCE

Downtown Tolleson Redevelopment Project (Paseo de Luces); Tolleson, AZ (City of Tolleson) Project Manager. Jeff directed the multi-disciplinary team that delivered this exciting one-mile revitalization and “road diet” of Van Buren Street. The project design included wider sidewalks, social seating with custom tiled coffee tables, signage / wayfinding / monumentation, and pedestrian and roadway LED lighting. The project also added bike lanes, open space improvements, a dynamic paving system, central plaza with water feature & shade structure, festoon lighting, freeway signage, a dense street tree system with structural soil, Wi-Fi network, sound system, and a vibrant award-winning seven piece art program reflecting the

City’s culture and heritage. Paseo de Luces was developed to create a true sense of place that achieves economic, environmental, and cultural sustainability.

Downtown El Mirage Improvements – Thunderbird Road & El Mirage Road; El Mirage, AZ (City of El Mirage) Project Landscape Architect.

Jeff directed the master planning and urban design for this exciting revitalization of Downtown El Mirage. In addition to being involved in the conceptual planning and design, Jeff directed the production of landscape architecture construction documents including hardscape, landscape, and irrigation design. Also included in the

scope were aesthetic theming, public involvement, entry monuments, and 3D rendering and photo simulations. This project included alternatives for the roadway corridors, including lane widths, median locations, pedestrian areas, and aesthetic character. The overall goal of the improvements is to revitalize Downtown El Mirage, enhance economic development opportunities, and develop a multi-modal balance of pedestrian, vehicular and bicycle transportation.

Downtown Somerton Redevelopment Project; Somerton, AZ (City of Somerton) Project Manager. The first stage of this project was a 1/8-mile redevelopment of the Main Street

Experience

27 Years’ Industry Experience
18 with J2

Education

B.S., Landscape Architecture,
California State Polytechnic
University, Pomona, CA

Registration

Arizona Landscape Architect
#35538

New Mexico Landscape Ar-
chitect #489

Affiliations

Arizona Association for
Economic Development
(AAED)

American Society of
Landscape Architects (ASLA)

corridor of downtown Somerton, which is the commercial and cultural heart of the city. In addition to being the primary economic core of the city, Main Street was the site of the annual Tamale Festival as well as the vehicular corridor to Mexico via Highway 95. This revitalization project strengthens the multiple roles that Main Street Somerton plays in the local community and to Arizona as a whole. Project improvements include: 'Complete Streets' implementation, improved sidewalk/shared-use path zone, entry monument and wayfinding elements, vending kiosks, integration of historical elements, roadway and pedestrian LED lighting & banners, clock tower, and pedestrian site furnishings.

Fiesta District Improvements; Mesa, AZ (City of Mesa) Project Landscape Architect. Jeff provided master planning and urban design for the open space, streetscape, and urban design elements along Southern Avenue in Mesa's Fiesta District. The project area spans 1.8 miles from the Tempe Canal east to Extension Road. The scope of work involved conceptual design, public involvement, and construction documents for this district wide revitalization project which intends to make the Fiesta District a more pedestrian friendly, mixed-use destination environment. The design focused on pedestrian enhancements, site furnishings,

open space development, signage and wayfinding elements, a traffic study, civil engineering improvements, and will include extensive stakeholder involvement.

Downtown Chandler: Arizona Avenue Corridor Improvements; Chandler, AZ (City of Chandler) Project Landscape Architect.

Project consisted of the development of two miles of streetscape and urban design improvements through downtown Chandler's Arizona Avenue corridor. The project scope includes development of design guidelines and conceptual design, coordination with existing and proposed projects, and development of construction documents, specifications, and estimates for this exciting downtown revitalization project. Specific project improvements include pedestrian enhancements and sidewalk widening, traffic calming and lane narrowing, landscape and irrigation design, gateway entry monumentation, signage enhancements, median design with uplighting, urban site furnishings, hardscape/pavement design, pedestrian bulb-outs, and on-street parking. The overall project also included several side street improvements that will enhance mixed-use development and provide an urban greenbelt open space pedestrian corridor for downtown. The City of Chandler's intent for this multi-

faceted project is to begin to create a mixed-use, pedestrian-friendly downtown destination for shopping, dining, entertainment, urban living, and working.

Fry Boulevard West End Corridor Study; Sierra Vista, AZ (Sierra Vista Metropolitan Planning Organization) Project Manager.

Jeff was responsible for leading the project team that produced the DCR study for this one-mile corridor revitalization effort. The Project will ultimately encompass the revitalization of Fry Boulevard between Buffalo Soldier Trail and 7th Street, with improvements that will enhance economic development through reinvestment by businesses, property owners, and future private development. The primary objective of The Project is to showcase Fry Boulevard's West End as an economically vibrant "Front Door" to Sierra Vista that promotes the City and the thoroughfare as a destination environment, attracting new businesses and visitors and enhancing the lives of Sierra Vista residents. The proposed first-stage project consists of reducing the existing 5 lanes to 3 lanes (counting the median turn lane), which would provide room for a variety of amenities, aesthetics, and placemaking opportunities that will help to energize the Fry Boulevard Corridor.

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Aaron Allan, PLA, ASLA

Vice President; QAQC

Aaron is a Principal Landscape Architect, and he will provide QAQC services as well as urban design support and conceptual landscape architecture services where needed. He brings a broad range of award-winning design experience leading and serving on downtown redevelopment and master planning teams. Aaron has outstanding experience leading multidisciplinary design teams on successful award-winning projects including design of public pedestrian spaces, environmental restorations, and trails. Aaron has been involved in more than a dozen trails projects constituting over 20 miles of pathways. Many of the projects involved multiple stakeholder involvement. Aaron gives the J2 staff multi-faceted talent, due to his diverse expertise in parks and open-space master planning, hardscape and irrigation design, public presentation, horticulture, and planting design.



DOWNTOWN REDEVELOPMENT EXPERIENCE

Water Tower Plaza; Gilbert, AZ (Town of Gilbert) Project Manager. Aaron was responsible for the landscape master plan and final construction documents for the restoration of the historic Water Tower Plaza in downtown Gilbert's Heritage District. The project has included extensive public outreach to both the community and local business owners. Unique to the project is the association created with ASU's Decision Theater where the public input process has been teamed with the latest in 3-D modeling technology. This has provided the ability to gather public input and present ideas in a virtual walk through. This facet of the design process has allowed Aaron to investigate how the public feels about a multitude of aspects on

the project including the sounds of water, the texture of pavement, and the colors of the site and ultimately how the entire project will be developed. The plaza improvements consisted of four different themed water features, outdoor plaza spaces, and an informal turf amphitheater.

Downtown Tolleson Redevelopment Project (Paseo de Luces); Tolleson, AZ (City of Tolleson) Urban Design, Planning. Aaron served on the multi-disciplinary team that delivered this exciting one-mile revitalization and "road diet" of Van Buren Street. The project design included wider sidewalks, social seating with custom tiled coffee tables, signage / wayfinding / monumentation, and pedestrian and roadway LED

lighting. The project also added bike lanes, open space improvements, a dynamic paving system, central plaza with water feature & shade structure, festoon lighting, freeway signage, a dense street tree system with structural soil, Wi-Fi network, sound system, and a vibrant award-winning seven piece art program reflecting the City's culture and heritage. Paseo de Luces was developed to create a true sense of place that achieves economic, environmental, and cultural sustainability.

Fiesta District Improvements; Mesa, AZ (City of Mesa) Urban Design, Planning. Aaron supported the design for the open space, streetscape, and urban design elements along Southern Avenue in Mesa's Fiesta District. The

Experience

18 Years' Industry Experience
20 with J2

Education

Bachelor of Science in
Landscape Architecture,
Arizona State University

PSMJ Resources, Inc. Project
Management Training

Registration

Arizona Landscape Architect
#45439

Utah Landscape Architect
#7289718

Kansas Landscape Architect
#761

Nevada Landscape Architect
#852

project area spans 1.8 miles from the Tempe Canal east to Extension Road. The scope of work involved conceptual design, public involvement, and construction documents for this district wide revitalization project which intends to make the Fiesta District a more pedestrian friendly, mixed-use destination environment. The design focused on pedestrian enhancements, site furnishings, open space development, signage and wayfinding elements, a traffic study, civil engineering improvements, and will include extensive stakeholder involvement.

Downtown Chandler: Arizona Avenue Corridor Improvements; Chandler, AZ (City of Chandler) Project Landscape Architect. This project consisted of the development of two miles of streetscape and urban design improvements through downtown Chandler's Arizona Avenue corridor. The project scope includes development of design guidelines and conceptual design, coordination with existing and proposed projects, and development of construction documents, specifications, and estimates for this exciting downtown revitalization project. Specific project improvements include pedestrian enhancements and sidewalk widening, traffic calming and lane narrowing, landscape and irrigation design, gateway entry monumentation, signage enhancements, median design with uplighting, urban site furnishings, hardscape/pavement design,

pedestrian bulb-outs, and on-street parking. The overall project also included several side street improvements that will enhance mixed-use development and provide an urban greenbelt open space pedestrian corridor for downtown. The City of Chandler's intent for this multi-faceted project is to begin to create a mixed-use, pedestrian-friendly downtown destination for shopping, dining, entertainment, urban living, and working.

P83 Entertainment District; Peoria, AZ (City of Peoria) Project Manager. This sustainable, pedestrian oriented entertainment district, builds upon the numerous existing dining and recreational venues. The project included gateways, icon monuments, plazas, identity pylons, wayfinding signage, interconnected pedestrian ways, "Z" crossing(s) and enhanced pedestrian crossings at intersections, shaded sidewalks and monumental landscape medians creating the "new" pedestrian friendly P83 district brand.

CDBG Heritage District Improvements; Gilbert, AZ (NFra/Town of Gilbert) Project Landscape Architect. The Town of Gilbert has received a Community Development Block Grant (CDBG) for pedestrian and bicycle improvements for an area within the downtown Heritage District. The project area extends north on Gilbert Road from Elliot Road to Vaughn Avenue. Improvements

will occur only within the existing right of way of Gilbert Road. Project improvements will include removal and replacement of existing sidewalk, addition of new ten foot sidewalks, new site furnishings (benches, trash receptacles, bike racks, and news paper racks), new landscaping including trees and tree grates, and new irrigation improvements. Other improvements will include new way finding kiosks, replacement of existing ADA ramps, and rectangular rapid flashing beacons to enhance existing crosswalks. The project will also require coordination with Union Pacific Railroad (UPRR) as their facilities bisect the project limits.

Flatiron Community Park; Apache Junction, AZ (City of Apache Junction) Landscape Architect. Aaron provided conceptual designs during the master planning and thematic design for this three acre community park within the City of Apache Junction. The park was designed to provide a place for downtown visitors to relax, have a conversation, and enjoy the cooling and relaxing effects of water. The park consists of a large informal turf amphitheater, interactive water feature, picnic ramadas, restroom building, 'think water' courtyard area, seatwalls, many trees for shade and parking lot. The park serves as the epicenter for the future downtown revitalization efforts by the City.

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Adam Hawkins, PLA, ASLA

Landscape Architecture & Urban Design

Adam has 15 years of experience in the field of landscape architecture and design. His wide variety of project experience includes several downtown redevelopment, master planning, streetscape, and corridor enhancement projects. Adam gives the J2 staff multi-faceted talent due to his diverse expertise in landscape design concepts, planting design, hardscape and irrigation design, signage and wayfinding plans, monuments and branding, stakeholder coordination and public involvement, presentation graphics, and 3D renderings. He brings strong experience proven success managing multi-disciplinary teams to achieve project goals for several clients throughout Arizona.



DOWNTOWN REDEVELOPMENT EXPERIENCE

Downtown Tolleson Redevelopment Project (Paseo de Luces); Tolleson, AZ (City of Tolleson) Landscape Architect. J2 led the multi-disciplinary team that delivered this exciting one-mile revitalization and “road diet” of Van Buren Street. The project design included wider sidewalks, social seating with custom tiled coffee tables, signage / wayfinding / monumentation, and pedestrian and roadway LED lighting. The project also added bike lanes, open space improvements, a dynamic paving system, central plaza with water feature & shade structure, festoon lighting, freeway signage, a dense street tree system with

structural soil, Wi-Fi network, sound system, and a vibrant award-winning seven piece art program reflecting the City’s culture and heritage. Paseo de Luces was developed to create a true sense of place that achieves economic, environmental, and cultural sustainability.

Downtown Chandler: Arizona Avenue Corridor Improvements; Chandler, AZ (City of Chandler) Landscape Architect. Project consisted of the development of two miles of streetscape and urban design improvements through downtown Chandler’s Arizona Avenue corridor. The project scope includes development of design guidelines and

conceptual design, coordination with existing and proposed projects, and development of construction documents, specifications, and estimates for this exciting downtown revitalization project. Specific project improvements include pedestrian enhancements and sidewalk widening, traffic calming and lane narrowing, landscape and irrigation design, gateway entry monumentation, signage enhancements, median design with uplighting, urban site furnishings, hardscape/ pavement design, pedestrian bulb-outs, and on-street parking. The overall project also included several side street improvements that will enhance mixed-use development and provide an urban greenbelt

Experience

15 Years’ Industry Experience
15 with J2

Education

B.S., Landscape Architecture,
Arizona State University,
2006

Registration

Arizona Landscape Architect
#56352

open space pedestrian corridor for downtown. The City of Chandler's intent for this multi-faceted project is to begin to create a mixed-use, pedestrian-friendly downtown destination for shopping, dining, entertainment, urban living, and working.

Elliot Road Technology Corridor (City of Mesa); Mesa, AZ Landscape Architect.

J2 was the Project Landscape Architect for the streetscape and monument/signage improvements along Elliot Road between Ellsworth Road and Signal Butte Road. The project area spans 2 miles and is intended to set the table for private development along this vital economic corridor.

The scope of work included conceptual design, stakeholder involvement, construction documents, and post design services. The project included vibrant monumentation and signage with custom lighting, as well as low impact development (LID) water harvesting swales adjacent to the roadway in the streetscape planting areas. Included in the J2 scope of work was landscape architecture, hardscape, and irrigation design, a drainage report, and signage/monument design coordination. The project opened in 2019.

P83 Entertainment District (City of Peoria); Peoria, AZ Project Manager.

The goal for the

renaissance of the 83rd Avenue area near the Peoria Sports Complex was to create a vibrant, sustainable pedestrian-oriented entertainment environment, building upon the numerous existing assets within the District. The P83 Project was built upon these assets and enhances the urban pedestrian experience through iconic monumentation structures as well as through shade trees and iconic date palm-lined streets, medians and Intersections. P83 District-specific elements include blue and yellow thematic branding logos; gabion systems with accent stones; blue glass accent materials; Accent pylons; and iconic entry monuments.

Fiesta District Improvements; Mesa, AZ (City of Mesa) Landscape Architect.

J2 provided master planning and urban design for the open space, streetscape, and urban design elements along Southern Avenue in Mesa's Fiesta District. The project area spans 1.8 miles from the Tempe Canal east to Extension Road. The scope of work involved conceptual design, public involvement, and construction documents for this district wide revitalization project which intends to make the Fiesta District a more pedestrian friendly, mixed-use destination environment. The design focused on pedestrian

enhancements, site furnishings, open space development, signage and wayfinding elements, a traffic study, civil engineering improvements, and will include extensive stakeholder involvement.

Mesa Drive Phase 2 Improvements (City of Mesa); Mesa, AZ J2 Project Manager.

Adam worked as a subconsultant on the project team providing design for the streetscape elements along the Mesa Drive corridor, south of Main Street. Adam developed landscape architecture design elements for the corridor including median plantings, light pole banner theme, pocket park concepts, and landscape/irrigation.

Monroe Street, 83rd Avenue to 85th Avenue (City of Peoria); Peoria, AZ Project Manager.

Adam worked on improvements to Monroe Street in front of City hall. Monroe Street from 83rd Avenue to 85th Avenue was asphalt with no landscape medians. This project created a more appealing view once inside the City hall campus. The proposed improvements included new landscape medians with accent lighting on the trees and brick paving to tie into the existing old town aesthetic.

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Aurelio Lopez, ASLA

Landscape Design & Urban Design

Aurelio is a designer who has worked on a variety of public works landscape architecture projects including downtown redevelopment, parks, streetscapes, trails and transportation projects. He specializes in planning, hardscape and planting design. His skills also include construction documents, and developing high-quality 3D graphic renderings and visual simulation exhibits. Aurelio has expertise in rendering programs including SketchUp, Photoshop, AutoCAD, Microstation and Lumion 3D.



DOWNTOWN REDEVELOPMENT & STREETSCAPE EXPERIENCE

Downtown Streetscape Master Plan; Page, AZ (City of Page) Landscape and Urban Designer.

J2 is currently working with the City of Page to develop a Downtown Streetscape Master Plan for the core downtown area. Aurelio is providing landscape design and urban design services as well as graphic support for public involvement and consensus building activities.

Downtown Streetscape Master Plan; Douglas, AZ (City of Douglas) Landscape and Urban Designer.

J2 is currently working with the City of Douglas to develop a Downtown Streetscape Master Plan for the core downtown area. Aurelio is providing landscape design and urban design services as well as

graphic support for public involvement and consensus building activities.

P83 Entertainment District; Peoria, AZ (City of Peoria) Designer. This sustainable, pedestrian oriented entertainment district, builds upon the numerous existing dining and recreational venues. The project included gateways, icon monuments, plazas, identity pylons, wayfinding signage, interconnected pedestrian ways, “Z” crossing(s) and enhanced pedestrian crossings at intersections, shaded sidewalks and monumental landscape medians creating the “new” pedestrian friendly P83 district brand.

Elliot Road Tech Corridor Segment (City of Mesa) Landscape Designer.

The project area spans 2 miles and is intended to set the table for private development along this vital economic corridor. The scope of work included conceptual design, stakeholder involvement, construction documents, and post design services. The project included vibrant monumentation and signage with custom lighting, as well as low impact development (LID) water harvesting swales adjacent to the roadway in the streetscape planting areas.

Flatiron Community Park; Apache Junction, AZ (City of Apache Junction) Landscape Designer.

Aurelio provided conceptual designs during the master

Experience

3 Years’ Industry Experience
3 with J2

Education

B.S., Landscape Architecture, Arizona State University, 2017

planning and thematic design for this three acre community park within the City of Apache Junction. The park was designed to provide a place for downtown visitors to relax, have a conversation, and enjoy the cooling and relaxing effects of water. The park consists of a large informal turf amphitheater, interactive water feature, picnic ramadas, restroom building, 'think water' courtyard area, seatwalls, many trees for shade and parking lot. The park serves as the epicenter for the future downtown revitalization efforts by the City.

Mansel Carter Oasis Park; Queen Creek, AZ (Town of Queen Creek) Graphics and Construction

Documentation support. Mansel Carter Oasis Park is on a 44 acre site at Appleby Road and 196th Street. Aurelio helped to providing plans, specification, quantities, and estimates for the development of two multi-purpose fields, four baseball fields, two basketball courts, two sand volleyball courts, themed playground areas, themed splash pad, several shade ramadas, concession and restroom buildings, paths with fitness pods, maintenance building and yard, skate/BMX park, and an urban fishing lake. Also included are traffic signal design, widening of Sossaman Road, utilities, and general landscape and irrigation.

Celaya Park; Tempe, AZ (City of Tempe) Construction Documentation Support.

Aurelio through the guidance of Kurt (Project Manager) created construction documents for the project. J2 was responsible for the multiple conceptual designs and for the master planning design and public involvement phase of this existing five acre park located in an established Tempe neighborhood. The design was inset and molded around the existing trees and the overall theme for this park was flowers and their bright colors. Proposed improvements include the development of a new shaded playground area for toddlers and 5 to12 years old with climbing pods, rock climbers, swings, public art elements, concrete sidewalk system, picnic ramada, exercise station, and updated irrigation system. This site is an overflow basin for the City of Tempe's storm drain system.

Freestone Lake Renovations; Gilbert, AZ (Town of Gilbert)

Graphic Support. Freestone Park currently has two lakes that were connected by a waterfall feature and a balance pipe. The Town and J2 worked to eliminate this vault and make an above ground enclosure. Other improvements included new concrete pathways, concrete walls, lighting, and landscape and irrigation improvements.

Birchett Park and Petersen Park; Tempe, AZ (City of Tempe) Graphic Support.

Aurelio was responsible for assisting with multiple conceptual designs and for the master planning design and public involvement phase of these two city parks located in established Tempe neighborhoods. The design for Birchett Park was inset and molded around the existing trees and to create a vibrant area for the surrounding neighborhoods and to accentuate Gammage Auditorium. Proposed improvements included the development of a new spray-pad/stage area, water features, public art elements, concrete sidewalk system, shade canopy's, open turf seating, updated irrigation system and continued use of the flood irrigation. The design for Petersen Park is to update the existing playground and to provide a themed play area that would complement the historic Petersen House. Proposed improvements includes the development of a new shaded playground area for toddlers and 5 to12 years old with climbing pods, rock climbers, swings, concrete sidewalk system, picnic ramada, decorative fencing along Priest Road, new landscaping and updated irrigation system.

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Felipe Zubia, AICP

Principal Planner

Felipe has been a professional planner for more than 25 years. He has worked in both the public and private sectors, developing solution sets and implementation strategies for a range of community planning and redevelopment issues. He specializes in creative land use solutions and responsive public engagement processes. His experience provides clients a unique perspective and set of tools for developing sustainable communities through intelligent land use and transportation decision making.

Relevant Experience

San Luis General Plan Update | *San Luis, Arizona*

The San Luis General Plan was unanimously approved by the City Council and is scheduled for voter ratification in November 2020. As Project Director, Felipe was responsible for all project oversight including public engagement, general plan background research, and the development of goals, policies and implementation strategies for the plan. The plan included 21 elements addressing issues such as job growth, multimodal transportation, and open space and recreation. Key issues addressed in this plan were the development of a land use concept that was compatible with surrounding military operations and strategic economic development, particularly as it relates to the city's two international ports of entry.

Mesa Redevelopment Areas | *Mesa, Arizona*

Felipe was the Deputy Project Manager for this project that transformed targeted areas into strong, vibrant, and economically sustainable employment centers with a healthy mix of retail and light industrial uses while addressing the problems of slum and blight, vacant properties, crime, and inappropriate land use. Major components of the project included an analysis of the proposed redevelopment area, expansion of the downtown Central Business District, and the creation of a redevelopment. The project further involved public relations management, with informative presentations given to the public and city officials.

