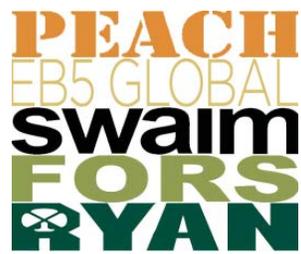


PROPOSAL
City of Tucson
Ronstadt Transit Center
Joint Development Project, Phase II

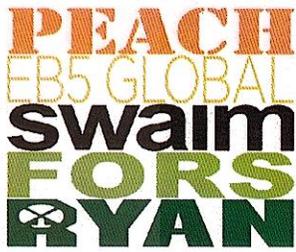


RFP No. 140983: Phase II

June 30, 2015



Peach Properties | 44 E. Broadway Boulevard, Suite 300 | Tucson, AZ 85701
EB5 Global | 1308 NW Everett Street | Portland, OR 97209
Swaim Associates Ltd. Architects AIA | 7350 E. Speedway Blvd., Suite 210 | Tucson, AZ 85710
FORSarchitecture+interiors | 245 E. Congress Street, Suite 136 | Tucson, AZ 85701
Ryan Companies | 3900 E. Camelback Road, Suite 100 | Phoenix, AZ 85018



June 30, 2015

Dan Longanecker, CPPB
Department of Procurement
255 W. Alameda, 6th Floor
Tucson, AZ 85701

RE: Ronstadt Transit Center Joint Development Project, Phase II
RFP No. 140983: Phase II

Dear Dan Longanecker,

We appreciate the opportunity to submit our response to the Ronstadt Transit Center Joint Development Request for Proposal Phase 2. The Peach team brings the assets and skills required for successful delivery of this complicated transit oriented, mixed-use development. We are the "Home Team" we live and breathe Downtown Tucson. Team members' current and past work in the Downtown Tucson account for more than 80% of the City's private and public projects prompting the now visible Downtown revitalization.

We are aware of the profound role the subject development parcel will play in making Downtown Tucson either an average or one of the Country's great downtowns. Literally, our children's children will live the result of good or bad execution of the Ronstadt development.

Our teams ultimate goal for this project is to create a vibrant, transit oriented mixed-use development that is economically and environmentally sustainable. Our goal is to create "place(s)" not just buildings. Our plan incorporates a mix of uses that are appropriate to the local market and consistent with the City's diverse planning goals.

There are several important elements to our proposal that we believe define the opportunity for this Downtown site. These ideas are described in detail in our attached proposal, but some highlights include:

- **Transit** – We want the Ronstadt to be Tucson's travel hub for near or far travel; Sun Tran, Modern Streetcar, Amtrak, Greyhound/Mexican bus lines, airport shuttles, car/bike share, etc.
- **Mixed-use development** – We want to provide residential and commercial density to serve the, live, stay, work and play demands of Downtown Tucson.

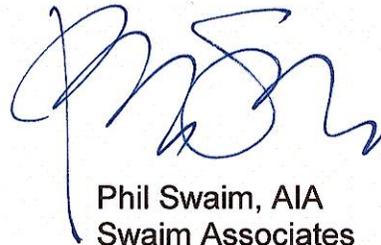
- **Connections** – The Ronstadt provides the last chance to create an active pedestrian connection, across the Union Pacific railroad tracks and LINKS, to the North warehouse district, 4th Avenue, the University of Arizona, and an expanded multimodal transportation platform.
- **Leverage** – The Ronstadt's size and FTA involvement provide a unique opportunity for infrastructure and public benefit amenities serving transit and the community at large.
- **Place** – The new Ronstadt will be a destination in and of itself; the heart of Downtown.

We appreciate your consideration of our proposal, we look forward to working on this exciting opportunity, and making the above a reality.

Sincerely,



Ron Schwabe
Peach Properties



Phil Swaim, AIA
Swaim Associates

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 - B. Request for Proposal 140983

1. CONTACT INFORMATION



PEACH
PROPERTIES
HM INC.