MAG Buckeye Bike Ped Master Plan | *Buckeye, Arizona*

Felipe was project manager for this project that provided professional planning, engineering, design, and public facilitation services for the City of Buckeye Bicycle and Pedestrian Master Plan (BPMP). The Buckeye BPMP, also referred to as the Active Transportation Plan, established a foundation for a connected, on and off-street bicycle and pedestrian network with primary origins and destinations within the community. The BPMP contained a variety of elements related to active transportation in Buckeye and reflected empirical research and reflected best practices on generalized user typologies, and the reduction of traffic related stress levels for active transportation users.

Areas of Expertise

Long Range Planning
Scenario Planning
Transportation Planning
Zoning Ordinance Updates
Meeting Facilitation
Sustainable Planning Policy
Public Policy

Education

B.S. - Regional Development,
University of Arizona

Professional Registrations / Affiliations

American Institute of Certified Planners
(AICP) #015884
Arizona Chapter of American Planning
Association
Arizona Planning Association
American Planning Association

Felipe Zubia, AICP



Tolleson's New Downtown Development and Adoption | Tolleson, Arizona

Overseeing the development and adoption of the City's new downtown, pedestrian friendly CORE (Commercial, Office, Residential, Entertainment) zoning district, including, setbacks, uses, architectural character, enforcement and Prop 207 issues for the City of Tolleson.

El Mirage Transportation Needs Assessment | El Mirage, Arizona

Transportation Needs Assessment: Comprehensive, City-wide transportation needs assessment of its residents to develop and analyze existing service levels and coverage. Analysis focused on, Current modes of transportation & extent to which each mode is used to access employment, education, health care, recreation, etc.; Travel characteristics - age, gender, employment status, education levels, languages spoken, mobility accommodations, etc.; Residence characteristics - location of residence, distance to services, etc.; Trip characteristics - frequency of trips to each destination, distances to destinations, and connectivity options; Personal attitudes and values regarding transportation modes and accessibility; Transportation preferences.

YMPO Traffic Safety Plan | Yuma, Arizona

YMPO Traffic Safety Plan: Lead Planner overseeing GIS, land use and demographic data for the purpose of identifying of linkages between land use, incomes and traffic safety anomalies with follow analysis and policy recommendations addressing traffic safety concerns.

Arizona Capitol Governmental Mall Plan | Phoenix, Arizona

The Arizona Capitol Mall Master Plan is a redevelopment plan to proactively vision, design and implement both direct public and private investment. As Project Manager, Felipe led the team in developing a comprehensive plan includes that addresses land use, zoning density and intensity, urban design, infrastructure analysis, multimodal transportation planning, historic preservation, environmental planning, demographic and economic analysis, as well as legislative, business and market area analysis.

Glenview Comprehensive Plan Update | Glenview, Illinois

Felipe was the project manager for this 10-year update to the Village of Glenview's Comprehensive Plan. Glenview is a well-established, built-out community that presented several unique challenges. As a mature, well-managed community, Glenview was beginning to experience redevelopment pressures. To address this challenge, the process focused on 14 subareas, including downtown, to establish compatibility and site design standards for redevelopment.

Marana General Plan Update | Marana, Arizona

Felipe was the Project Manager for this project, which had extensive public outreach to help stakeholders work through several issues unique to the Town of Marana. Such issues included the evaluation of Arizona State Land for developability and preservation, assessment of impacts related to the newly proposed Interstate 11 Corridor, development of multimodal, active transportation routes and the development of strategies to guide future growth in sensitive areas.



Areas of Expertise

Market Analysis
Financial Modeling (Pro forma)
Economic and Fiscal Impact Assessment
Tax Increment Financing
Economic Development
Focus Group Facilitation
Survey Research
Data Analytics
Client Management

Education

M.S.A. – Public Administration (Applied Economics), University of West Florida

M.A. – Political Science, University of West Florida

B.A. – International Relations, University of West Florida

Matt Schwalb, MA, MSA

Senior Research Analyst

Matt has nine years of professional experience with market analysis; economic and fiscal impact assessments; real estate pro forma development; focus group facilitation; and survey design, implementation, and analysis. He specializes in conducting market analyses that examine the demand for a variety of commercial products, including food and beverage, retail, office, and multi-family developments. Matt utilizes both quantitative and qualitative approaches to forecasting commercial product demand and absorption by square footage / units and incorporates these estimates into financial models (pro forma) that estimate net-present values, return-on-investment, return-on-equity, break-even points, and return-on-capital for each investor in a given real estate development.

In addition to market and financial analyses, Matt has conducted a wide variety of economic impact assessments, ranging from the fiscal impacts of military installations to the total economic impacts (direct, indirect, and induced) of the sports tourism industry. Matt is proficient with standard econometric input-output models, including REMI PI+, IMPLAN Modeling Software, and RIMMS II multipliers produced by the U.S. Bureau of Economic Analysis. His extensive knowledge and experience provide clients a detailed understanding of federal- and state-level financial, economic, and demographic data; their implications for local planning goals; and modeling tools for identifying development opportunities within specific market contexts.

Relevant Experience

Project Management

Matt has managed a varied of the research projects, focused primarily within survey and focus group frameworks. Experienced in all facets of the project lifecycle, Matt is proficient in guiding clients through project timelines, methodologies, engagement and presentation of project findings and outcomes.

Market Analysis

Matt has significant experience with forecasting market demand for residential and commercial real estate development. Using the most current and reliable data and forecasting methodologies, his analyses provide clients with realistic and defensible projections of retail, office, flex, light industrial, and residential square footages.

Economic and Fiscal Impact Assessments

Throughout his professional career, Matt has conducted a wide variety of economic and fiscal impact assessments ranging from evaluating the impacts of a state's military footprint to the tax revenue generated

Professional Registrations / Affiliations

National Association of Business
Economists (NABE)

Center for Regional Economic
Competitiveness (CREC)

from commercial real estate developments. Matt is proficient with standard economic input-output models, including REMI PI+, IMPLAN Modeling Software, and RIMMS II multipliers produced by the U.S. Bureau of Economic Analysis.

Downtown Master Plan | Fort Walton Beach, Florida

As lead economic analyst for the Fort Walton Beach Downtown Redevelopment Master Plan, Matt analyzed market demand for food and beverage, retail, and office product with an emphasis on retail and entertainment options due to the project's location. To better understand the city's redevelopment opportunities, Matt calculated the region's retail pull factor (the degree to which Fort Walton Beach attracts food and beverage and other retail consumption from the surrounding region) and used these patterns to develop supportable retail and entertainment demand (square footages) for the downtown redevelopment area. Using these demand estimates, Matt developed a financial model (pro forma) that estimated the annual financial returns to private-sector developers interested in investing in the city's redevelopment efforts. A series of redevelopment strategies was provided with all analyses.

Government Mall of Arizona | Phoenix, Arizona

Matt provided all market analytics for the redevelopment of the Government Mall of Arizona. Analytics included a demographic profile for a series of primary and secondary market areas surrounding the Mall. For each market area, market demand for residential, office, retail and hotel uses were projected over a 10-year period. These projections were critical to producing the subsequent 10-year development program for the State.

PuebloPlex Redevelopment Plan | Pueblo, Colorado

Matt utilized IMPLAN modeling matrices to estimate the annual economic impacts to jobs and Gross Regional Product associated with the closure of the Pueblo Chemical Depot and the Pueblo Chemical Agent Destruction Pilot Plant. He also assessed the impacts of the region's redevelopment efforts over a 30-year development horizon to help inform planning decisions and identify effective implementation strategies.

Deer Moss Creek Mixed-Use Development | Niceville, Florida

Matt provided market analysis and financial modeling for the 1,100-acre Deer Moss Creek mixed-use development in Niceville, Florida. Matt worked closely with the developer and provided absorption forecasts and property valuation estimates for the entire master-planned community. These estimates ultimately fed into the development's financial model which estimated the net present value and financial return (internal rate of return, cash-on-cash, return-on-equity, and return-on-investment) to the developer and its partners. In addition to the financial model, Matt developed a Tax Increment Financing (TIF) model that projected the increase in property values and the associate tax revenue that would be collected if a TIF district were formed to help with financing the development.



Areas of Expertise

Traffic Engineering
Traffic Signal Operations
Sign and Pavement Marking Design
Traffic Impact Analysis
Multi-modal Planning
Transit Operations
Traffic Management
Railroad Crossing Safety
Railroad Preemption
Traffic Incident Management
Event Transportation Management
Executive Briefings
Business Development
Strategic Planning

Education

B.S. – Civil Engineering, University of Colorado at Denver, 1999

Janie Hollingsworth, PE

Director of Traffic Engineering

Janie is Matrix's director of traffic engineering with over 20 years' experience in traffic engineering, transportation planning, and highway-rail grade crossing safety. Janie holds professional licenses in multiple states and contributes to the development of industry standards as a member of the National Committee on Uniformed Traffic Control Devices. Her career has been punctuated by prominent assignments for traffic planning and highway-rail grade crossing safety that have led to her involvement in numerous complex projects throughout the United States.

She has worked in concert with Class I railroads, transit agencies, national agencies, state DOT departments, and other officials during the design and construction phases of highway projects. She has conducted training seminars nationally on industry best practices and standards relating to grade crossing safety.

Janie also possesses a remarkable career punctuated by prominent assignments for traffic planning and administration that influenced the outcome of renowned National Special Security Events. Chosen to assist with transportation logistics for the 2015 World Meeting of Families and Papal Visit in Philadelphia, Pennsylvania, 2016 Democratic National Convention in Philadelphia, Pennsylvania, 2012 Democratic National Convention in Charlotte, North Carolina, 2009 Presidential Inauguration in Washington, D.C., and 2008 Democratic National Convention in Denver, Colorado. Janie's work has received national and statewide acclaim for her ability to coordinate operations of unprecedented magnitude drawing visitors in the millions.

Frequently sought as a transportation authority for large-scale public events, Janie has lent her expertise to the NHL All-Star Games, International Association of Chiefs of Police, Lions Clubs International, MLB World Series, Super Bowl and Stanley Cup victory processions, Denver Grand Prix, Rock & Roll Marathon, and Taste of Colorado festival, all requiring intense planning and a superior grasp of key transportation requirements. With an ability to quickly evaluate traffic flow through major roadways and arterial streets, she has created complex transportation formulas that support the unique needs of heavily attended venues.

Earlier in her career, Janie held the position of senior traffic engineer with the City and County of Denver and County Traffic Engineer with Indian River County with oversight of plan review of multimillion and multibillion roadway design, commuter-rail / high-speed rail expansion, construction phasing, sign/pavement marking design, and traffic signal design. This unique combination of experience in traffic design of roadways, signals and grade crossings provides agencies unparalleled expertise and guidance throughout the project design. Furthermore, her requisite knowledge of railroad, agency standards and industry best practices allows for a more efficient planning and design process..

Professional Registrations / Affiliations

California Professional Engineer,
License No. C85160

Arizona Professional Engineer,
License No. 58311

Colorado Professional Engineer,
License No. 0038448

Florida Professional Engineer,
License No. 74138

Texas Registered Professional
Engineer, License No. 110570

Georgia Professional Engineer,
License No. PE038899

Relevant Experience

Indian River Blvd Corridor Analysis 2020 | Vero Beach, FL

As the Indian River County Traffic Engineer, Janie analyzed the Indian River Boulevard corridor and recommended significant changes to improve traffic flow, business access, and pedestrian/ bike safety along the corridor. Traffic signal warrant studies and left turn arrow analysis for high crash and traffic volume intersections were conducted. Janie recommended and held oversight of the implementation of flashing yellow arrow at several existing traffic signalize intersections that greatly improved safety and reduced delays along the corridor. She also reviewed traffic signal design for four intersections.

Traffic Management Center Upgrade 2019 to 2020 | Indian River County, FL

As the Indian River County Traffic Engineer, Janie served as the project manager for the Traffic Management Center Upgrade (TMC). This included oversight of the video wall design, server relocation and interconnection of the 220+ traffic signals to the command center and Emergency Operations Center (EOC).

58th Avenue road widening 2019 to 2020 | Vero Beach, FL

As the Indian River County Traffic Engineer, Janie held oversight of plan review and approval for traffic signal design, signal timing, bike lane design and sign/pavement marking design for the 4 mile road widening of 58th Ave. Janie specifically recommended improvements for access management to County fairgrounds to improve traffic operations for events and concerts.

Hurricane Traffic Operations Plan 2019 to 2020 | Indian River County, FL

As the Indian River County Traffic Engineer, Janie was responsible for developing County's Hurricane Operations Plan for Public Works Department that detailed emergency response and required tasks for Transportation. This included planning, implementation and disaster response for all traffic related duties prior, during and after a hurricane incident. Critical elements of the plan included mass evacuation signal timing, road closure plans, traffic signal head removals for span wire, generator deployment and emergency command center operations. Janie's plan was implemented for Hurricane Dorian 2019 and Isaias 2020.

Traffic Signal Standards 2020 | Vero Beach, FL

As the Indian River County Traffic Engineer, Janie developed traffic signal standards and specifications for County to improve designs. Specifications included traffic signal cabinet wiring, video detection, camera equipment and signal operations.

State Route 60 Traffic Signal Arterial Corridor Timing 2019 | Indian River County, FL

As the Indian River County Traffic Engineer, Janie was responsible for the signal timing improvements for SR 60 arterial corridor connecting downtown Vero Beach to Interstate 95. The timing included arterial progression and off-set analysis, as well as, cycle length optimization using Synchro and Tru-Traffic for the analysis. After implementation, on-site intersection reviews were conducted to adjust timing to optimize field conditions.

Lisa Ranzenberger

Designer

Professional Background

Ms. Ranzenberger's professional design experience encompasses environmental graphic and specialty retail design both within the genre of developing visual information for the built environment.

Her ability to comprehensively guide a project from strategy development through design and construction administration has been consistently and professionally demonstrated. These skills, along with an understanding of how people perceive and utilize information within the built environment, result in well-grounded - problem solving and solution development capabilities.

Years in Design

26

Education

Bachelor of Landscape Architecture | Utah State University
Bachelor of Science in Design | Industrial Design | Arizona State University

Relevant Work Experience

2010-present | *Independent Designer* | Phoenix, AZ

2001-2010 | *Thinking Caps Design* | Phoenix, AZ
Senior Designer/Project Manager

1992-2001 | *Studio Productions* | Phoenix, AZ
Senior Designer

Significant Projects

Arizona Avenue - Downtown Chandler Redevelopment – Phases I and II
Circulation and Need Analysis. Wayfinding Strategy. Identity Development
Design and Implementation

Initially, development of an overall identity and wayfinding strategy for Downtown Chandler was needed to blend general municipal and commercial categories for a global and manageable overview of available and relevant destinations. This approach clearly provides navigation assistance, but also yields a greater understanding of what downtown has to offer, thus enhancing sense of place.

Design of the signage components for Phase I incorporated both historical references (honoring the past) with contemporary aesthetics (recent & future development) along with practical needs (updating and maintenance). The wayfinding elements were designed to be flexible so that additional features such as event banners and orientation maps can be incorporated as future needs dictate without impacting the core structure.

Identity monumentation, street markers and banners for Phase II utilized the core aesthetics and materiality of Phase I as a visually unifying element for the entire corridor, but incorporated style, naming, and color palette shifts to reflect a more urban residential character.

Downtown Tolleson Redevelopment- Paseo de Luces
Identity Monumentation & Wayfinding Signage Design and Implementation

The identity monumentation and wayfinding elements for this one mile urban revitalization project were designed to symbolize elements of importance to the city; an agricultural history, a bright future and strength of community. The 23' tall entry monument is a composition of a 33' long cantilevered I-beam, supported by a 23' tower incorporating a river rock base, light-ray compositions symbolizing crop rows and embodying the essence of "Paseo de

Luces". 14' tall secondary identity and wayfinding elements utilizing the same material vocabulary were strategically positioned along the length of the project.

City of Mesa Fiesta District – Southern Avenue Improvements
Identity Monumentation & Bus Shelter Design and Implementation

As part of the Southern Avenue corridor enhancement project, entry monumentation and bus shelters were designed as an integral part of the vibrant atmosphere the improvements created. Dramatic forms, internally illuminated glass mulch, bold color and 6' tall translucent fiberglass letters were some of the elements used to compliment the dynamic palette established by the landscape architecture.

Scottsdale Community College
Signage Masterplan

This project entailed development of an updated comprehensive sign system to address completed campus expansion and anticipated future growth. Scope included evaluation of existing sign elements and their potential relevancy to an updated system, determination of sign elements that needed to be added for a more comprehensive program, vehicular and pedestrian circulation analysis to determine best placement and configuration of new elements and/or modification of existing, and coordination with a large wayfinding committee to determine the college's aesthetic, functional, and maintenance preferences. Results of the above were translated into a relevant, expandable set of new sign elements along with development of specific messaging and location plans as a response to both circulation patterns and college culture.

Cost range development and subsequent phasing recommendations to address the college's immediate needs and the necessity for a long-term implementation approach completed the document.

City of Mesa, Elliot Road. Streetscape Improvements
Corridor Identity Monumentation and Street Marker Design and Implementation

This streetscape project was developed as the circulation core through an emerging tech-focused business corridor.

The intention for entry monumentation was to visually symbolize theoretical fundamentals of technology development; done so through a series of 5 elements that shift in orientation at each position, implying forward motion and progress. Their asymmetry and juxtaposition to one another changes what a visitor experiences depending on viewpoint.

Each element is clean, simple and refined, but in combination becomes a complex interconnection of components. No lettering or wording of any kind is incorporated, allowing the iconic nature of the piece to define entry into the corridor.

Internal lighting displays a wide spectrum of color in programmable patterns to further symbolize the ever-changing nature of technology.

As a means of enhancing sense of place and adding character to what will most likely be a linear expanse of technology structures, expressive street markers were created to strengthen understanding of street location and progression.

Kevin A. Dahl, PE, RLS

Principal

EDUCATION

B.S., Civil Engineering, North Dakota State University, 1984

REGISTRATION

Professional Civil Engineer, Arizona, No. 23218

Registered Land Surveyor in Arizona, No. 31018

Professional Civil Engineer, California, No. 45610

Land Surveyor in California Surveyor, No. 7233

AFFILIATIONS

National Society of Professional Engineers

American Society of Civil Engineers

BACKGROUND

Mr. Dahl has over 36 years experience, the last 24 years as a Principal of DRA, and has been involved in all facets of civil engineering design, planning studies, land surveying and contract administration in the Yuma area. Project experience include projects within the City of San Luis, City of Somerton, City of Yuma, Yuma County and Arizona Department of Transportation facilities. His design experience includes the design of numerous water systems, sanitary sewer systems, street reconstruction and widening projects and subdivision design. Work provided on these projects included boundary and topographic surveying, property ownership research, legal description preparation for right-of-way acquisition, Environmental Transaction Screens, attending public meetings, traffic impact studies, intersection traffic signal design, waterline design and analysis, sanitary sewer and lift station/force main analysis and design, street design, hydrology and hydraulic design, retention basin design and traffic control plans. Mr. Dahl has provided construction inspection, quality control and field engineering services.

EXPERIENCE

City of San Luis Veterans Memorial Park Conceptual Design, City of San Luis, Arizona.

This project is in the initial stages of design for the City of San Luis. DRA and J2 are teaming to prepare a conceptual layout for committee approval which will include a cost estimating element for budgetary purposes. DRA has completed the topographic survey and a preliminary conceptual geometric site layout. Meetings are ongoing and J2 is preparing the conceptual park components to include walls for plaque placement, monuments recognizing the different branches of the military, flag poles, brick pavers, pads for displaying retired military equipment and other amenities. DRA will complete the base plan mapping, geometric layout of site improvements, earthwork analysis, site grading design for storm water management, NPDES SWPPP documents to establish a cost estimate and committee approval.

Somerton Elementary School and San Luis Elementary School

DRA and J2 were subconsultants to DLR Group for designing two schools, one each in Somerton and San Luis. DRA provided the design of site improvement plans for construction included a topographic survey, site master planning, base plan mapping, geometric layout of site improvements, bus lane, roadway and parking lot design, site grading design for storm water management, domestic water and sanitary sewer design, preparation of SWPPP and NOI documents, working with City of San Luis and City of Somerton, preparation of contract documents, specifications and construction cost estimates. J2 completed the landscape and irrigation design.

Somerton high School

This project is in the initial stages of design for the Yuma Union High School District. DRA and J2 are subconsultants to DLR Group for the design of the Somerton High School. DRA is providing the design of site improvement plans for construction including a topographic survey, site master planning, base plan mapping, geometric layout of site improvements, bus lane, roadway and parking lot design, site grading design for storm water management, domestic water and sanitary sewer design, preparation of SWPPP and NOI documents, working with City of Somerton, preparation of contract documents, specifications and construction cost estimates. J2 is providing the landscape, hardscape and irrigation design.

City Of Yuma Municipal Complex

This \$35,000,000 design-build project, combined a number of city departments under one roof. DRA was retained by both the architect, Carrier-Johnson and the Developer, Lankford & Associates to develop engineering plans for the 150,000 square foot facility. The scope of work expanded during the project to include 3,600 feet of downtown street improvements, a traffic roundabout with landscaping and additional parking lots for the facility. The completion of this project provides downtown Yuma with an attractive focal point for many of the individual, development projects in the area.

Appendix 2

Writing Samples

Sierra Vista

Fry Boulevard

West End Corridor Study

2-6-2017



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Acknowledgements

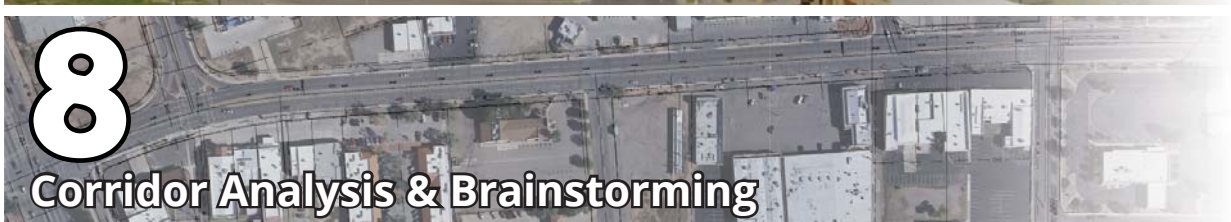


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Executive Summary

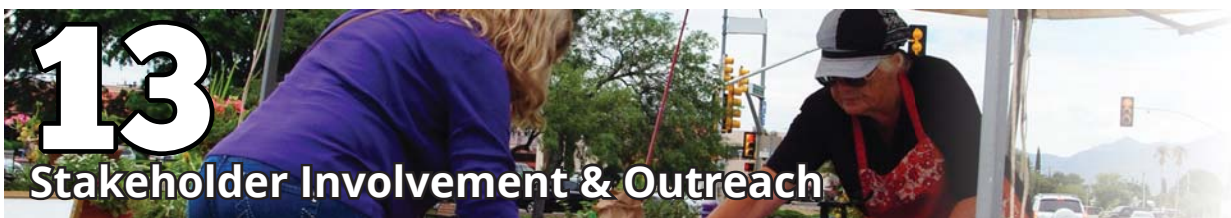
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Appendix



Acknowledgements

The J2 Engineering & Environmental Design Team would like to acknowledge the following City Council members and City Staff members who contributed to the MPO-05; Fry Boulevard, West End Corridor Study. Special thanks are in order to Dan Coxworth, Administrator of the Sierra Vista Metropolitan Planning Organization (MPO).

Mayor and City Council

Mayor

Rick Mueller

Mayor Pro Tem

Bob Blanchard

Council Member

Alesia Ash

Council Member

Gwen Calhoun

Council Member

Rachel Gray

Council Member

Henrietta "Hank" Huisking

Council Member

Craig Mount

City Staff

City Manager

Charles P. Potucek

Assistant City Manager

Mary Jacobs

Public Works Director

Sharon Flissar

Community Development Director

Matt McLachlan

Economic Development Manager

Simone McFarland

Sierra Vista Metropolitan Planning Organization

Administrator

Dan Coxworth

Additionally, the input of the residents, business owners, stakeholders, and Sierra Vista West End Commission members has been invaluable in guiding this project.

Thank you very much!



Executive Summary

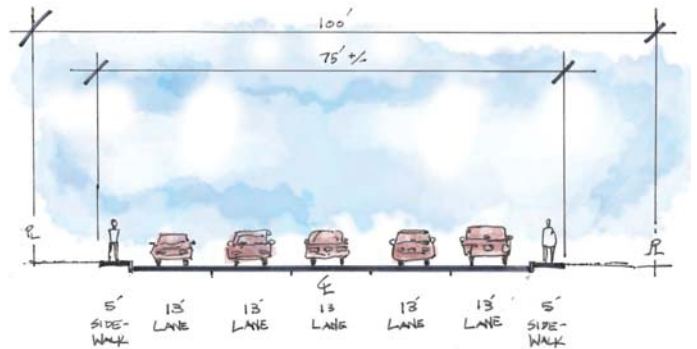
The Fry Boulevard West End Corridor Study (The Project) – Fry Boulevard between Buffalo Soldier Trail (BST) and 7th Street, is a corridor revitalization project that originated from the Sierra Vista City Council's strategic objective to "Update and implement a plan to beautify public infrastructure that increases walkability and bike-ability on Fry Boulevard and North Garden Avenue."

The Project will ultimately encompass the revitalization of Fry Boulevard between BST and 7th Street with improvements that will enhance economic development through reinvestment by businesses, property owners, and future private development. The primary objective of The Project is to showcase Fry Boulevard's West End as an economically vibrant "Front Door" to Sierra Vista that promotes the City and the thoroughfare as a destination environment, attracting new businesses and visitors and enhancing the lives of Sierra Vista residents as put forth in the *Vista 2030: Sierra Vista General Plan*.

As it stands today, the existing framework of Fry Boulevard's West End is not an efficient use of city-owned right of way, with several areas being unused and unproductive. To increase the effectiveness of Fry Boulevard and the economic vibrancy of the West End, this report includes multi-modal transportation and streetscape recommendations based upon stakeholder, public, City Council, City Staff, Sierra Vista Metropolitan Planning Organization (SVMPO), and



Fry Boulevard showing city ROW and roadway.

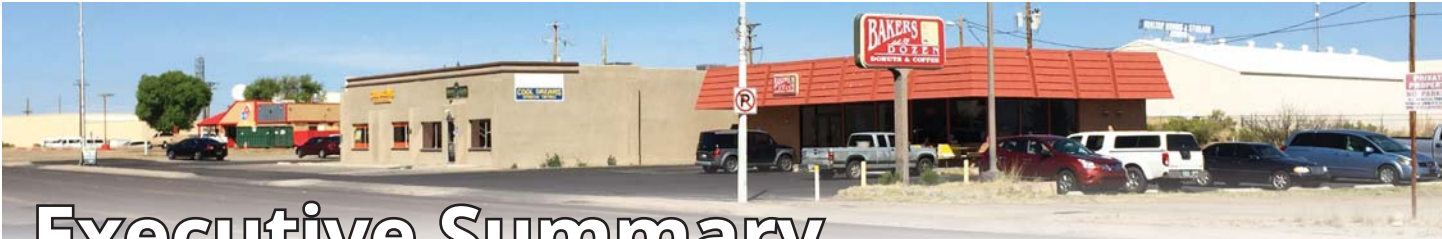


Existing Fry Boulevard section.

Design Team input. In addition, an understanding of community values, history, branding and marketing potential, and future development scenarios has been utilized throughout the Project process. This study also includes placemaking elements, urban design analysis, a streetscape preliminary alignment plan, opinion of probable costs, and strategies for successful project implementation.



Project Study Area



Executive Summary

Proposed Project: The Design Team has worked with City Staff to identify a first-stage design and construction project that will set the precedent for the City's long-term vision for Fry Boulevard's West End. Although the planning aspect of this report spans the entire one mile from BST to 7th Street, the Design Team and City Staff recognized that a cost-effective and functional first-stage project could serve as the genesis for this revitalization. The recommended first-stage project runs from Garden Ave. east to Fab Ave. (see Project Study Area, page 3 and First-Phase Project, page 5). The Project runs approximately 0.18 miles including the Garden Ave. intersection.

The framework for the project improvements consists of utilizing the 100-foot wide road right-of-way efficiently to implement a more balanced, multi-modal Fry Boulevard corridor that is safe for vehicles, bicycle riders, and pedestrians. A traffic study was completed as part of the Project which demonstrates that the existing 5 lanes are not being fully utilized in terms of vehicular traffic volume. The traffic analysis looked at the possibility of a

lane reduction along Fry Boulevard from Garden Ave. to 7th Street. This narrowing of the roadway was analyzed during the a.m. and p.m. peak hours to year 2040 and was found to provide acceptable levels of service and traffic operation. A lane reduction, often referred to as "road right-sizing" has been utilized by many communities to better balance transportation modes and to economically stimulate a streetscape or district corridor.



Shared-Use Paths are pedestrian thoroughfares wide enough to support a variety of users.

The proposed first-stage project consists of reducing the existing 5 lanes to 3 lanes (counting the median turn lane), which would provide room for a variety of amenities, aesthetics, and placemaking opportunities that will help to energize the Fry Boulevard Corridor (see Typical Conceptual Section, page 5). The existing narrow sidewalks will be expanded into 10-foot wide shared-use paths, providing space to efficiently support both bicyclists and pedestrians. Additionally, an 11-foot wide water-harvesting swale will redirect street stormwater into the landscape zone, helping to reduce strain on the local drainage infrastructure during storm events while providing deep natural watering to street trees. The water-harvesting swale will provide a buffer separating pedestrians and bike riders from vehicular traffic, while trees and understory plantings will shade and cool users of the shared-use path. Providing a buffer space between vehicular traffic and pedestrians/bicyclists greatly improves the safety and comfort for those walking and bicycling.

The proposed improvements will create a safer, more pedestrian-friendly multi-modal environment while providing room for the many amenities that will develop the Fry Boulevard corridor into a unique

Road Right-sizing

Reducing a five-lane roadway to a three-lane roadway could provide space on Fry Boulevard for multiple amenities.



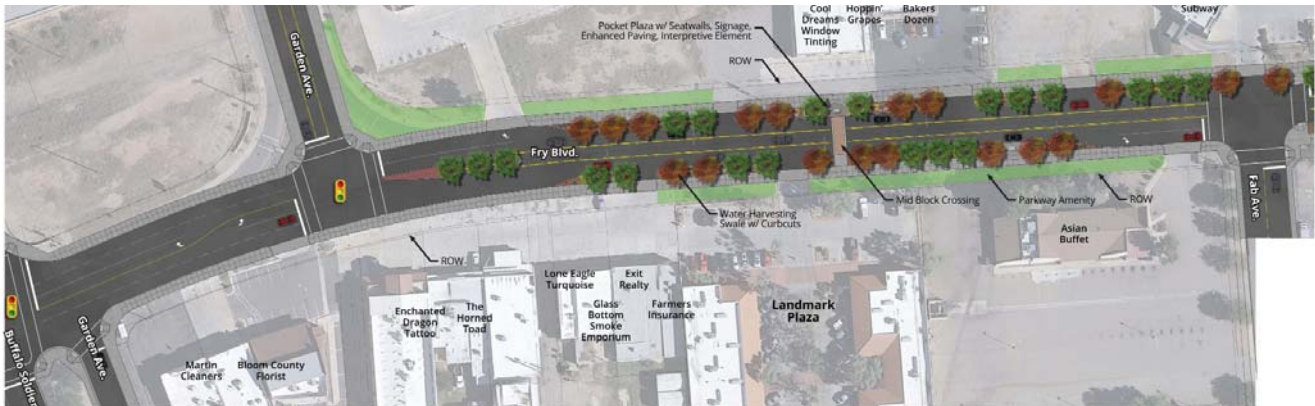
Executive Summary

destination environment with a true sense of place. Overall, Fry Boulevard will function as an efficient 3-lane roadway with additional right-turn lanes where required. The 3-lane roadway will also serve to shorten crosswalk lengths, which will increase pedestrian safety and increase walk-ability along the streetscape.

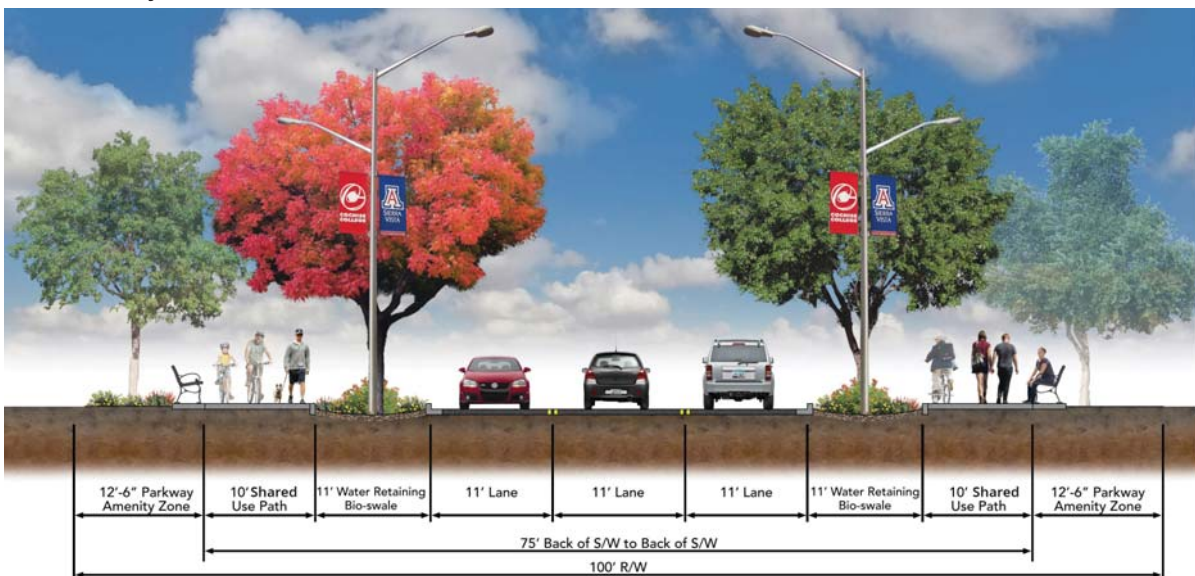
The proposed first-stage project includes: wider shared-use paths (sidewalks), new energy-efficient LED roadway and pedestrian lighting, new roadway paving, light pole accent banners, pedestrian paving, street trees and landscaping, a mid-block pedestrian crossing, automated drip irrigation system, street furnishings (benches, tables, chairs and litter receptacles), bike racks, locations for future artwork

and interpretive elements, new curb and gutter, and water hookups for special events. In addition, there will now be room for pedestrian plazas and small pocket parks.

The estimated construction cost for this **first-stage project from Garden Avenue to Fab Avenue is \$1.5 million** which includes a 20% contingency. Engineering design for this first-stage project is not included in this number and generally runs approximately 10% of construction costs. The estimated construction cost for the remainder of the project from **Fab Avenue to 7th Street (Segments 2 through 5) is approximately \$3.5 million** which includes a 20% contingency.



First-Phase Project - Garden Ave. to Fab Ave.



Typical Conceptual Section



Introduction & Project Background

The City of Sierra Vista lies in southwest Cochise County, Arizona. Sierra Vista is approximately 14 miles from the U.S./Mexico border, 60 miles southeast of Tucson, Arizona, and 160 miles southeast of Phoenix, Arizona. Fry Boulevard, a minor arterial roadway, runs west to east through the city and merges into State Route 90 to the east of the project area. Nearby attractions and municipalities include Kartchner Caverns State Park, Benson, Bisbee, Fort Huachuca, Huachuca City, Sonoita-Elgin wine country, Tombstone, and the San Pedro Riparian National Conservation Area. As of the Census 2010, the population of the City of Sierra Vista was 43,888.

and reinvestment by business and property owners allowing this section of road to be more pedestrian friendly.

The Fry Boulevard West End Corridor Study has identified multi-modal transportation and streetscape design options, green infrastructure improvements, and programmatic strategies to improve the corridor with a particular focus on how transportation and streetscape strategies impact placemaking and economic growth. The focus of the Project is in the area between Buffalo Soldier Trail and 7th Street.

In the summer of 2015, the Design Team was selected to provide planning and conceptual design services for potential improvements to Fry Boulevard in Sierra Vista's West End. The Project is known as the **Fry Boulevard West End Corridor Study**. Fry Boulevard is a major commercial urban thoroughfare in Sierra Vista running west and east from the former Main Gate of Fort Huachuca at Buffalo Soldier Trail to State Route 90. The Project is in the City's West End, the oldest area of town where businesses along the road are small and mostly locally owned. Additionally, the Project is in the City's redevelopment area and opportunities are being studied to improve economic development

2016 Fry Boulevard Traffic Analysis: A traffic analysis, dated April 2016, was completed by the Design Team to document existing and future traffic conditions and to provide recommendations for use as a foundation for determining the potential of Fry Boulevard from Buffalo Soldier Trail to 7th Street (See MPO-05 Fry Boulevard West End Corridor Traffic Analysis – 7th Street to Buffalo Soldier Trail).

Although there are continuous sidewalks abutting Fry Boulevard, the majority of the pedestrian amenities are not ADA (American with Disabilities Act) compliant. Additionally, bike and transit facilities are not currently provided along the corridor.



Existing Conditions Map



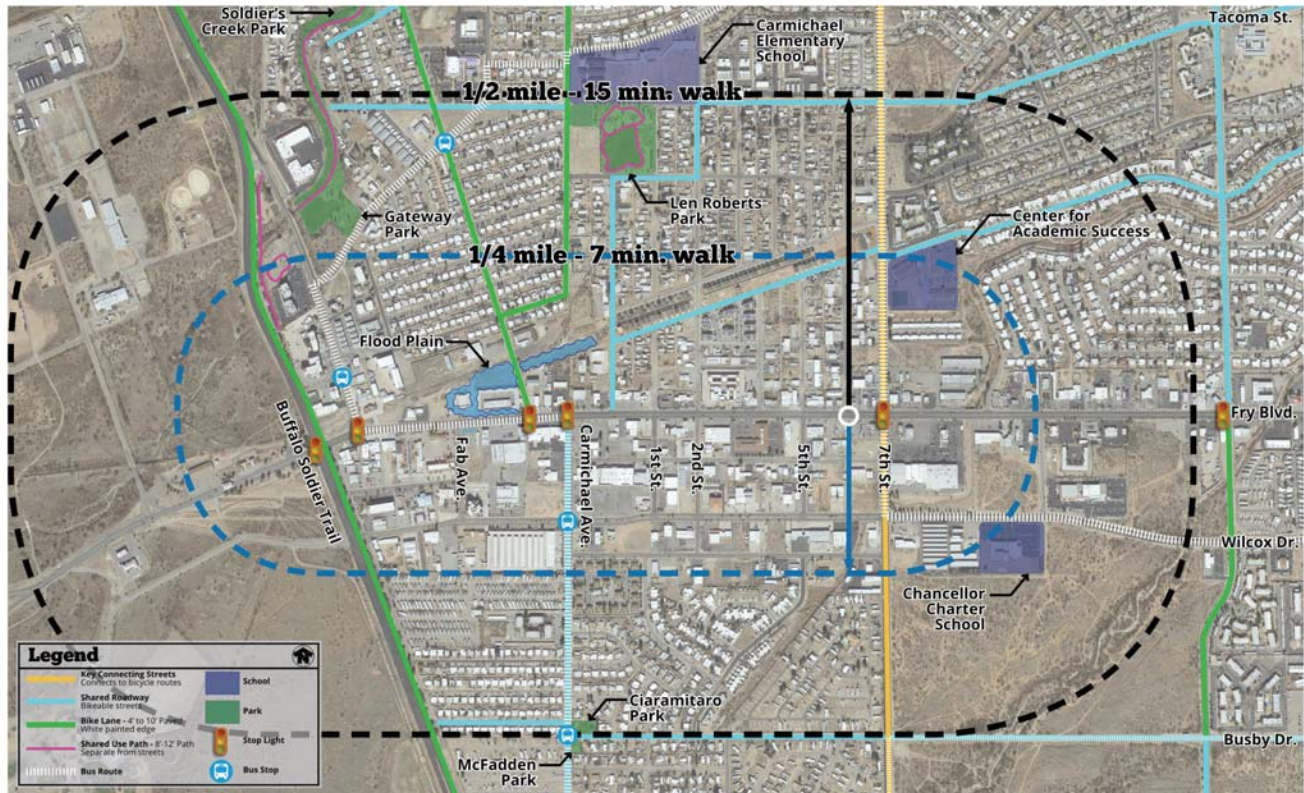
Introduction & Project Background

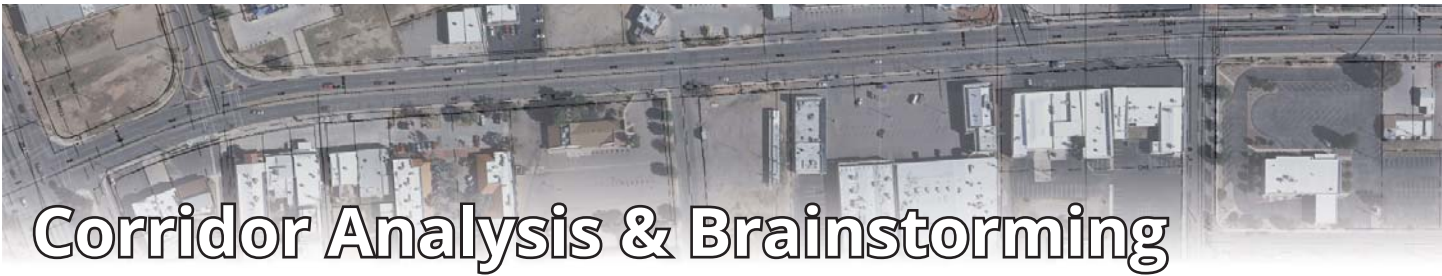
The traffic analysis looked at the possibility of a lane reduction along Fry Boulevard from Buffalo Soldier Trail to 7th Street. This potential narrowing of the roadway was analyzed during the a.m. and p.m. peak hours to year 2040 and was found to provide acceptable levels of service and traffic operation along Fry Boulevard in a lane reduction scenario.

The analysis also recommended incorporating multi-modal enhancements - including pedestrian, bicycle, transit, and parking improvements, in order to support the goals of the Vista 2030 Sierra Vista General Plan, City of Sierra Vista SAFE Bicycle and Pedestrian Routes Plan, and Sierra Vista Transportation Efficiency Study.

In order to improve safety, enhance economic development opportunities, and achieve an improved multi-modal balance of vehicular, pedestrian, bicycle, and mass transit traffic, the Design Team proposed a lane reduction from the existing 5-lane scenario (counting middle turn lane) to a 3-lane scenario for the Fry Boulevard Corridor between BST and Fab Avenue.

The Opportunity: Due in large part to the rerouting of State Route 90 away from Fry Boulevard in the 1970's and the recent shift of Fort Huachuca's main gate entrance northward to the Van Deman Gate, the existing Fry Boulevard corridor has fairly low vehicular traffic volume for a 5-lane arterial roadway. The traffic study determined that 8,775 Average Daily Trips (ADT) occur just east of Garden Avenue and 13,704 ADT occur just west of 6th Street. This provides an opportunity to reduce a single traffic lane in each direction in order to develop a more balanced, multi-modal Fry Boulevard corridor that is safe for vehicles, bicycles, and pedestrians - while still allowing for efficient movement of vehicular traffic. In many communities throughout Arizona and the United States, this approach has produced dynamic positive results in terms of growing economic opportunities, beautification, safety improvements, placemaking, low-impact development/green infrastructure improvements, and overall community health and wellness. There is excellent opportunity for the Sierra Vista community to achieve similar results with a revitalization of the Fry Boulevard corridor in the West End.





Corridor Analysis & Brainstorming

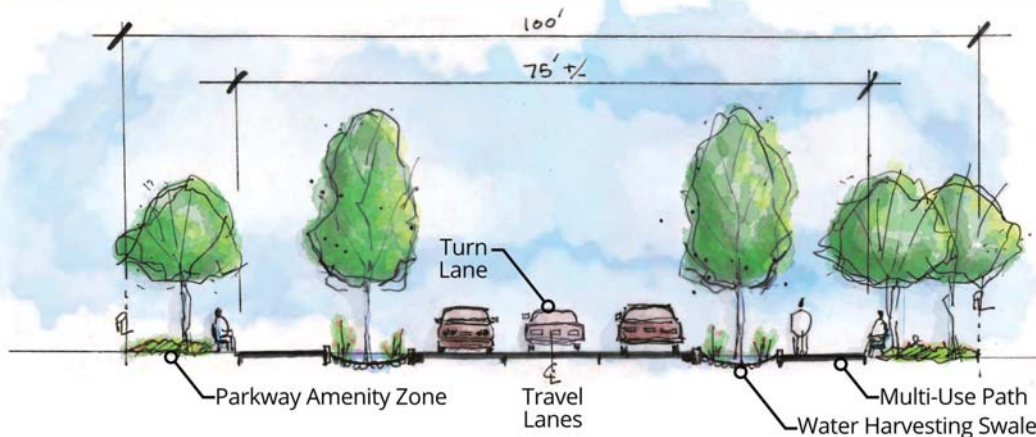
The Design Team began the Project by conducting several site visits and looking at the strengths and opportunities that Sierra Vista has to offer. With the connection to Fort Huachuca and the proximity to other local tourist attractions, Sierra Vista—and the Fry Boulevard West End Corridor—is a prime location to attract tourism dollars and activate new businesses and private development. The Project corridor provides an outstanding opportunity to become a community centerpiece for Sierra Vista residents in a revitalized live/work/play atmosphere. The community of Sierra Vista, business stakeholders and property owners were engaged in this analysis and community brainstorming phase and many embraced the need for change, which is exceptionally valuable and is unique compared to many other communities. In the case of the Fry Boulevard project area, positive change has the potential to significantly promote economic growth resulting in the City of Sierra Vista building a strong foundation to for a unique corridor destination in the West End.

The Design Team began gathering existing data, analyzing Fry Blvd., and evaluating how the project area currently interacts with the larger context of Sierra Vista. An important element of pedestrian access was determining what amenities could be accessed within a 1/4 to 1/2 mile walk from the project limits. The Design Team looked at existing and proposed recreation

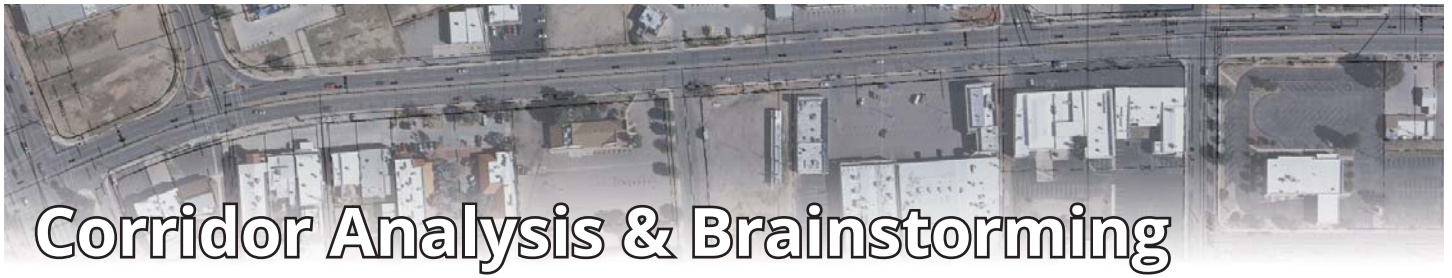
amenities, school facilities, bus stops and routes, and bicycle amenities that connect to the Fry Boulevard Corridor. It was determined that several neighborhoods, park and open space elements, and schools are within a comfortable 1/2-mile walk from the Fry Corridor (see Site Context Map, Exhibit A). This analysis identified a lack of “destinations” and a cohesive “sense of place” along the corridor with no significant existing character. The project area is heavily vehicle-centric with narrow sidewalks, minimal shade and street trees, and a lack of pedestrian and bicycle amenities and facilities; the streetscape is simply not comfortable for pedestrians or bicycles. The current reality is that the West End vicinity does not offer the private development community and/or local entrepreneurs a solid reason to invest in the project area. In addition, many young West End families shop and play in other communities. Several vacant businesses and lots within the West End also add to some frustration for local residents and stakeholders. There is also a perception that Sierra Vista is “just a retirement community” that lacks culture, arts, and music.

To further define major factors affecting the corridor, the Design Team developed a Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis (see page 9) based on input from business stakeholders, property owners, public meeting attendees, and input from past projects. The

Conceptual Section A - Parkway Amenity



- Functions within existing 75' roadway/sidewalk zone without disturbing adjacent property parking layouts.
- 10' ± Multi-use path supports pedestrian and bicycle activities.
- Includes 10' water harvesting swales which act as planting buffers between multi-use path and vehicular traffic.
- The parkway amenity zone can harvest stormwater runoff while providing additional space for community activities where feasible.



Corridor Analysis & Brainstorming

Strengths

- Fry Blvd is the entry to Sierra Vista; the existing condition is a call for action
- Business stakeholders are eager to be successful and embrace a change
- Connection to Fort Huachuca
- Ramsey Canyon Preserve / Hummingbird Capital
- Tourism Triangle (Sonoita-Wine Country, Kartchner Caverns, Bisbee, Tombstone)
- Cycling Activities
- Farmers Market
- Mountains / Scenery / Weather
- Great Retirement Community
- A good family environment
- Excellent Sense of Community

Weaknesses

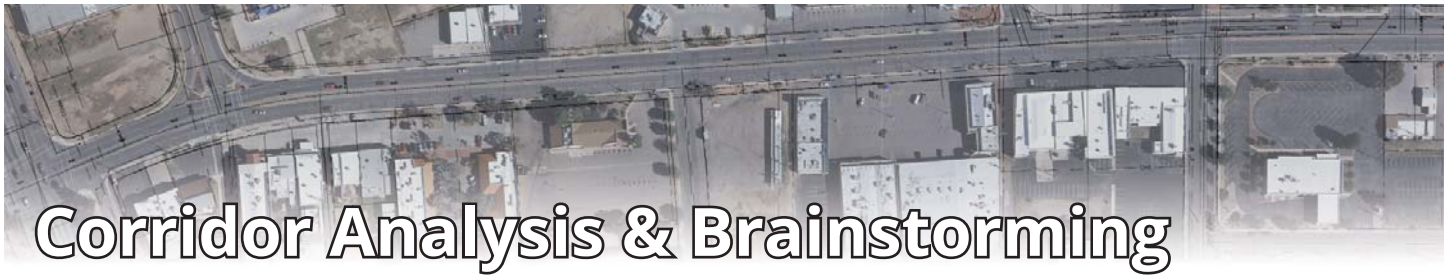
- Dependence on Fort Huachuca (need for Economic Diversification)
- Perception as just a “retirement community”
- Vacant structures along Fry
- Challenges with funding infrastructure improvement
- Lack of culture, arts, music
- Lack of walk-ability and not bike friendly
- Lack of character along Fry Boulevard
- Young Sierra Vista families shop and play in other communities

Opportunities

- Increase retail development
- Restaurant opportunities
- Increase entertainment options
- Opportunity for businesses to attract young professionals
- Attract more tourism dollars: heads in beds, biking, birding
- Attract manufacturing and tech businesses, defense
- Attract visitors with festivals and special events
- Potential for mixed-use development along Fry in the future

Threats

- Adjacent communities – destination dollars
- Resistance to change
- Lack of infrastructure improvement
- Fort Huachuca: Lack of Economic Diversification
- Project Cost



Corridor Analysis & Brainstorming

SWOT revealed several key factors detailing how the community sees Sierra Vista growing in the next decade. The Design Team also evaluated the existing Fry Boulevard roadway section, existing businesses, park and public amenities, existing vehicular traffic and pedestrian circulation routes, and designated flood plains within the Project area (see Project Area Map, Exhibit B).

The analysis and brainstorming provided direction for the Design Team to develop a conceptual framework that will enhance the economic, health, safety, and placemaking possibilities of the project area. This input and brainstorming resulted in three potential roadway sections that were developed for the purpose of design investigation and to facilitate public input (see Exhibits G, H, I, and J).

Concept A – “Parkway Amenity” entailed reducing the existing 5 lanes of traffic to 3, narrowing of lanes, adding shared-use paths, incorporating Low Impact Development (LID) practices such as water-harvesting swales, and utilizing unused right of way as a parkway amenity zone where applicable.

Concept B – “Cycle Track” reduced the 5 lanes to 3 and narrowed the lanes, expanded the existing sidewalk while implementing water-harvesting swales, provided park amenity zones, and proposed a separated “cycle track” that would physically separate vehicles from bicyclists with a raised curb. This scenario was unpopular due to excess space being taken by the cycle track.

Concept C – “Five Lane Parkway” entailed keeping all 5 existing travel lanes, adding a bike lane, expanding the sidewalk, and implementing water-harvesting swales. To maintain the existing 5 lanes, this scenario would expend the entire 100’ right of way, eliminating some business access and parking that currently resides in the City right-of-way. As a result this scenario was not well received.

Concept A – “Parkway Amenity” was overwhelmingly the preferred option when presented to stakeholders and City Staff.

The Design Team also proposed streetscape elements that would create a unique sense of place in the West End. The incorporation of “complete street” principles was specifically stated as necessary in the Sierra Vista 2030 General Plan, and these elements will be incorporated throughout the proposed improvements along Fry Boulevard. The amenities and elements proposed for the Fry Boulevard conceptual framework were developed with an eye toward the natural beauty of the Huachuca Mountains, the military history and southwest culture of the area, and ways that Sierra Vista’s Extraordinary Skies and Uncommon Ground could be reflected along the corridor. The Design Team produced conceptual imagery, photos, and renderings that would serve as inspiration for the corridor improvements. The overall proposed design concept for the corridor was titled “Mountain Rain Garden” reflecting the mountain views and parkway design with its drought-tolerant but lush water harvesting swales boasting hummingbird attracting plants (see Exhibits K and L). The key design elements proposed for the Project Improvements included:

- Pedestrian Paving - the primary 10’ wide pedestrian paving will be concrete. This wide pathway provides both bicycle and pedestrian activity, called a “shared-use path” along with seating, bike racks, and litter receptacles. This allows bicycle riders the ability to ride on the path in a much safer environment than on-street bike lanes.
- Benches & Seat Walls (Seatwalls are an optional item to be evaluated during final design) – These elements will be located in areas of high activity or at decision points along the path to frame space and provide opportunities to gather and socialize. The seat wall materials would reflect the stones of the Huachuca Mountains to present a dynamic appearance.



Stone benches



Corridor Analysis & Brainstorming

- Water Harvesting Swales 11' wide planted swales (1' deep) will be implemented along the streetscape to accommodate roadway and sidewalk stormwater, which will provide deep watering of plants and trees.



- Tables & Chairs (Social Seating) - located in areas of high commercial activity or adjacent restaurants. The objective is to encourage pedestrians to interact with each other, to linger and support local businesses, define a unique sense of place, and promote a sense of community.

- Bike Racks – custom bike rack designs can mirror the themes presented in the 2015 Branding Study. The ability to have distinctive elements helps to develop a unique theme and sense of place.



Conceptual Bike Racks from 2015 Branding Study

- Street Trees and Low Water Use Landscape - Street trees will be selected based on their ability to survive in the West End environment, provide abundant shade, and attract the hallmark hummingbird. The shrubs and accents will be sight visibility restriction-compatible, low maintenance, hardy plants with visual interest. The vegetation would be designed so that very minimal water use would be needed, particularly long-term.

- Light Poles will continue the theme that has been set by previous Sierra Vista projects. Roadway and pedestrian light poles will be integrated using energy-efficient LED fixtures to create a safe, welcoming environment. Accent banners will be installed on the roadway poles to enhance the visual identity of Fry Boulevard.



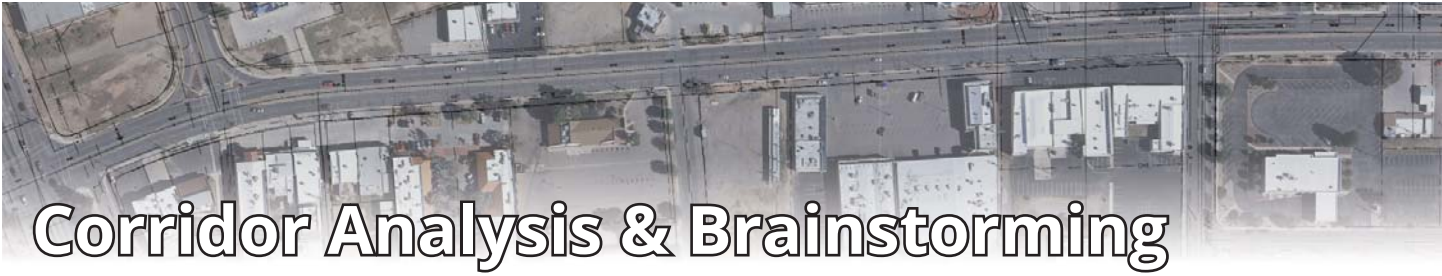
- Directional Wayfinding Signage (future element) Wayfinding Elements could be strategically located throughout the corridor to direct visitors to city attractions and facilities. These potential directional elements will utilize similar materials and architecture of existing design styles.

- Art Elements (future element) – One aspect that can be a unique unifying element is public artwork. Although the public art itself is not part of this estimate, the City will be able to procure future artwork for the base pedestals, which would be part of the project and could serve as seatwalls until art is in place. Conduit will be stubbed to the base pedestals for future potential uplighting of future art. There are numerous ways to implement future art work, including community art, local schools, or a request for artist proposals.

- Utility Infrastructure for Festivals – There will be several areas where 4-plex outlets will be provided for music/stage performance zones. There will also be several “locking hose-bib water bollard” locations for potable water hookups, also for special events.



Public Art in Tolleson, Arizona



Corridor Analysis & Brainstorming



Mountain biker riding a trail during the Foray at the Fort Mountain Bike Race at Fort Huachuca.

In summary, a successful destination is more than just the sum of its parts. The functional purpose of these recommended elements is to activate the West End, but at the end of the day they are simply pieces connected by a larger framework. The real success of the Project relies on the growing momentum of stakeholders, the sustained support by the population at large, and the continued leadership from the civic core of Sierra Vista.

This report has benefitted greatly by all three of these vital components. The Corridor Analysis & Brainstorming phase allowed the Design Team to work with stakeholders to produce a foundation and design concept that could serve to revitalize the Fry Boulevard West End Corridor. The renewed Fry Boulevard is envisioned as a destination environment for the community and region that incorporates complete street, green infrastructure, and low-impact development (LID) principles for long-term economic and community sustainability, while providing a more pedestrian-friendly, multi-modal transportation environment.



Expanded rendered plan view of conceptual Proposed First Stage Project.

February 6, 2017

Fry Boulevard - West End Corridor Study





Stakeholder Involvement & Outreach

A key component to developing a successful, workable, and functional Project was to engage the business owners, property owners, West End Commission, residents, City and MPO staff, and other area stakeholders to identify the needs and vision for the future. The project schedule included two stakeholder meetings exclusively for businesses, discussions with individual stakeholders, collaboration with the City, County, and MPO, and a public meeting for all interested individuals to learn about the proposed concepts and have their voices be heard. A local project hotline was also set up by the Project Team in addition to the website operated by the SVMPO (www.svmpos.org).

To reach out to businesses in the West End corridor project area, mailers were sent to property and business owners, followed by personal visits to deliver information to encourage participation. This involvement provided input that assisted in the conceptual design, function, and amenities along Fry Boulevard's West End. A follow-on meeting exclusively for businesses provided an opportunity for additional input and comments on refined Design Team plan concepts. This meeting yielded a much larger interest as well as demonstrated that businesses were beginning to coalesce and work toward a common vision and goal for the Project. To that end, many businesses were present at the public meeting where they shared their thoughts with the general public about their desires to help the West End redevelop and revitalize into a destination for now and the future. One business owner put it well when he said, *"The West End is where Sierra Vista began, but it's not where it ends"*.

These open discussions and interactive sessions with businesses, property owners and residents of the West End and Sierra Vista guided the direction, focus, and conceptual design for the project recommendations and resulted in a stronger overall plan. The public has expressed a clear need for more walkable streets, a safer community, aesthetic improvements, community interaction and enhancing positive property access along Fry Boulevard's West End. Familiar themes of family, community pride, history, and economic opportunity were reiterated several times by many different voices at each of the meetings. The proposals put forth in this document reflect Sierra Vista's goals in a realistic and cost effective way.

Meeting Milestones

November 17, 2015

City Council Corridor Study Presentation

January 21, 2016

Individual Business Outreach

February 1, 2016

Business Roundtable Discussion #1

March 1, 2016

Individual Business Outreach

March 14, 2016

Business Roundtable Discussion #2

April 5, 2016

Public Meeting Presentation

July 26, 2016

City Council Corridor Study Presentation





Implementation Plan

Fry Boulevard is the heart of the West End—Sierra Vista's oldest community. Despite this strong historical connection and the devotion of residents and business owners, the Fry Boulevard West End Corridor has seen decline since the rerouting of SR 90 in the 1970s. Implementing a priority revitalization project to begin the transformation of Fry Boulevard from a vehicular-focused State highway to a dynamic destination corridor is crucial at this time in order to enhance the economic, health, safety & wellness, multi-modal, and placemaking potential of Sierra Vista's West End. The Project evaluated the one-mile area of Fry Boulevard between Buffalo Soldier Trail and 7th Street. However, implementation of this corridor revitalization should be accomplished in cost-effective steps. The City, MPO, and Design Team have proposed a first-stage "priority project" as the first step.

The first-stage priority project is proposed for Fry Boulevard from Garden Avenue to Fab Avenue (approximately 0.18 miles of improvements). The Project would consist of narrowing the existing five-lane roadway east of Garden Avenue to a three-lane configuration with one lane in each direction. All existing turn lanes at major intersections will remain, and the lane conditions between Buffalo Soldier Trail and Garden Avenue would remain as a five-lane scenario. The number of driveways will be strategically reduced to enhance pedestrian safety and to ensure proper ingress and egress to every business. No medians will be designed that obstruct traffic flow in any way. Shared-use paths will increase the safety and health of residents, while landscaping and shade trees will adhere to the personality of Sierra Vista and be planted in water-harvesting swales that reduce the strain on drainage infrastructure. The installation of site furnishings, amenities, and street light banners will match the tone set by the 2015 Branding Study and will further accentuate the character of the Fry Boulevard Corridor. These solutions all adhere to the *Vista 2030: Sierra Vista General Plan*, promoting Sierra Vista as "an attractive, vibrant, and inviting place to live, work and visit."

The project will be programmed in a focused and deliberate manner. The Design Team will coordinate with city staff at each iteration of the project with

special attention being paid to the maintenance and growth of the project. Low water use plantings and innovative installation technology will cut down the strain on infrastructure and result in a final product that is easily and efficiently maintained.

This first-stage priority project from Garden Avenue to Fab Avenue will be a powerful signal from the City that the West End is a valuable asset to Sierra Vista and will announce to City residents, Fort Huachuca, Arizona in-state visitors, and out-of-state tourists that the Fry Boulevard Corridor is an outstanding location – very much open for dining, hotels, festivals, commercial activity and night life.

The construction cost estimate for the first-stage project is approximately \$1.5 million which includes a 20% contingency. This first-stage project could be designed in approximately 6 months from commencement and would take approximately 6 months to construct.

The remainder of the project, from Fab Avenue east to 7th Street, can be designed and completed in the future at one time - or may be broken up into smaller, more economically manageable portions. **This eastern area of the corridor, titled "Segments Two through Five: Fab Avenue to 7th Street" has a construction cost estimate of approximately \$3.5 million which includes a 20% contingency.**

The Design Team recommends that the **First-Stage Priority Project: Garden Avenue to Fab Avenue** be implemented by the City of Sierra Vista as soon as possible to take full advantage of the current momentum and prepare for the opportunity for future development.



Sierra Vista West End banners installed in July, 2016.



Preliminary Cost Estimate

Proposed First-Stage Project - Garden Avenue to Fab Avenue (page 1 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
GENERAL ITEMS					
1	MOBILIZATION	LS	1	\$44,000.00	\$ 44,000.00
2	CONSTRUCTION WATER SUPPLY	LS	1	\$9,500.00	\$ 9,500.00
3	TRAFFIC CONTROL (ALLOWANCE)	LS	1	\$48,000.00	\$ 48,000.00
4	SWPPP (ALLOWANCE)	LS	1	\$16,000.00	\$ 16,000.00
5	POTHOLING (ALLOWANCE)	LS	1	\$8,500.00	\$ 8,500.00
6	PUBLIC OUTREACH (ALLOWANCE)	LS	1	\$12,500.00	\$ 12,500.00
7	CONSTRUCTION SURVEY, LAYOUT, AS-BUILTS	LS	1	\$17,000.00	\$ 17,000.00
8	FIELD OFFICE	LS	1	\$22,000.00	\$ 22,000.00
9	MISCELLANEOUS (SWEEPING, DUST CONTROL, PERMITTING)	LS	1	\$22,000.00	\$ 22,000.00
10	BOND	LS	1	\$30,000.00	\$ 30,000.00
11	INSURANCE	LS	1	\$36,000.00	\$ 36,000.00
12	RIGHT-OF-WAY PURCHASE (NONE AT THIS TIME)	SF	0	\$14.00	\$ -
REMOVALS					
13	REMOVE AC PAVEMENT	SY	5,841	\$3.30	\$ 19,275.30
14	REMOVE & SALVAGE MISC BENCHES AND SITE AMENITIES (DELIVER TO CITY YARD)	LS	1	\$4,000.00	\$ 4,000.00
15	REMOVE CONCRETE CURB & GUTTER	LF	1,565	\$3.00	\$ 4,695.00
16	REMOVE CONCRETE SIDEWALK, DRIVEWAY, VALLEY GUTTER & PAVERS	SF	7,800	\$2.00	\$ 15,600.00
17	REMOVE TRAFFIC SIGNS (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
18	REMOVE & DELIVER STREET LIGHTS TO CITY FIELD OPERATIONS YARD	LS	1	\$10,000.00	\$ 10,000.00
19	REMOVE, SALVAGE, AND RELOCATE FIRE HYDRANT	EA	1	\$2,500.00	\$ 2,500.00
20	REMOVE MISC WALLS & HARDSCAPE (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
21	REMOVE AC PAVEMENT AT DRIVEWAY TIE-IN AREAS (TCE)	LS	1	\$2,500.00	\$ 2,500.00
22	REMOVE TREES	LS	1	\$4,000.00	\$ 4,000.00
EARTHWORK AND ROADWAY PAVING					
23	ROADWAY SUBGRADE PREPARATION	SY	3,565	\$3.00	\$ 10,695.00
24	6" AGGREGATE BASE COURSE	TON	1,082	\$20.00	\$ 21,640.00
25	2.5" AC PAVEMENT SURFACE COURSE (D-1/2')	TON	501	\$75.00	\$ 37,575.00
26	3" AC PAVEMENT BASE COURSE (C-3/4')	TON	601	\$75.00	\$ 45,075.00
27	TACK COAT (0.08 GAL/SY)	TON	2	\$625.00	\$ 1,250.00
28	SLURRY SEAL APPLICATION AT EAST APPROACH AREA (20 LB/SY) 1/2" ACFC (400 FOOT APPROACH)	LS	1	\$3,000.00	\$ 3,000.00
29	VERTICAL CURB & GUTTER	LF	1,930	\$15.00	\$ 28,950.00
30	ADJUST VALVE FRAMES & COVER TO GRADE (MISC)	LS	1	\$5,000.00	\$ 5,000.00
31	ADJUST MANHOLE FRAMES & COVER TO GRADE (MISC)	LS	1	\$5,000.00	\$ 5,000.00
32	SURVEY MARKER TYPE A	EA	2	\$800.00	\$ 1,600.00
33	SIDEWALK RAMP	EA	2	\$1,200.00	\$ 2,400.00
TRAFFIC SIGNALS					
34	TRAFFIC SIGNAL AT GARDEN AVENUE	LS	1	\$160,000.00	\$ 160,000.00
35	HAWK MID-BLOCK CROSSING (INCLUDING ELECTRICAL SERVICE AND ALL EQUIPMENT)	LS	1	\$95,000.00	\$ 95,000.00
SIGNING & MARKING					
36	PAINT STRIPING & MARKING	LS	1	\$11,000.00	\$ 11,000.00
UTILITIES & STORMDRAIN					
37	WATER SERVICE & METER - 1 1/2" FOR FESTIVAL WATER BOLLARDS, INCLUDING BACKFLOW PREVENTER	EA	1	\$5,500.00	\$ 5,500.00
38	WATER SERVICE RUNNING LINE TO ALLEYS	LS	1	\$10,000.00	\$ 10,000.00
39	MISC. WATER LINE / SEWER LINE RELOCATIONS	LS	1	\$10,000.00	\$ 10,000.00
40	REMOVE & REPLACE EXISTING CATCH BASINS	LS	1	\$8,500.00	\$ 8,500.00
HARDSCAPE					
41	CONCRETE SIDEWALK - STD GRAY (BROOM FINISH 4" THICK ON GRADE)	SF	14,933	\$4.00	\$ 59,732.00
42	CROSSWALK (ASPHALT)	SF	550	\$2.00	\$ 1,100.00
43	MEDIAN LANE (ASPHALT)	SF	8,620	\$2.00	\$ 17,240.00



Preliminary Cost Estimate

Proposed First-Stage Project - Garden Avenue to Fab Avenue (page 2 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
44	DRIVEWAY CONCRETE AT SIDEWALKS (BROOM FINISH 8" THICK ON GRADE)	SF	1,877	\$9.00	\$ 16,893.00
HARDSCAPE RENOVATION OF EXISTING CONDITIONS					
45	MISC ADJACENT HARDSCAPE REHABILITATION - FINISH AND COLOR TO MATCH EXISTING	LS	1	\$5,000.00	\$ 5,000.00
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
SITE AMENITIES					
46	LITTER RECEPTACLE	EA	8	\$1,900.00	\$ 15,200.00
47	SEATWALL W/ TILE	LF	80	\$0.00	\$ -
48	BIKE RACK	EA	4	\$1,200.00	\$ 4,800.00
49	ACCENT TABLES	EA	3	\$1,250.00	\$ 3,750.00
50	CHAIRS	EA	9	\$2,500.00	\$ 22,500.00
51	BENCHES	EA	4	\$2,800.00	\$ 11,200.00
52	WATER BOLLARD (POTABLE WATER HOSE BIB FOR SPECIAL EVENTS)	EA	4	\$2,000.00	\$ 8,000.00
53	BUS STOP STRUCTURE W/ CITY LOGO, BENCH, LITTER RECEPTACLE	EA	1	\$0.00	\$ -
LANDSCAPE					
54	TREE (36" BOX)	EA	35	\$515.00	\$ 18,025.00
55	SHRUBS AND ACCENTS (5 GAL)	EA	125	\$22.00	\$ 2,750.00
56	SHRUB (1 GAL)	EA	200	\$12.00	\$ 2,400.00
57	MISC LANDSCAPE RESTORATION (AT PRIVATE PROPERTY EDGES)	LS	1	\$6,500.00	\$ 6,500.00
58	PARKWAY AMENITY LANDSCAPE (INCLUDING TREES, SHRUBS, DG)	SF	12,705	\$2.25	\$ 28,586.25
59	1" TO 3" ANGULAR RIPRAP FOR WATER HARVESTING SWALES	SF	9,604	\$1.65	\$ 15,846.60
LANDSCAPE IRRIGATION					
60	IRRIGATION REMOVAL & RESTORATION	LS	1	\$5,000.00	\$ 5,000.00
61	IRRIGATION CONTROLLER 'A' 24 STATION W/ PEDESTAL	LS	1	\$8,500.00	\$ 8,500.00
62	1 1/2" METER AND REDUCED PRESSURE BACKFLOW PREVENTER W/ ENCLOSURE	EA	1	\$5,000.00	\$ 5,000.00
63	PARKWAY AMENITY DRIP IRRIGATION SYSTEM	SF	12,705	\$1.00	\$ 12,705.00
64	LANDSCAPE IRRIGATION SYSTEM	LS	1	\$18,000.00	\$ 18,000.00
STREET & PEDESTRIAN LIGHTING / ELECTRICAL / ACCENT LIGHTING					
65	ROADWAY LIGHT POLES WITH LOWER HEIGHT PEDESTRIAN LIGHT (LED FIXTURE)	EA	12	\$3,300.00	\$ 39,600.00
66	PEDESTRIAN LIGHT POLE (LED FIXTURE)	EA	12	\$2,400.00	\$ 28,800.00
67	METER / ELECTRICAL SERVICE AND UTILITY COMPANY COSTS FOR AUXILIARY POWER	EA	1	\$9,000.00	\$ 9,000.00
68	TRENCH, CONDUIT, AND WIRE FOR ROADWAY / PEDESTRIAN LIGHTING	LS	1	\$25,000.00	\$ 25,000.00
69	AUXILIARY TREE LIGHTING OUTLETS	EA	42	\$0.00	\$ -
70	AUXILIARY 4-PLEX OUTLETS FOR FESTIVAL USE	EA	2	\$1,200.00	\$ 2,400.00
71	TRENCH, CONDUIT, AND WIRE FOR ELECTRICAL OUTLET SYSTEM	LS	1	\$21,000.00	\$ 21,000.00
72	BANNERS W/ SPRING-LOADED BRACKETS FOR ROADWAY LIGHT POLES (DUAL BANNERS TO MATCH MLK PKWY)	EA	12	\$400.00	\$ 4,800.00
SIGNAGE /WAYFINDING ELEMENTS					
73	SCULPTURE BASE FOR FUTURE INTERPRETIVE ART	EA	2	\$0.00	\$ -
74	WAYFINDING ELEMENTS	EA	2	\$0.00	\$ -
				Subtotal	\$ 1,213,583.15
				CONTINGENCY (20%)	\$ 242,716.63
				SUBTOTAL WITH CONTINGENCIES	\$ 1,456,299.78
				SEGMENT ONE PROJECT:	\$ 1,456,299.78
				GARDEN AVENUE TO FAB AVENUE	



Preliminary Cost Estimate

Segment 2 - Fab Avenue to Carmichael Avenue (page 1 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
GENERAL ITEMS					
1	MOBILIZATION	LS	1	\$40,000.00	\$ 40,000.00
2	CONSTRUCTION WATER SUPPLY	LS	1	\$10,000.00	\$ 10,000.00
3	TRAFFIC CONTROL (ALLOWANCE)	LS	1	\$44,000.00	\$ 44,000.00
4	SWPPP (ALLOWANCE)	LS	1	\$16,000.00	\$ 16,000.00
5	POTHOLING (ALLOWANCE)	LS	1	\$8,500.00	\$ 8,500.00
6	PUBLIC OUTREACH (ALLOWANCE)	LS	1	\$12,500.00	\$ 12,500.00
7	CONSTRUCTION SURVEY, LAYOUT, AS-BUILTS	LS	1	\$17,000.00	\$ 17,000.00
8	FIELD OFFICE	LS	1	\$22,000.00	\$ 22,000.00
9	MISCELLANEOUS (SWEEPING, DUST CONTROL, PERMITTING)	LS	1	\$22,000.00	\$ 22,000.00
10	BOND	LS	1	\$30,000.00	\$ 30,000.00
11	INSURANCE	LS	1	\$36,000.00	\$ 36,000.00
12	RIGHT-OF-WAY PURCHASE (NONE AT THIS TIME)	SF	0	\$14.00	\$ -
REMOVALS					
13	REMOVE AC PAVEMENT	SY	6,730	\$3.30	\$ 22,209.00
14	REMOVE & SALVAGE MISC BENCHES AND SITE AMENITIES (DELIVER TO CITY YARD)	LS	1	\$4,000.00	\$ 4,000.00
15	REMOVE CONCRETE CURB & GUTTER	LF	1,855	\$3.00	\$ 5,565.00
16	REMOVE CONCRETE SIDEWALK, DRIVEWAY, VALLEY GUTTER & PAVERS	SF	9,190	\$2.00	\$ 18,380.00
17	REMOVE TRAFFIC SIGNS (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
18	REMOVE & DELIVER STREET LIGHTS TO CITY FIELD OPERATIONS YARD	LS	1	\$10,000.00	\$ 10,000.00
19	REMOVE, SALVAGE, AND RELOCATE FIRE HYDRANT	EA	1	\$2,500.00	\$ 2,500.00
20	REMOVE MISC WALLS & HARDSCAPE (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
21	REMOVE AC PAVEMENT AT DRIVEWAY TIE-IN AREAS (TCE)	LS	1	\$2,500.00	\$ 2,500.00
22	REMOVE TREES	LS	1	\$4,000.00	\$ 4,000.00
EARTHWORK AND ROADWAY PAVING					
23	ROADWAY SUBGRADE PREPARATION	SY	4,220	\$3.00	\$ 12,660.00
24	6" AGGREGATE BASE COURSE	TON	1,282	\$20.00	\$ 25,640.00
25	2.5" AC PAVEMENT SURFACE COURSE (D-1/2')	TON	293	\$75.00	\$ 21,975.00
26	3" AC PAVEMENT BASE COURSE (C-3/4')	TON	712	\$75.00	\$ 53,400.00
27	TACK COAT (0.08 GAL/SY)	TON	2	\$625.00	\$ 1,250.00
28	SLURRY SEAL APPLICATION AT EAST APPROACH AREA (20 LB/SY) 1/2" ACFC (400 FOOT APPROACH)	LS	1	\$3,000.00	\$ 3,000.00
29	VERTICAL CURB & GUTTER	LF	1,895	\$15.00	\$ 28,425.00
30	ADJUST VALVE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
31	ADJUST MANHOLE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
32	SURVEY MARKER TYPE A	EA	3	\$800.00	\$ 2,400.00
33	SIDEWALK RAMP	EA	8	\$1,200.00	\$ 9,600.00
SIGNING & MARKING					
34	PAINT STRIPING & MARKING	LS	1	\$10,000.00	\$ 10,000.00
UTILITIES & STORMDRAIN					
35	WATER SERVICE & METER - 1 1/2" FOR FESTIVAL WATER BOLLARDS, INCLUDING BACKFLOW PREVENTER	EA	1	\$5,500.00	\$ 5,500.00
36	WATER SERVICE RUNNING LINE TO ALLEYS	LS	1	\$10,000.00	\$ 10,000.00
37	MISC. WATER LINE / SEWER LINE RELOCATIONS	LS	1	\$10,000.00	\$ 10,000.00
38	REMOVE & REPLACE EXISTING CATCH BASINS	LS	1	\$8,500.00	\$ 8,500.00
HARDSCAPE					
39	CONCRETE SIDEWALK - STD GRAY (BROOM FINISH 4" THICK ON GRADE)	SF	14,760	\$4.00	\$ 59,040.00
40	CROSSWALK (ASPHALT)	SF	930	\$2.00	\$ 1,860.00
41	MEDIAN LANE (ASPHALT)	SF	12,220	\$2.00	\$ 24,440.00
42	DRIVEWAY CONCRETE AT SIDEWALKS (BROOM FINISH 8" THICK ON GRADE)	SF	2,471	\$9.00	\$ 22,239.00
HARDSCAPE RENOVATION OF EXISTING CONDITIONS					
43	MISC ADJACENT HARDSCAPE REHABILITATION - FINISH AND COLOR TO MATCH EXISTING	LS	1	\$5,000.00	\$ 5,000.00



Preliminary Cost Estimate

Segment 2 - Fab Avenue to Carmichael Avenue (page 2 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
SITE AMENITIES					
44	LITTER RECEPTACLE	EA	6	\$1,900.00	\$ 11,400.00
45	SEATWALL W/ TILE	LF	80	\$0.00	\$ -
46	BIKE RACK	EA	4	\$1,200.00	\$ 4,800.00
47	ACCENT TABLES	EA	3	\$1,250.00	\$ 3,750.00
48	CHAIRS	EA	9	\$2,500.00	\$ 22,500.00
49	BENCHES	EA	6	\$2,800.00	\$ 16,800.00
50	WATER BOLLARD (POTABLE WATER HOSE BIB FOR SPECIAL EVENTS)	EA	4	\$2,000.00	\$ 8,000.00
51	BUS STOP STRUCTURE W/ CITY LOGO, BENCH, LITTER RECEPTACLE	EA	1	\$0.00	\$ -
LANDSCAPE					
52	TREE (36" BOX)	EA	38	\$515.00	\$ 19,570.00
53	SHRUBS AND ACCENTS (6 GAL)	EA	120	\$22.00	\$ 2,640.00
54	SHRUB (1 GAL)	EA	185	\$12.00	\$ 2,220.00
55	MISC LANDSCAPE RESTORATION (AT PRIVATE PROPERTY EDGES)	LS	1	\$6,500.00	\$ 6,500.00
56	PARKWAY AMENITY LANDSCAPE (INCLUDING TREES, SHRUBS, DG)	SF	11,866	\$2.25	\$ 26,698.50
57	1" TO 3" ANGULAR RIPRAP FOR WATER HARVESTING SWALES	SF	11,775	\$1.65	\$ 19,428.75
LANDSCAPE IRRIGATION					
58	IRRIGATION REMOVAL & RESTORATION	LS	1	\$5,000.00	\$ 5,000.00
59	IRRIGATION CONTROLLER 'A' 24 STATION W/ PEDESTAL	LS	0	\$8,500.00	\$ -
60	1 1/2" METER AND REDUCED PRESSURE BACKFLOW PREVENTER W/ ENCLOSURE	EA	0	\$5,000.00	\$ -
61	PARKWAY AMENITY DRIP IRRIGATION SYSTEM	SF	11,866	\$1.00	\$ 11,866.00
62	LANDSCAPE IRRIGATION SYSTEM	LS	1	\$18,000.00	\$ 18,000.00
STREET & PEDESTRIAN LIGHTING / ELECTRICAL / ACCENT LIGHTING					
63	ROADWAY LIGHT POLES WITH LOWER HEIGHT PEDESTRIAN LIGHT (LED FIXTURE)	EA	12	\$3,300.00	\$ 39,600.00
64	PEDESTRIAN LIGHT POLE (LED FIXTURE)	EA	12	\$2,400.00	\$ 28,800.00
65	METER / ELECTRICAL SERVICE AND UTILITY COMPANY COSTS FOR AUXILIARY POWER	EA	1	\$9,000.00	\$ 9,000.00
66	TRENCH, CONDUIT, AND WIRE FOR ROADWAY / PEDESTRIAN LIGHTING	LS	1	\$25,000.00	\$ 25,000.00
67	AUXILIARY TREE LIGHTING OUTLETS	EA	42	\$0.00	\$ -
68	AUXILIARY 4-PLEX OUTLETS FOR FESTIVAL USE	EA	2	\$1,200.00	\$ 2,400.00
74	TRENCH, CONDUIT, AND WIRE FOR ELECTRICAL OUTLET SYSTEM	LS	1	\$21,000.00	\$ 21,000.00
75	BANNERS W/ SPRING-LOADED BRACKETS FOR ROADWAY LIGHT POLES (DUAL BANNERS TO MATCH MLK PKWY)	EA	12	\$400.00	\$ 4,800.00
SIGNAGE /WAYFINDING ELEMENTS					
76	SCULPTURE BASE FOR FUTURE INTERPRETIVE ART	EA	1	\$0.00	\$ -
77	WAYFINDING ELEMENTS	EA	1	\$0.00	\$ -
				Subtotal	\$ 965,856.25
				CONTINGENCY (20%)	\$ 193,171.25
				SUBTOTAL WITH CONTINGENCIES	\$ 1,159,027.50
SEGMENT TWO PROJECT:					\$ 1,159,027.50
FAB AVENUE TO CARMICHAEL AVENUE					



Preliminary Cost Estimate

Segment 3 - Carmichael Avenue to 2nd Street (page 1 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
GENERAL ITEMS					
1	MOBILIZATION	LS	1	\$43,000.00	\$ 43,000.00
2	CONSTRUCTION WATER SUPPLY	LS	1	\$9,500.00	\$ 9,500.00
3	TRAFFIC CONTROL (ALLOWANCE)	LS	1	\$48,000.00	\$ 48,000.00
4	SWPPP (ALLOWANCE)	LS	1	\$16,000.00	\$ 16,000.00
5	POTHOLING (ALLOWANCE)	LS	1	\$8,500.00	\$ 8,500.00
6	PUBLIC OUTREACH (ALLOWANCE)	LS	1	\$12,500.00	\$ 12,500.00
7	CONSTRUCTION SURVEY, LAYOUT, AS-BUILTS	LS	1	\$17,000.00	\$ 17,000.00
8	FIELD OFFICE	LS	1	\$22,000.00	\$ 22,000.00
9	MISCELLANEOUS (SWEEPING, DUST CONTROL, PERMITTING)	LS	1	\$22,000.00	\$ 22,000.00
10	BOND	LS	1	\$30,000.00	\$ 30,000.00
11	INSURANCE	LS	1	\$36,000.00	\$ 36,000.00
12	RIGHT-OF-WAY PURCHASE (NONE AT THIS TIME)	SF	0	\$14.00	\$ -
REMOVALS					
13	REMOVE AC PAVEMENT	SY	7,790	\$3.30	\$ 25,707.00
14	REMOVE & SALVAGE MISC BENCHES AND SITE AMENITIES (DELIVER TO CITY YARD)	LS	1	\$4,000.00	\$ 4,000.00
15	REMOVE CONCRETE CURB & GUTTER	LF	2,085	\$3.00	\$ 6,255.00
16	REMOVE CONCRETE SIDEWALK, DRIVEWAY, VALLEY GUTTER & PAVERS	SF	10,440	\$2.00	\$ 20,880.00
17	REMOVE TRAFFIC SIGNS (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
18	REMOVE & DELIVER STREET LIGHTS TO CITY FIELD OPERATIONS YARD	LS	1	\$10,000.00	\$ 10,000.00
19	REMOVE, SALVAGE, AND RELOCATE FIRE HYDRANT	EA	1	\$2,500.00	\$ 2,500.00
20	REMOVE MISC WALLS & HARDSCAPE (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
21	REMOVE AC PAVEMENT AT DRIVEWAY TIE-IN AREAS (TCE)	LS	1	\$2,500.00	\$ 2,500.00
22	REMOVE TREES	LS	1	\$4,000.00	\$ 4,000.00
EARTHWORK AND ROADWAY PAVING					
23	ROADWAY SUBGRADE PREPARATION	SY	4,536	\$3.00	\$ 13,608.00
24	6" AGGREGATE BASE COURSE	TON	1,378	\$20.00	\$ 27,560.00
25	2.5" AC PAVEMENT SURFACE COURSE (D-1/2')	TON	638	\$75.00	\$ 47,850.00
26	3" AC PAVEMENT BASE COURSE (C-3/4')	TON	765	\$75.00	\$ 57,375.00
27	TACK COAT (0.08 GAL/SY)	TON	2	\$625.00	\$ 1,250.00
28	SLURRY SEAL APPLICATION AT EAST APPROACH AREA (20 LB/SY) 1/2" ACFC (400 FOOT APPROACH)	LS	1	\$3,000.00	\$ 3,000.00
29	VERTICAL CURB & GUTTER	LF	3,110	\$15.00	\$ 46,650.00
30	ADJUST VALVE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
31	ADJUST MANHOLE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
32	SURVEY MARKER TYPE A	EA	4	\$800.00	\$ 3,200.00
33	SIDEWALK RAMP	EA	19	\$1,200.00	\$ 22,800.00
SIGNING & MARKING					
34	PAINT STRIPING & MARKING	LS	1	\$10,000.00	\$ 10,000.00
UTILITIES & STORMDRAIN					
35	WATER SERVICE & METER - 1 1/2" FOR FESTIVAL WATER BOLLARDS, INCLUDING BACKFLOW PREVENTER	EA	1	\$5,500.00	\$ 5,500.00
36	WATER SERVICE RUNNING LINE TO ALLEYS	LS	1	\$10,000.00	\$ 10,000.00
37	MISC. WATER LINE / SEWER LINE RELOCATIONS	LS	1	\$10,000.00	\$ 10,000.00
38	REMOVE & REPLACE EXISTING CATCH BASINS	LS	1	\$8,500.00	\$ 8,500.00
HARDSCAPE					
39	CONCRETE SIDEWALK - STD GRAY (BROOM FINISH 4" THICK ON GRADE)	SF	18,549	\$4.00	\$ 74,196.00
40	CROSSWALK (ASPHALT)	SF	3,370	\$2.00	\$ 6,740.00
41	MEDIAN LANE (ASPHALT)	SF	11,500	\$2.00	\$ 23,000.00
42	DRIVEWAY CONCRETE AT SIDEWALKS (BROOM FINISH 8" THICK ON GRADE)	SF	1,990	\$9.00	\$ 17,910.00
HARDSCAPE RENOVATION OF EXISTING CONDITIONS					
43	MISC ADJACENT HARDSCAPE REHABILITATION - FINISH AND COLOR TO MATCH EXISTING	LS	1	\$5,000.00	\$ 5,000.00



Preliminary Cost Estimate

Segment 3 - Carmichael Avenue to 2nd Street (page 2 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
SITE AMENITIES					
44	LITTER RECEPTACLE	EA	5	\$1,900.00	\$ 9,500.00
45	SEATWALL W/ TILE	LF	80	\$0.00	\$ -
46	BIKE RACK	EA	3	\$1,200.00	\$ 3,600.00
47	ACCENT TABLES	EA	2	\$1,250.00	\$ 2,500.00
48	CHAIRS	EA	6	\$2,500.00	\$ 15,000.00
49	BENCHES	EA	2	\$2,800.00	\$ 5,600.00
50	WATER BOLLARD (POTABLE WATER HOSE BIB FOR SPECIAL EVENTS)	EA	4	\$2,000.00	\$ 8,000.00
51	BUS STOP STRUCTURE W/ CITY LOGO, BENCH, LITTER RECEPTACLE	EA	1	\$0.00	\$ -
LANDSCAPE					
52	TREE (36" BOX)	EA	55	\$515.00	\$ 28,325.00
53	SHRUBS AND ACCENTS (6 GAL)	EA	175	\$22.00	\$ 3,850.00
54	SHRUB (1 GAL)	EA	225	\$12.00	\$ 2,700.00
55	MISC LANDSCAPE RESTORATION (AT PRIVATE PROPERTY EDGES)	LS	1	\$6,500.00	\$ 6,500.00
56	PARKWAY AMENITY LANDSCAPE (INCLUDING TREES, SHRUBS, DG)	SF	6,762	\$2.25	\$ 15,214.50
57	1" TO 3" ANGULAR RIPRAP FOR WATER HARVESTING SWALES	SF	14,142	\$1.65	\$ 23,334.30
LANDSCAPE IRRIGATION					
58	IRRIGATION REMOVAL & RESTORATION	LS	1	\$5,000.00	\$ 5,000.00
59	IRRIGATION CONTROLLER 'A' 24 STATION W/ PEDESTAL	LS	1	\$8,500.00	\$ 8,500.00
60	1 1/2" METER AND REDUCED PRESSURE BACKFLOW PREVENTER W/ ENCLOSURE	EA	1	\$5,000.00	\$ 5,000.00
61	PARKWAY AMENITY DRIP IRRIGATION SYSTEM	SF	6,762	\$1.00	\$ 6,762.00
62	LANDSCAPE IRRIGATION SYSTEM	LS	1	\$18,000.00	\$ 18,000.00
STREET & PEDESTRIAN LIGHTING / ELECTRICAL / ACCENT LIGHTING					
63	ROADWAY LIGHT POLES WITH LOWER HEIGHT PEDESTRIAN LIGHT (LED FIXTURE)	EA	13	\$3,300.00	\$ 42,900.00
64	PEDESTRIAN LIGHT POLE (LED FIXTURE)	EA	13	\$2,400.00	\$ 31,200.00
65	METER / ELECTRICAL SERVICE AND UTILITY COMPANY COSTS FOR AUXILIARY POWER	EA	1	\$9,000.00	\$ 9,000.00
66	TRENCH, CONDUIT, AND WIRE FOR ROADWAY / PEDESTRIAN LIGHTING	LS	1	\$25,000.00	\$ 25,000.00
67	AUXILIARY TREE LIGHTING OUTLETS	EA	42	\$0.00	\$ -
68	AUXILIARY 4-PLEX OUTLETS FOR FESTIVAL USE	EA	2	\$1,200.00	\$ 2,400.00
69	TRENCH, CONDUIT, AND WIRE FOR ELECTRICAL OUTLET SYSTEM	LS	1	\$21,000.00	\$ 21,000.00
70	BANNERS W/ SPRING-LOADED BRACKETS FOR ROADWAY LIGHT POLES (DUAL BANNERS TO MATCH MLK PKWY)	EA	12	\$400.00	\$ 4,800.00
SIGNAGE /WAYFINDING ELEMENTS					
71	SCULPTURE BASE FOR FUTURE INTERPRETIVE ART	EA	0	\$2,600.00	\$ -
72	WAYFINDING ELEMENTS	EA	0	\$12,000.00	\$ -
				Subtotal	\$ 1,052,166.80
				CONTINGENCY (20%)	\$ 210,433.36
				SUBTOTAL WITH CONTINGENCIES	\$ 1,262,600.16
				SEGMENT THREE PROJECT:	\$ 1,262,600.16
				CARMICHAEL AVENUE TO 2ND STREET	



Preliminary Cost Estimate

Segment 4 - 2nd Street to 5th Street (page 1 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
GENERAL ITEMS					
1	MOBILIZATION	LS	1	\$40,000.00	\$ 40,000.00
2	CONSTRUCTION WATER SUPPLY	LS	1	\$9,000.00	\$ 9,000.00
3	TRAFFIC CONTROL (ALLOWANCE)	LS	1	\$42,000.00	\$ 42,000.00
4	SWPPP (ALLOWANCE)	LS	1	\$15,000.00	\$ 15,000.00
5	POTHOLING (ALLOWANCE)	LS	1	\$8,200.00	\$ 8,200.00
6	PUBLIC OUTREACH (ALLOWANCE)	LS	1	\$11,500.00	\$ 11,500.00
7	CONSTRUCTION SURVEY, LAYOUT, AS-BUILTS	LS	1	\$16,000.00	\$ 16,000.00
8	FIELD OFFICE	LS	1	\$22,000.00	\$ 22,000.00
9	MISCELLANEOUS (SWEEPING, DUST CONTROL, PERMITTING)	LS	1	\$20,000.00	\$ 20,000.00
10	BOND	LS	1	\$30,000.00	\$ 30,000.00
11	INSURANCE	LS	1	\$36,000.00	\$ 36,000.00
12	RIGHT-OF-WAY PURCHASE (NONE AT THIS TIME)	SF	0	\$14.00	\$ -
REMOVALS					
13	REMOVE AC PAVEMENT	SY	6,315	\$3.30	\$ 20,839.50
14	REMOVE & SALVAGE MISC BENCHES AND SITE AMENITIES (DELIVER TO CITY YARD)	LS	1	\$4,000.00	\$ 4,000.00
15	REMOVE CONCRETE CURB & GUTTER	LF	1,730	\$3.00	\$ 5,190.00
16	REMOVE CONCRETE SIDEWALK, DRIVEWAY, VALLEY GUTTER & PAVERS	SF	8,340	\$2.00	\$ 16,680.00
17	REMOVE TRAFFIC SIGNS (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
18	REMOVE & DELIVER STREET LIGHTS TO CITY FIELD OPERATIONS YARD	LS	1	\$9,000.00	\$ 9,000.00
19	REMOVE, SALVAGE, AND RELOCATE FIRE HYDRANT (AS REQUIRED)	EA	1	\$2,500.00	\$ 2,500.00
20	REMOVE MISC WALLS & HARDSCAPE (MISC REMOVAL)	LS	1	\$2,000.00	\$ 2,000.00
21	REMOVE AC PAVEMENT AT DRIVEWAY TIE-IN AREAS (TCE)	LS	1	\$2,500.00	\$ 2,500.00
22	REMOVE TREES	LS	1	\$4,000.00	\$ 4,000.00
EARTHWORK AND ROADWAY PAVING					
23	ROADWAY SUBGRADE PREPARATION	SY	3,590	\$3.00	\$ 10,770.00
24	6" AGGREGATE BASE COURSE	TON	1,090	\$20.00	\$ 21,800.00
25	2.5" AC PAVEMENT SURFACE COURSE (D-1/2')	TON	505	\$75.00	\$ 37,875.00
26	3" AC PAVEMENT BASE COURSE (C-3/4')	TON	610	\$75.00	\$ 45,750.00
27	TACK COAT (0.08 GAL/SY)	TON	2	\$625.00	\$ 1,250.00
28	SLURRY SEAL APPLICATION AT EAST APPROACH AREA (20 LB/SY) 1/2" ACFC (400 FOOT APPROACH)	LS	1	\$3,000.00	\$ 3,000.00
29	VERTICAL CURB & GUTTER	LF	1,820	\$15.00	\$ 27,300.00
30	ADJUST VALVE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
31	ADJUST MANHOLE FRAMES & COVER TO GRADE	LS	1	\$5,000.00	\$ 5,000.00
32	SURVEY MARKER TYPE A	EA	3	\$800.00	\$ 2,400.00
33	SIDEWALK RAMP	EA	10	\$1,200.00	\$ 12,000.00
SIGNING & MARKING					
34	PAINT STRIPING & MARKING	LS	1	\$10,000.00	\$ 10,000.00
UTILITIES & STORMDRAIN					
35	WATER SERVICE & METER - 1 1/2" FOR FESTIVAL WATER BOLLARDS, INCLUDING BACKFLOW PREVENTER	EA	1	\$5,500.00	\$ 5,500.00
36	WATER SERVICE RUNNING LINE TO ALLEYS	LS	1	\$10,000.00	\$ 10,000.00
37	MISC. WATER LINE / SEWER LINE RELOCATIONS	LS	1	\$10,000.00	\$ 10,000.00
38	REMOVE & REPLACE EXISTING CATCH BASINS	LS	1	\$8,500.00	\$ 8,500.00
HARDSCAPE					
39	CONCRETE SIDEWALK - STD GRAY (BROOM FINISH 4" THICK ON GRADE)	SF	15,023	\$4.00	\$ 60,092.00
40	CROSSWALK (ASPHALT)	SF	2,000	\$2.00	\$ 4,000.00
41	MEDIAN LANE (ASPHALT)	SF	11,500	\$2.00	\$ 23,000.00
42	DRIVEWAY CONCRETE AT SIDEWALKS (BROOM FINISH 8" THICK ON GRADE)	SF	2,125	\$9.00	\$ 19,125.00
HARDSCAPE RENOVATION OF EXISTING CONDITIONS					
43	MISC ADJACENT HARDSCAPE REHABILITATION - FINISH AND COLOR TO MATCH EXISTING	LS	1	\$5,000.00	\$ 5,000.00



Preliminary Cost Estimate

Segment 4 - 2nd Street to 5th Street (page 2 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
SITE AMENITIES					
44	LITTER RECEPTACLE	EA	4	\$1,900.00	\$ 7,600.00
45	SEATWALL W/ TILE	LF	80	\$0.00	\$ -
46	BIKE RACK	EA	2	\$1,200.00	\$ 2,400.00
47	ACCENT TABLES	EA	2	\$1,250.00	\$ 2,500.00
48	CHAIRS	EA	6	\$2,500.00	\$ 15,000.00
49	BENCHES	EA	4	\$2,800.00	\$ 11,200.00
50	WATER BOLLARD (POTABLE WATER HOSE BIB FOR SPECIAL EVENTS)	EA	4	\$2,000.00	\$ 8,000.00
51	BUS STOP STRUCTURE W/ CITY LOGO, BENCH, LITTER RECEPTACLE	EA	1	\$0.00	\$ -
LANDSCAPE					
52	TREE (36" BOX)	EA	47	\$515.00	\$ 24,205.00
53	SHRUBS AND ACCENTS (5 GAL)	EA	150	\$22.00	\$ 3,300.00
54	SHRUB (1 GAL)	EA	225	\$12.00	\$ 2,700.00
55	MISC LANDSCAPE RESTORATION (AT PRIVATE PROPERTY EDGES)	LS	1	\$6,500.00	\$ 6,500.00
56	PARKWAY AMENITY LANDSCAPE (INCLUDING TREES, SHRUBS, DG)	SF	6,315	\$2.25	\$ 14,208.75
57	1" TO 3" ANGULAR RIPRAP FOR WATER HARVESTING SWALES	SF	12,230	\$1.65	\$ 20,179.50
LANDSCAPE IRRIGATION					
58	IRRIGATION REMOVAL & RESTORATION	LS	1	\$5,000.00	\$ 5,000.00
59	IRRIGATION CONTROLLER 'A' 24 STATION W/ PEDESTAL	LS	0	\$8,500.00	\$ -
60	1 1/2" METER AND REDUCED PRESSURE BACKFLOW PREVENTER W/ ENCLOSURE	EA	0	\$5,000.00	\$ -
61	PARKWAY AMENITY DRIP IRRIGATION SYSTEM	SF	6,315	\$1.00	\$ 6,315.00
62	LANDSCAPE IRRIGATION SYSTEM	LS	1	\$18,000.00	\$ 18,000.00
STREET & PEDESTRIAN LIGHTING / ELECTRICAL / ACCENT LIGHTING					
63	ROADWAY LIGHT POLES WITH LOWER HEIGHT PEDESTRIAN LIGHT (LED FIXTURE)	EA	12	\$3,300.00	\$ 39,600.00
64	PEDESTRIAN LIGHT POLE (LED FIXTURE)	EA	12	\$2,400.00	\$ 28,800.00
65	METER / ELECTRICAL SERVICE AND UTILITY COMPANY COSTS FOR AUXILIARY POWER	EA	1	\$9,000.00	\$ 9,000.00
66	TRENCH, CONDUIT, AND WIRE FOR ROADWAY / PEDESTRIAN LIGHTING	LS	1	\$25,000.00	\$ 25,000.00
67	AUXILIARY TREE LIGHTING OUTLETS	EA	42	\$0.00	\$ -
68	AUXILIARY 4-PLEX OUTLETS FOR FESTIVAL USE	EA	2	\$1,200.00	\$ 2,400.00
69	TRENCH, CONDUIT, AND WIRE FOR ELECTRICAL OUTLET SYSTEM	LS	1	\$21,000.00	\$ 21,000.00
70	BANNERS W/ SPRING-LOADED BRACKETS FOR ROADWAY LIGHT POLES (DUAL BANNERS TO MATCH MLK PKWY)	EA	12	\$400.00	\$ 4,800.00
SIGNAGE /WAYFINDING ELEMENTS					
71	SCULPTURE BASE FOR FUTURE INTERPRETIVE ART	EA	0	\$2,600.00	\$ -
72	WAYFINDING ELEMENTS	EA	0	\$12,000.00	\$ -
				Subtotal	\$ 923,479.75
				CONTINGENCY (20%)	\$ 184,695.95
				SUBTOTAL WITH CONTINGENCIES	\$ 1,108,175.70
				SEGMENT FOUR PROJECT:	\$ 1,108,175.70
				2ND STREET TO 5TH STREET	



Preliminary Cost Estimate

Segment 5 - 5th Street to 7th Street (page 1 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
GENERAL ITEMS					
1	MOBILIZATION	LS	0	\$0.00	\$ -
2	CONSTRUCTION WATER SUPPLY	LS	0	\$0.00	\$ -
3	TRAFFIC CONTROL (ALLOWANCE)	LS	0	\$0.00	\$ -
4	SWPPP (ALLOWANCE)	LS	0	\$0.00	\$ -
5	POTHOLING (ALLOWANCE)	LS	0	\$0.00	\$ -
6	PUBLIC OUTREACH (ALLOWANCE)	LS	0	\$0.00	\$ -
7	CONSTRUCTION SURVEY, LAYOUT, AS-BUILTS	LS	0	\$0.00	\$ -
8	FIELD OFFICE	LS	0	\$0.00	\$ -
9	MISCELLANEOUS (SWEEPING, DUST CONTROL, PERMITTING)	LS	0	\$0.00	\$ -
10	BOND	LS	0	\$0.00	\$ -
11	INSURANCE	LS	0	\$0.00	\$ -
12	RIGHT-OF-WAY PURCHASE (NONE AT THIS TIME)	SF	0	\$14.00	\$ -
REMOVALS					
13	REMOVE AC PAVEMENT	SY	6,729	\$0.00	\$ -
14	REMOVE & SALVAGE MISC BENCHES AND SITE AMENITIES (DELIVER TO CITY YARD)	LS	1	\$0.00	\$ -
15	REMOVE CONCRETE CURB & GUTTER	LF	2,145	\$0.00	\$ -
16	REMOVE CONCRETE SIDEWALK, DRIVEWAY, VALLEY GUTTER & PAVERS	SF	8,936	\$0.00	\$ -
17	REMOVE TRAFFIC SIGNS (MISC REMOVAL)	LS	1	\$0.00	\$ -
18	REMOVE & DELIVER STREET LIGHTS TO CITY FIELD OPERATIONS YARD	LS	1	\$0.00	\$ -
19	REMOVE, SALVAGE, AND RELOCATE FIRE HYDRANT	EA	1	\$0.00	\$ -
20	REMOVE MISC WALLS & HARDSCAPE (MISC REMOVAL)	LS	1	\$0.00	\$ -
21	REMOVE AC PAVEMENT AT DRIVEWAY TIE-IN AREAS (TCE)	LS	0	\$0.00	\$ -
22	REMOVE TREES	LS	0	\$0.00	\$ -
23	REMOVE CATCH BASINS	LS	0	\$0.00	\$ -
EARTHWORK AND ROADWAY PAVING					
24	ROADWAY SUBGRADE PREPARATION	SY	0	\$3.00	\$ -
25	6" AGGREGATE BASE COURSE	TON	0	\$20.00	\$ -
26	2.5" AC PAVEMENT SURFACE COURSE (D-1/2')	TON	0	\$75.00	\$ -
27	3" AC PAVEMENT BASE COURSE (C-3/4')	TON	0	\$75.00	\$ -
28	TACK COAT (0.08 GAL/SY)	TON	0	\$625.00	\$ -
29	SLURRY SEAL APPLICATION (20 LB/SY) 1/2" ACFC	LS	1	\$7,500.00	\$ 7,500.00
30	VERTICAL CURB & GUTTER	LF	0	\$15.00	\$ -
31	ADJUST VALVE FRAMES & COVER TO GRADE	LS	0	\$5,000.00	\$ -
32	ADJUST MANHOLE FRAMES & COVER TO GRADE	LS	0	\$5,000.00	\$ -
33	SURVEY MARKER TYPE A	EA	0	\$800.00	\$ -
34	SIDEWALK RAMP	EA	0	\$1,200.00	\$ -
SIGNING & MARKING					
35	PAINT STRIPING & MARKING	LS	1	\$7,000.00	\$ 2,500.00
UTILITIES & STORMDRAIN					
36	WATER SERVICE & METER - 1 1/2" FOR FESTIVAL WATER BOLLARDS, INCLUDING BACKFLOW PREVENTER	EA	0	\$5,500.00	\$ -
37	WATER SERVICE RUNNING LINE TO ALLEYS	LS	0	\$10,000.00	\$ -
38	MISC. WATER LINE / SEWER LINE RELOCATIONS	LS	0	\$10,000.00	\$ -
39	REMOVE & REPLACE EXISTING CATCH BASINS	LS	0	\$8,500.00	\$ -
HARDSCAPE					
40	CONCRETE SIDEWALK - STD GRAY (BROOM FINISH 4" THICK ON GRADE)	SF	0	\$4.00	\$ -
41	CROSSWALK (ASPHALT)	SF	0	\$2.00	\$ -
42	MEDIAN LANE (ASPHALT)	SF	0	\$2.00	\$ -
43	DRIVEWAY CONCRETE AT SIDEWALKS (BROOM FINISH 8" THICK ON GRADE)	SF	0	\$9.00	\$ -



Preliminary Cost Estimate

Segment 5 - 5th Street to 7th Street (page 2 of 2)

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED AMOUNT
SITE AMENITIES					
45	LITTER RECEPTACLE	EA	0	\$1,900.00	\$ -
46	SEATWALL W/ TILE	LF	0	\$425.00	\$ -
47	BIKE RACK	EA	0	\$1,200.00	\$ -
48	ACCENT TABLES	EA	0	\$1,250.00	\$ -
49	CHAIRS	EA	0	\$2,500.00	\$ -
50	BENCHES	EA	0	\$2,800.00	\$ -
51	WATER BOLLARD (POTABLE WATER HOSE BIB FOR SPECIAL EVENTS)	EA	0	\$2,000.00	\$ -
52	BUS STOP STRUCTURE W/ CITY LOGO, BENCH, LITTER RECEPTACLE	EA	0	\$15,500.00	\$ -
LANDSCAPE					
53	TREE (36" BOX)	EA	0	\$515.00	\$ -
54	SHRUBS AND ACCENTS (6 GAL)	EA	0	\$22.00	\$ -
55	SHRUB (1 GAL)	EA	0	\$12.00	\$ -
56	MISC LANDSCAPE RESTORATION (AT PRIVATE PROPERTY EDGES)	LS	0	\$6,500.00	\$ -
57	PARKWAY AMENITY LANDSCAPE (INCLUDING TREES, SHRUBS, DG)	SF	0	\$2.25	\$ -
58	1" TO 3" ANGULAR RIPRAP FOR WATER HARVESTING SWALES	SF	0	\$1.65	\$ -
LANDSCAPE IRRIGATION					
59	IRRIGATION REMOVAL & RESTORATION	LS	0	\$5,000.00	\$ -
60	IRRIGATION CONTROLLER 'A' 24 STATION W/ PEDESTAL	LS	0	\$8,500.00	\$ -
61	1 1/2" METER AND REDUCED PRESSURE BACKFLOW PREVENTER W/ ENCLOSURE	EA	0	\$4,500.00	\$ -
62	PARKWAY AMENITY DRIP IRRIGATION SYSTEM	SF	0	\$1.00	\$ -
63	LANDSCAPE IRRIGATION SYSTEM	LS	0	\$18,000.00	\$ -
STREET & PEDESTRIAN LIGHTING / ELECTRICAL / ACCENT LIGHTING					
64	ROADWAY LIGHT POLES WITH LOWER HEIGHT PEDESTRIAN LIGHT (LED FIXTURE)	EA	0	\$3,300.00	\$ -
65	PEDESTRIAN LIGHT POLE (LED FIXTURE)	EA	0	\$2,400.00	\$ -
66	METER / ELECTRICAL SERVICE AND UTILITY COMPANY COSTS FOR AUXILIARY POWER	EA	0	\$9,000.00	\$ -
67	TRENCH, CONDUIT, AND WIRE FOR ROADWAY / PEDESTRIAN LIGHTING	LS	0	\$25,000.00	\$ -
68	AUXILIARY TREE LIGHTING OUTLETS	EA	0	\$800.00	\$ -
69	AUXILIARY 4-PLEX OUTLETS FOR FESTIVAL USE	EA	0	\$1,200.00	\$ -
74	TRENCH, CONDUIT, AND WIRE FOR ELECTRICAL OUTLET SYSTEM	LS	0	\$21,000.00	\$ -
75	BANNERS W/ SPRING-LOADED BRACKETS FOR ROADWAY LIGHT POLES (DUAL BANNERS TO MATCH MLK PKWY)	EA	12	\$400.00	\$ 4,800.00
SIGNAGE /WAYFINDING ELEMENTS					
76	SCULPTURE BASE FOR FUTURE INTERPRETIVE ART	EA	0	\$2,600.00	\$ -
77	WAYFINDING ELEMENTS	EA	0	\$12,000.00	\$ -
				Subtotal	\$ 14,800.00
				CONTINGENCY (20%)	\$ 2,960.00
				SUBTOTAL WITH CONTINGENCIES	\$ 17,760.00
				SEGMENT FIVE PROJECT:	\$ 17,760.00
				5TH STREET TO 7TH STREET	



Findings of Necessity

Wickenburg Redevelopment Area Study

August 2019



Wickenburg Redevelopment Area Study

Findings of Necessity • August 2019

**For more
information contact:**

Town of Wickenburg
Economic Development
and Community Relations
Phone: 928-668-0522



Matrix 
DESIGN GROUP

Wickenburg Redevelopment Area Study

Findings of Necessity

Presented to:
Town of Wickenburg, Arizona



Presented by:
Matrix Design Group

Matrix
DESIGN GROUP

August 2019

Please see next page.



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Executive Summary

Introduction

The purpose of this report is to demonstrate a finding of necessity to determine the need for establishing a Redevelopment Area (RDA) per Arizona Revised Statutes (ARS) §36-1471 et seq. This statute provides local governments the authority to designate RDAs to revitalize blighted areas within its jurisdiction. Blight includes visual conditions, as well as non-visual conditions, such as platting, title issues, and crime. This report assesses and details the extent of blight within the proposed Wickenburg Redevelopment Area (RDA).

A Finding of Necessity, as outlined in ARS §36-1473, is a required first step that a municipality must approve and adopt prior to establishing an RDA. Therefore, this information is provided as evidence to the Wickenburg Town Council that the study area contains a predominance of blight.

Arizona Revised Statutes §36-1471 defines the meaning of “blighted area” as:

An area, other than a slum area, where sound municipal growth and the provision of housing accommodations is substantially retarded or arrested in a predominance of the properties by any of the following: a dominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper or obsolete subdivision platting; and the existence of conditions that endanger life or property by fire and other causes.

Each property within the proposed Wickenburg RDA was visually assessed during an on-site field survey for the following blight factors:

- Unsanitary or unsafe conditions
- Deterioration of site or other improvements
- Conditions that endanger life or property
- Obsolete subdivision platting
- Inadequate street layout
- Faulty lot layout

This data was then validated through an aerial survey using a combination of the 2019 aerial imagery provided on the Maricopa County’s Assessor’s website and Google Maps.



Conclusion

The following summary shows that a substantial number of blight conditions exist in the Wickenburg RDA. There were 286 out of 435 parcels, or 65.75% that were identified to have at least one blight factor, as well as 61.3% of the total acreage was determined to be blighted. Faulty lot layout was the most common blight factor throughout the Wickenburg RDA, representing 36.55% of the total parcels. Other major blight factors include improper or obsolete subdivision platting (32.41% of the total parcels), and diversity of ownership (19.08% of the total parcels).

It is in the opinion of Matrix Design Group that the Wickenburg Town Council could make a finding of blight in the Wickenburg RDA study area. Establishing the Wickenburg RDA is in the residents' interest of public health, safety, morals and welfare.



1. Overview and Purpose

Introduction

In order to determine the need for redevelopment, it is important to understand how blight is defined, where it may be occurring, and what impact it has on the surrounding community. This section includes definitions of blight, as provided by the Arizona Revised Statutes (ARS), as well as descriptions of the methodology used to assess and analyze blight conditions within the Wickenburg RDA.

Arizona Revised Status §36-1471

Arizona Revised Statutes (ARS) Title 36 provides local governments the authority to designate Redevelopment Areas (RDA) to revitalize blighted areas. RDAs are designated by a town council in locations that are in need of revitalization due to a predominance of blight. The relevant sections pertaining to blight are provided below in order of application.

A Finding of Necessity, as outlined in ARS §36-1473, is a required first step a municipality must approve and adopt prior to establishing an RDA. The report assesses and details the scope and extent of blight within a defined study area. This information is provided as evidence to a town council that the study area contains a predominance of blight.

Arizona Revised Statutes §36-1473 requires municipalities to conduct and adopt a Findings of Necessity study prior to creating an RDA. This ARS states:

- A. *A municipality shall not exercise any of the powers conferred on municipalities by this article until its local governing body adopts a resolution by a two-thirds vote finding both of the following:*
 - 1. *One or more slum or blighted areas exist in the municipality.*
 - 2. *The redevelopment of that area or areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the municipality.*

Arizona Revised Statutes §36-1471 defines the meaning of “blighted area” as:

An area, other than a slum area, where sound municipal growth and the provision of housing accommodations is substantially retarded or arrested in a predominance of the properties by any of the following: a dominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other



improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper or obsolete subdivision platting; and the existence of conditions that endanger life or property by fire and other causes.

There are nine blight factors indicated by Arizona Revised Statute §36-1471. These factors are:

- Dominance of defective or inadequate street layout includes street layouts and roadways that are incapable or inadequate at handling traffic flow. Conditions include inaccessible parcels and / or confusing or unsafe traffic patterns.
- Faulty lot layout includes parcels that are either inadequate in size and / or shape, or properties that are inefficient in supporting appropriate use of land.
- Unsanitary or unsafe conditions includes environments that may be harmful to human health and safety. Conditions include uncontrolled solid waste, evidence of homelessness, excessive animal droppings, and storage of items with little or no economic value other than salvage.
- Deterioration of site or other improvements includes physical property conditions that detract from the overall appearance. Conditions include general deterioration from age and weathering, unmaintained property, and major repairs unattended.
- Diversity of ownership includes buildings that are split between two or more parcels with different property owners, making it difficult to redevelop structures.
- Obsolete subdivision platting includes areas that are poorly subdivided, making proper development difficult. Conditions include unproductive and / or inaccessible parcels.
- Conditions that endanger life or property includes properties that contain conditions that pose threats to life or properties by fire, contamination, or other causes. Conditions include vacant buildings, excessive junk, blocked entrances, code violations, structural damage, and higher than normal crime rates.
- Tax or special assessment delinquency exceeding the fair value of the land* includes any financial burdens linked to the property.
- Defective or unusual conditions of title* includes any conditions granted in a title that may make the property unmarketable or difficult to redevelop.

Seven of these nine blight factors were used to assess blight in the Wickenburg RDA. The “*” indicates the two blight factors that were not assessed. As documented later in this report, conditions exist for the Town of Wickenburg to make a finding of blight in the Wickenburg RDA Study Area without a review of the two blight factors referenced above.

Arizona Revised Statutes §36-1472 grants a local government the authority to declare a redevelopment area due to the predominance of blight based on five existing conditions. This ARS states:

1. *That there exist in municipalities of the state slum or blighted areas which constitute a serious and growing menace, injurious and inimical to the public health, safety, morals and welfare of the residents of the state.*

1. Overview and Purpose

2. *That the existence of these areas contributes substantially and increasingly to the spread of disease and crime, necessitating excessive and disproportionate expenditures of public funds for the preservation of the public health and safety, for crime prevention, correction, prosecution, punishment and the treatment of juvenile delinquency and for the maintenance of adequate police, fire and accident protection and other public services and facilities, constitutes an economic and social liability, substantially impairs or arrests the sound growth of municipalities and retards the provision of housing accommodations.*
3. *That this menace is beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided by this article.*
4. *That the acquisition of property for the purpose of eliminating the conditions or preventing recurrence of these conditions in the area, the removal of structures and improvement of sites, the disposition of the property for redevelopment and any assistance which may be given by any public body in connection with these activities are public uses and purposes for which public money may be expended and the power of eminent domain exercised.*
5. *That the necessity in the public interest for the provisions of this article is declared as a matter of legislative determination.*

Arizona Revised Statutes §36-1474 grants a local government the authority to undergo redevelopment planning. This ARS states:

- A. *Every municipality shall have all the powers necessary or convenient to carry out and effectuate the purposes and provisions of this article, including the following powers in addition to others granted by this article:*
 1. *To prepare or cause to be prepared redevelopment plans and to undertake and carry out redevelopment projects within its area of operation.*

Town of Wickenburg Town Code Chapter 10 Article 10-5

Blight is defined in Chapter 10 Article 10-5 of Wickenburg's Town Code as:

“Unightly conditions including the accumulation of filth or debris; fences characterized by holes, break, rot, crumbling, cracking, peeling, or rusting; landscaping that is dead or damaged through the natural elements; and any other similar condition of disrepair and deterioration.”

Methodology

The process of surveying and assessing the proposed Wickenburg Redevelopment Area was programmatically divided into steps to thoroughly analyze blight conditions for this Findings of Necessity.

The Wickenburg RDA boundary was established based on areas needed improvement within downtown Wickenburg and the areas surrounding downtown

In November of 2017, an initial cursory aerial survey was completed within the proposed Wickenburg RDA boundary to identify areas of concern prior to conducting a detailed on-site field survey. The Maricopa County Assessor's website contains an interactive mapping tool with 2017 aerial imagery and parcel data. These web-based tools were used to analyze the Wickenburg RDA study area as a precursor and preliminary guide for an on-site field survey. In 2019, the Town revised the study area to comply with changes in the State Statutes relative to the RDA size and compactness. As a result, the team conducted an additional aerial survey to identify areas of concern in the new RDA study area.

The Wickenburg RDA study area was divided into four subareas in order to help expedite organizing a field survey and to help locate blight issues.

The field survey team used a mobile data collection application called Fulcrum (www.fulcrumapp.com) to assist with data collection. To further prepare for and facilitate a field survey, parcel data from the Maricopa County Assessor's Office was isolated to the Study Area and then uploaded to Fulcrum. This data was then able to be accessed and edited while on-site.

The on-site field survey was conducted on November 17, 2017 for the original RDA boundary. Following the change in boundary, an additional field survey was conducted on June 29, 2019 to assess the newly added RDA areas, and also to reassess properties within the original boundary. The field surveys were organized and completed systematically by subarea. Each member of the survey team was assigned to a subarea, in which the survey team member assessed each parcel visually for blight conditions, captured a picture of the property, and recorded their assessment in the Fulcrum application (Figure 1-2). If the parcel was identified as containing one or more conditions of blight, the surveyor recorded the property as blighted with a description and photograph of the blight condition. This process was continued until each parcel was assessed.

Figure 1-2. Fulcrum App Example

✕
Wickenburg Blight Assessment

✎
✔

50550100

📍
☰

⌂ Metadata

📄 General Info

APN	50550100	?
Sub Area	3	
Date Assessed	* November 17, 2017	
Assessed By	* Bns	
For Sale or Lease	No	
Vacant	No	
Blight?	Yes	?

1. Overview and Purpose



Sample photos taken during the on-site field survey

Once all of the parcels in the Wickenburg RDA were visually analyzed following the on-site field survey, each parcel's blight assessment was validated through an aerial survey using a combination of the 2019 aerial imagery provided on the Maricopa County's Assessor's website (as shown in Figure 2-3) and Google Maps. This aerial survey also provided the potential to analyze portions of parcels that were inaccessible from an on-site field survey. Results were recorded in Fulcrum in the same manner as the on-site field survey.

Figure 1-3. Screenshot of Maricopa County's Assessor's Website





Upon completion of the field and aerial visual surveys, the information that was recorded in Fulcrum was exported to a geodatabase. After running checks for errors or omissions and correcting any issues, this data was then mapped in ESRI's ArcGIS ArcMap to assess the Wickenburg RDA as a whole and to calculate the scope of blight in the area. Blight was measured initially in two forms: 1) a simple raw parcel count of blighted versus non-blighted parcels and 2) adding up the assessor-provided acreage of the blighted parcels versus non-blighted parcels.

Following are brief descriptions of each subareas' existing conditions. The subareas are shown on Figure 1-4. A detailed review of each parcel is included in the Appendix.

Subarea 1

Subarea 1 is located on the far east side of the RDA, east of the US 93 and US 60 roundabout. The subarea includes properties located both north and south of US 60. Land uses along US 60 generally comprise commercial uses. There are single-family residential uses located between Constellation Road and El Recreo Drive as well as some vacant properties.

Subarea 2

Subarea 2 is primarily centered between Tegner Street and the US 93 and US 60 roundabout, although there is a property located east of this roundabout as well. The majority of the land uses in this subarea are commercial. There are both local shops and restaurants as well as a Bashas' grocery store located within the subarea that have the potential to serve as a commercial anchor for the RDA.

The subarea has direct access to US 60, providing a southwest connection to the metropolitan Phoenix area, as well as access to US 93, providing access northwest to Kingman.

Subarea 3

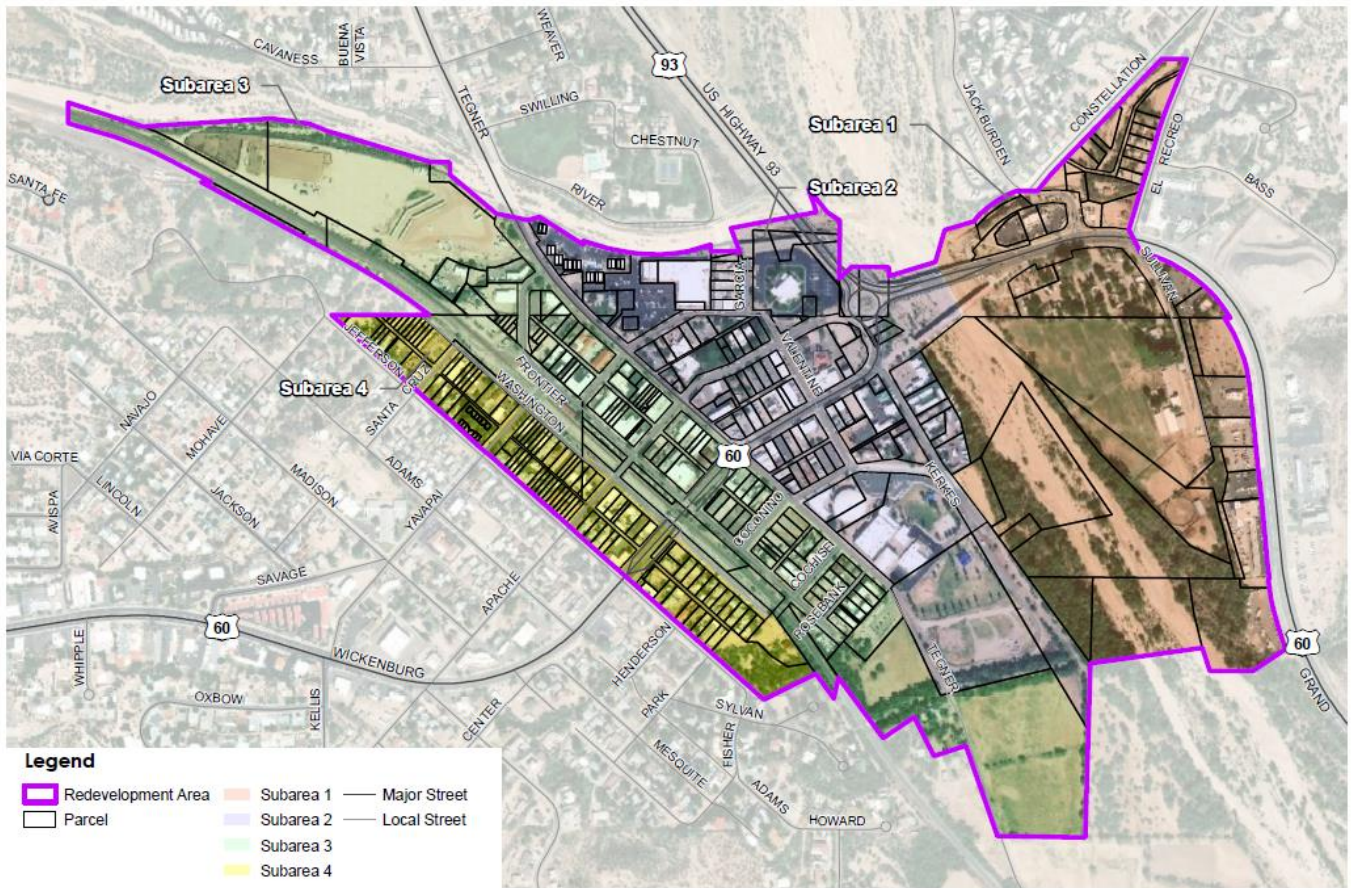
Subarea 3 is located between Tegner Street and Frontier Street. There are industrial uses in the northwest end of the subarea, that are separated from the rest of the subarea by N Frontier Street. There are additional industrial uses southeast of US 60, which are mixed with commercial uses. Commercial uses are prominent south of N Frontier Street to US 60. Residential uses are located south of Cochise Street, which includes single-family and multi-family residential units in the form of an apartment.

Subarea 4

Subarea 4 is located mainly along the Washington Street and includes parcels along US 60 in between Apache Street and the southeastern side of US 60. Uses along Washington Street are commercial and industrial with some residential at the end. Along US 60, there are mainly commercial uses with a couple of residential uses. The majority of the residential uses within this subarea are located on Adams Street and Jefferson Street, northwest of US 60. These residential units are single-family residential.

1. Overview and Purpose

Figure 1-4. Wickenburg RDA Subareas



Source: City of Wickenburg, 2017.



Subareas



Please see the next page.



2. Determination of Blight

Introduction

Seven of the following nine blight factors were used to assess the Wickenburg RDA and establish a determination of blight per ARS requirements (the “*” indicates the blight factor was not assessed as part of this study). As documented later in this report, conditions exist for the Wickenburg Town Council to make a finding of blight in the Wickenburg RDA Study Area without a review of the two blight factors referenced below.

1. A dominance of defective or inadequate street layout
2. Faulty lot layout in relation to size, adequacy, accessibility or usefulness
3. Unsanitary or unsafe conditions
4. Deterioration of site or other improvements
5. Diversity of ownership
6. Improper or obsolete subdivision platting
7. The existence of conditions that endanger life or property by fire or other causes (including crime)
8. Tax or special assessment delinquency exceeding the fair value of the land*
9. Defective or unusual conditions of title*

As described in Section 1 of this document, each parcel within the proposed Wickenburg RDA was visually assessed for each of the seven blight factors. Based on this assessment, the following blight conditions were observed:

- 286 out of 435 parcels, or 65.75% have at least one blight factor
- 61.3% of the total area (acreage) is determined to be blighted

Table 2-1 summarizes the number of parcels exhibiting one or more blight conditions in the proposed Wickenburg RDA.



Table 2-1. Number of Blight Factors

Number of Factors	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
0	149	34.25%	77.00	38.70%
1	118	27.13%	80.74	40.58%
2	83	19.08%	17.76	8.93%
3	58	13.33%	20.60	10.35%
4	22	5.06%	2.48	1.25%
5 or more	5	1.15%	0.28	0.14%
Parcels with at least 1 Blight Factor	286	65.75%	121.98	61.30%

To further analyze the blighted parcels, Table 2-2 indicates the type of blight factor affecting each blighted parcel. As noted below, faulty lot layout was the most common blight factor representing 36.55% of all parcels and 18.31% of the total land area. Other major blight factors include improper or obsolete subdivision platting (32.41% of the total parcels), and diversity of ownership (19.08% of the total parcels)

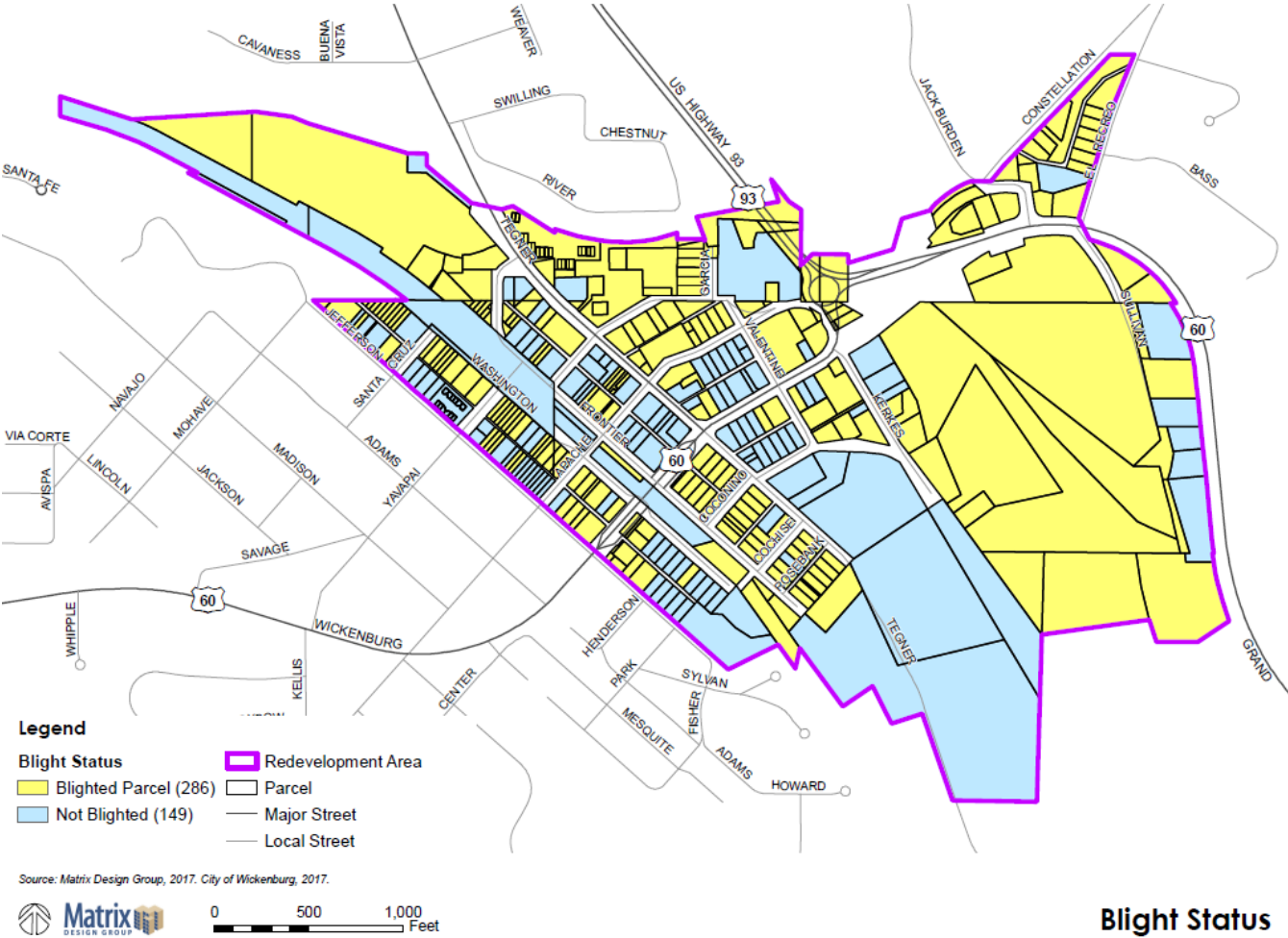
Table 2-2. Number of Blighted Parcels by Blight Factor

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
1. Dominance of defective or inadequate street layout	80	18.39%	49.77	25.01%
2. Faulty lot layout	159	36.55%	36.44	18.31%
3. Unsanitary or unsafe conditions	28	6.44%	35.84	18.01%
4. Deterioration of site	50	11.49%	20.35	10.23%
5. Diversity of ownership	83	19.08%	11.11	5.58%
6. Improper or obsolete subdivision platting	141	32.41%	26.26	13.20%
7. Conditions that endanger life or property	32	7.36%	10.27	5.16%
8. Tax or special assessment delinquency	Not Assessed			
9. Defective or unusual conditions of title	Not Assessed			

Figure 2-1 displays the total amount of blight assessed within the Wickenburg RDA.

2. Determination of Blight

Figure 2-1. Total Blight



Faulty Lot Layout

Faulty lot layout includes parcels that are either inadequate in size and/or shape, or properties that are inefficient in supporting appropriate use of land. Parcels were determined to be blighted if they contained the following indicators:

- Parcel size was inadequate to meet needs of use
- Property was difficult to maneuver and / or poorly planned

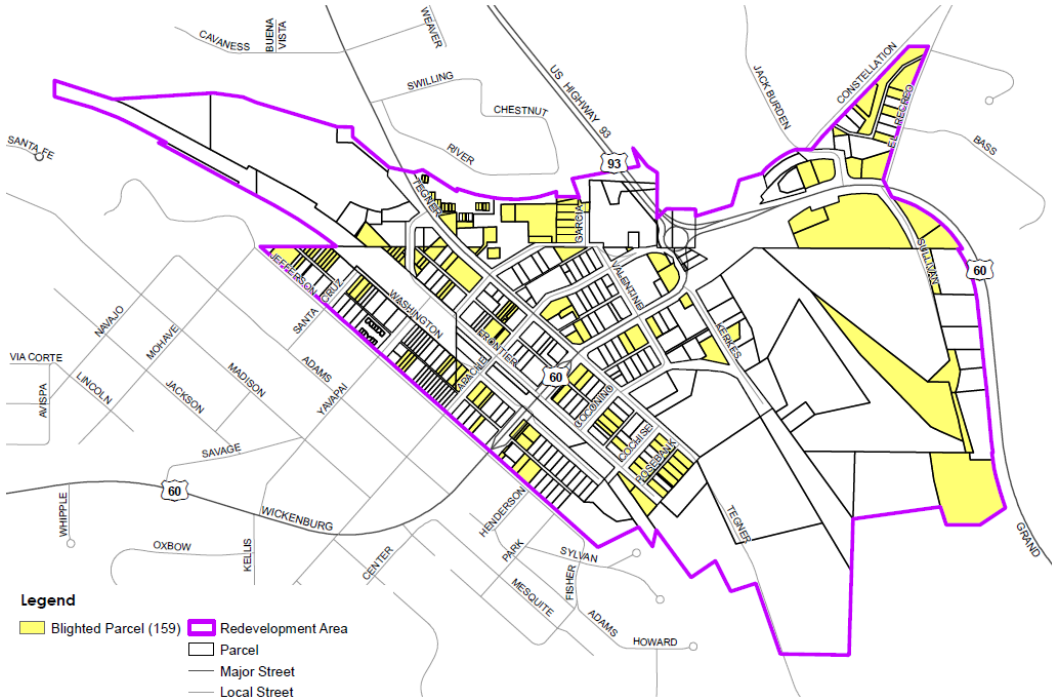
The Wickenburg contains 36.55% of parcels and 18.31% of acres that were determined to be blighted due to a faulty lot layout.



Parcel does is not large enough for full parking lot and does not have direct access to a roadway

Table 2-4.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
2. Faulty lot layout	159	36.55%	36.44	18.31%



Faulty Lot Layout

Deterioration of Site or Other Improvements

Deterioration of site or other improvements includes physical property conditions that detract from the overall appearance. Parcels were determined to be blighted if they contained the following indicators:

- General deterioration from age and weathering
- Unmaintained property
- Major repairs unattended
- Broken windows

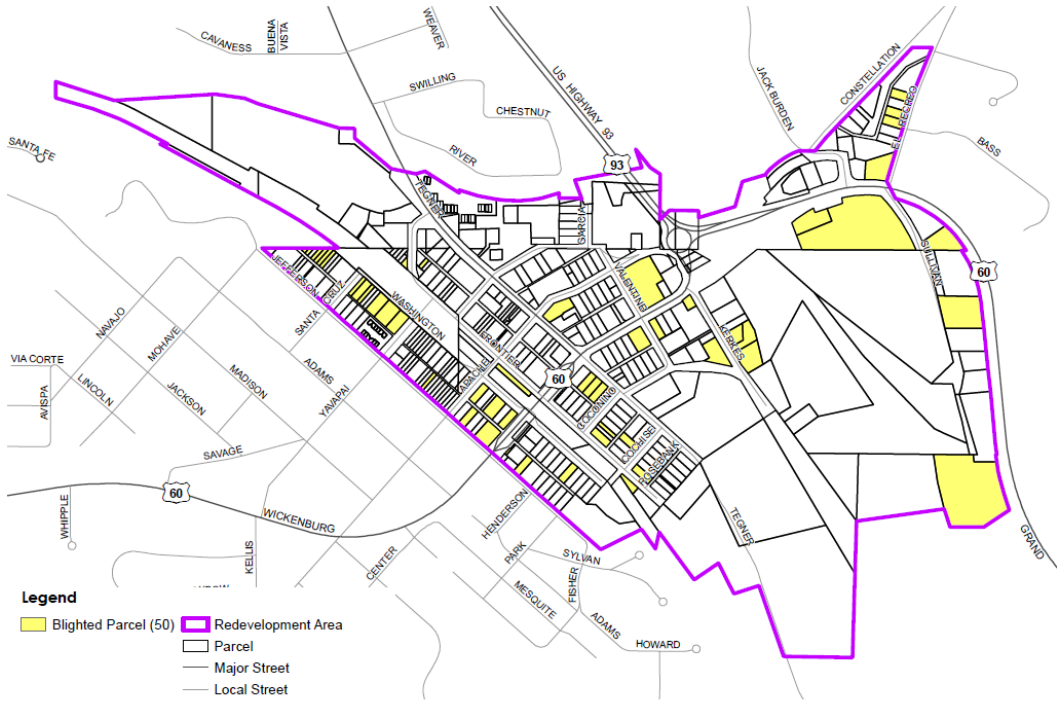


Property has dilapidated windows and doors and unclear walkways

The Wickenburg RDA contains 1.49% of parcels and 10.23% of acres that were determined to be blighted due to deterioration or site or other improvements.

Table 2-6.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
4. Deterioration of site	50	11.49%	20.35	10.23%



Source: Matrix Design Group, 2017. City of Wickenburg, 2017.



Deterioration of Site or Other Improvements



Diversity of Ownership

Diversity of ownership includes buildings that are split between two or more parcels with different property owners, making it difficult to redevelop structures. Parcels were determined to be blighted if they contained the following indicators:

- Single structures split between multiple parcels and property owners

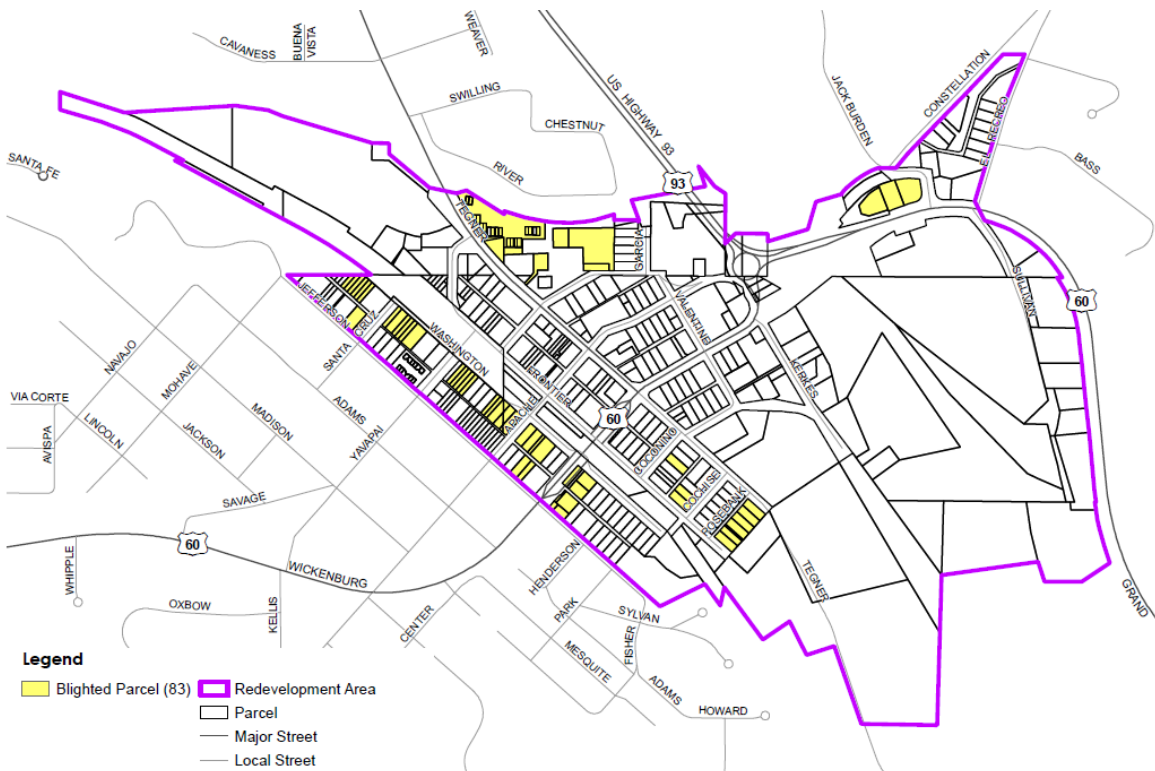
The Wickenburg RDA contains 19.08% of parcels and 5.58% of acres that were determined to be blighted due to a diversity of ownership.



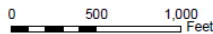
Business is split between three parcels, with two different owners.

Table 2-7.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
5. Diversity of ownership	83	19.08%	11.11	5.58%



Source: Matrix Design Group, 2017. City of Wickenburg, 2017.



Diversity of Ownership

Improper or Obsolete Subdivision Platting

Improper or obsolete subdivision platting includes areas that are poorly subdivided, making proper development difficult. Parcels were determined to be blighted if they contained the following indicators:

- Unproductive and / or obsolete parcels
- Inadequate size or location of parcel in relation to street layout and / or land use

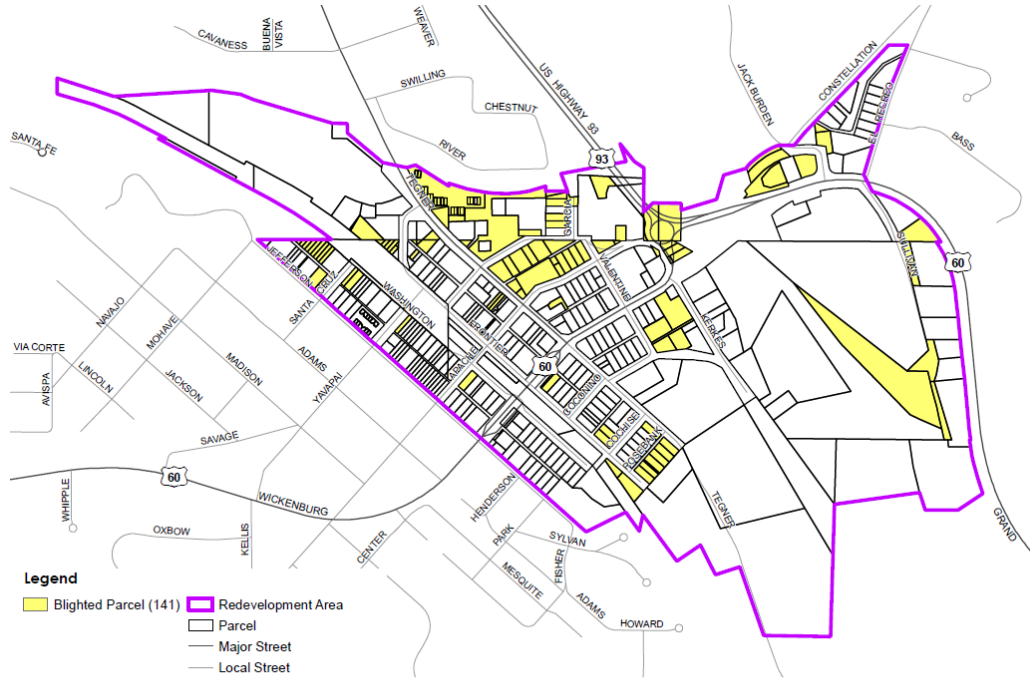
The Wickenburg RDA contains 32.41% of parcels and 13.2% of acres that were determined to be blighted due to a diversity of ownership.



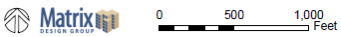
Parcels were subdivided in such a way that does not provide any street frontage or sufficient access to a public roadway.

Table 2-8.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
6. Improper or obsolete subdivision platting	141	32.41%	26.26	13.20%



Source: Matrix Design Group, 2017. City of Wickenburg, 2017.



Improper or Obsolete Subdivision Platting



Conditions that Endanger Life or Property

Conditions that endanger life or property includes properties that contain conditions that pose threats to life or properties by fire, contamination, or other causes. Parcels were determined to be blighted if they contained the following indicators:

- Abandoned vehicles
- Excessive junk
- Code violations
- Blocked entrances
- Vacant buildings
- Structural damage
- High crime rates
- Overcrowding

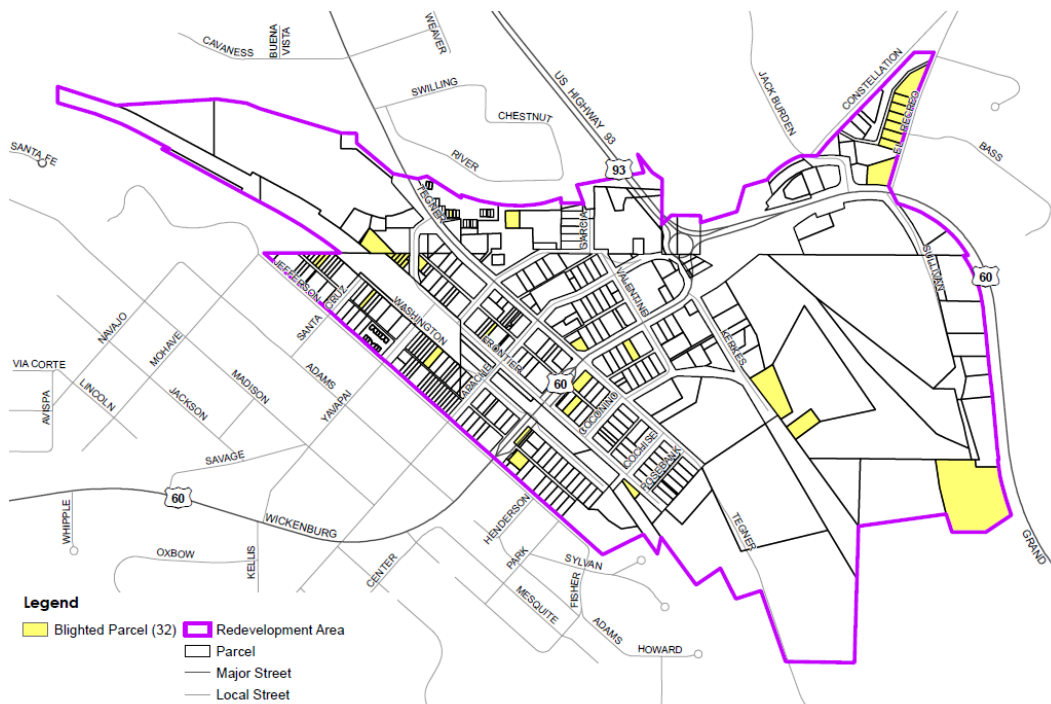


Property presents risk for flooding

The Wickenburg RDA contains 7.36% of parcels and 5.16% of acres that were determined to be blighted due to conditions that endanger life or property.

Table 2-9.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
7. Conditions that endanger life or property	32	7.36%	10.27	5.16%



Source: Matrix Design Group, 2017. City of Wickenburg, 2017.



Conditions that Endanger Life or Property

2. Determination of Blight

Additional characteristics that endanger life or property are excessive code violations and crime rates that are substantially above the town average. Code compliance violations and crime rates were collected, analyzed, and mapped at the Census Tract level. Disproportionate amount of code compliance violations and crime rates are an additional indicator of blight that endangers life and / or property. Code compliance and crime statistics in the Wickenburg RDA were compared to the Town of Wickenburg as a whole. The Wickenburg RDA data includes the one census tract that overlaps the study area. The Census Tract is 405.02.



Please see the next page.



3. Conclusion

Conclusion

Arizona law grants local government the authority to declare a redevelopment area due to a predominance of blight. Blight, according to Arizona law, includes the following factors:

1. Dominance of defective or inadequate street layout
2. Faulty lot layout in relation to size, adequacy, accessibility or usefulness
3. Unsanitary or unsafe conditions
4. Deterioration of site or other improvements
5. Diversity of ownership
6. Tax or special assessment delinquency exceeding the fair value of the land
7. Defective or unusual conditions of title
8. Improper or obsolete subdivision platting
9. Existence of conditions that endanger life or property by fire and other causes.

Seven of the nine blight factors were carefully assessed during an on-site field survey and aerial survey of each parcel within the Wickenburg RDA. This analysis found there were 286 out of 435 parcels, or 65.75% that were identified to have at least one blight factor, as well as 61.3% of the total acreage was determined to be blighted. The most common blight factor throughout the Wickenburg RDA was faulty lot layout, which represented 36.55% of all parcels and 18.31% of the total acreage.

Blight Factor	Number of Parcels	Percent (%) of Parcels	Number of Acres	Percent (%) of Acres
1. Dominance of defective or inadequate street layout	80	18.39%	49.77	25.01%
2. Faulty lot layout	159	36.55%	36.44	18.31%
3. Unsanitary or unsafe conditions	28	6.44%	35.84	18.01%
4. Deterioration of site	50	11.49%	20.35	10.23%
5. Diversity of ownership	83	19.08%	11.11	5.58%
6. Improper or obsolete subdivision platting	141	32.41%	26.26	13.20%
7. Conditions that endanger life or property	32	7.36%	10.27	5.16%
8. Tax or special assessment delinquency	Not Assessed			
9. Defective or unusual conditions of title	Not Assessed			



Improper or obsolete subdivision platting and diversity of ownership are two other major blight factors identified within the Wickenburg RDA, representing 32.41% and 19.08% of the total parcels respectively.

This report shows there is a predominance of blight present in the Wickenburg RDA per Arizona Revised Statutes §36-1471 et seq. It is in the opinion of Matrix Design Group that the Wickenburg Town Council could make a finding of blight in the Wickenburg RDA study area. Establishing the Wickenburg RDA is in the residents' interest of public health, safety, morals and welfare.



Matrix 
DESIGN GROUP



**For more
information contact:**

Town of Wickenburg
Economic Development
and Community Relations
Phone: 928-668-0522



Matrix
DESIGN GROUP

Appendix 3

Forms

SAN LUIS DOWNTOWN REDEVELOPMENT PLAN RFP

FEDERAL NON-COLLUSION AFFIDAVIT
SAN LUIS DOWNTOWN REDEVELOPMENT PLAN
RFP EDD-2021-004

State of Arizona

County of Maricopa

Jeff Velasquez, affiant, the

Vice President and Project Manager _____ of

(TITLE)

J2 Engineering & Environmental Design, LLC

(NAME OF COMPANY)

The person, corporation, or company responsible for the accompanying State of Qualifications, having first been duly sworn, deposes and says:

That such Statement of Qualifications is genuine and not sham or collusive, nor made in the interest of or on behalf of person not herein named, and that the Proposer has not directly or indirectly induced or solicited any other Proposer to put in a sham submittal, or any other person, firm, or corporation to refrain from submitting, and that the Proposer has not in any manner sought by collusion to secure for itself an advantage over any other Proposer.

[Handwritten Signature]

Vice President and Project Manager

(TITLE)

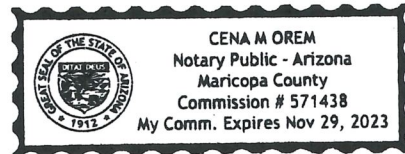
Subscribe and sworn to before me this
16th Day of February, 2021.

Cena M. Orem

SIGNATURE OF NOTARY PUBLIC
IN AND FOR THE

COUNTY OF Maricopa

STATE OF Arizona



(My Commission Expires Nov 29th, 2023).

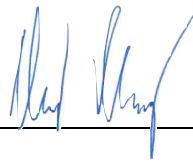
CERTIFICATIONS SIGNATURE FORM

Return this page with Response.

These Certifications (Civil Rights, Equal Employment Opportunity, Equal Opportunity for Workers with Disabilities - Section 503, Procurement of Recovered Materials, Access to Records and Records Retention, Conflict of Interest, Anti-Lobbying) are a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of these Certifications is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required Certifications shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Jeff Velasquez, PLA, ASLA

(Typed Name of Official)



(Signature of Official)

J2 Engineering & Environmental Design, LLC

(Typed Name of Firm)

February 16, 2021

(Date)



ARTWORK FESTIVALS DESTINATION
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