1A. Contact Information



One North Fifth / Depot Plaza

Peach Properties HM, Inc.
CEO Ron Schwabe
44 E. Broadway Boulevard, Unit 300
Tucson, Arizona 85701
Phone: (520) 798-3331
Fax: (520) 798-1288
ron@peachprops.com
www.peachprops.com



The Herbert

1B. Contracting Entity



Sandstone

Peach Properties HM Inc. will serve as the contracting entity for this project. Peach Properties has established itself as a leader in development in Tucson. With a focus on harmonizing new developments within a historical context, Peach Properties cultivates a sense of place and creates iconic neighborhoods in urban hubs. Peach Properties was founded in the 1980s under the direction of Ron Schwabe as CEO. Since its inception, it has developed over 3,000 residential units and over 60,000 square feet of commercial space totaling of \$155 million in development costs. Notably, half of these projects have involved re-use development of historic properties. Mr. Schwabe's focus in his real estate developments are urban re-use mixed use developments in Downtown Tucson. Peach Properties is proud of and committed to its continued role in Tucson's development.

Peach Properties HM Inc., with its principals and affiliated stakeholders, are all in good corporate and fiscal standing with the City of Tucson and State of Arizona. They are current with respect to any and all taxes, charges, and assessments levied by the City of Tucson.



Tooley's

2. EXECUTIVE SUMMARY





Our vision and goal is to transform the Ronstadt Transit Center into an inspirational and efficient multimodal regional transit center integrated with an active mixed-use sustainable community which is the heart of downtown. Ronstadt will become a signature destination for retail, culture, meetings and transportation. From the heart of Tucson to anywhere in the world.

The following are the key components of our proposal:

TRANSPORTATION



- The linear transit mall will be a safe and welcoming facility enhanced by restrooms, food, retail, shade, dog park, police sub-station and public plazas.
- The Transit Welcome Center will provide air conditioned ticketing and information services staffed by travel agents and supported by electronic boards with schedule information, GPS locating for buses and streetcars, airport arrival and departure updates, world weather, as well as cultural and visitor attraction promotion.



- Multimodal opportunities include pedestrian, bike, car, moped, segway and electric vehicle renting and sharing, as well as taxi, shuttle, train, streetcar and horse and buggy services.
- A 450 space parking garage provides access to downtown and transit, space for rental car facilities, as well as supports the mixed-use community.
- A pedestrian and bicycle bridge spans the railroad and upcoming Downtown Links to extend Sixth Avenue, connect to the Warehouse Arts District, and integrate the Corbett site which will house the Greyhound, TAP and Crucero bus stations and provide parking for Fourth Avenue.

RONSTADT



- The transit oriented development will be anchored by over 250 housing units, 20% affordable, for all ages and economic backgrounds.
- A 144 room hotel and conference center will attract and support businesses, the community and tourism.
- The wellness center will support Ronstadt, downtown and transit users.
- Retail and restaurants will activate Congress, Sixth Avenue and the public plazas.



- The public market integrated with the transit mall will activate and enhance the center.
- The south urban plaza and north park plaza provide diverse public open space gathering areas supporting retail, events, recreation and transit users.
- Urban rooftop food production will support the community and the public market.
- Artist studios and live/work lofts expand the arts district and support the public market.
- University of Arizona Arts and Science Center expands the UA presence downtown and enhances access to the community with education, research and museum facilities.
- The new Ronstadt will exhibit Regionalism in all aspects of its design. Regionalism is defined as responding to and incorporating the elements of this specific site in downtown Tucson and its Climate, Light, Landscape, Culture, History, Scale and Materials.



ECONOMICS

- The high density development is economically sustainable with the supportive relationships of the transit center, community and downtown.
- The wide range of uses provide opportunities to thrive during changing economies and seasons.
- Housing is in high demand downtown and will provide a strong economic base for the development.



COMMUNITY

- Community support is critical to the success of Ronstadt.
- We look forward to working with the City of Tucson and all stakeholders to build consensus and confidence for the Ronstadt design.
- Education, and ease of use and access will expand transit use.



3. PROJECT DESCRIPTION

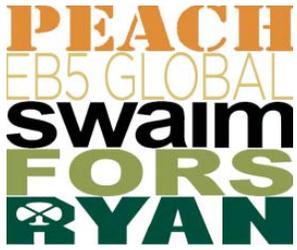


PROJECT SIZE

USE	SIZE
Ronstadt Transit Center	46,475 SF
Residential Units	256
Residential	297,340 SF
Office	7,800 SF
Wellness Center	18,050 SF
Transit / Welcome Center	3,940 SF
U of A Arts and Science Center	45,000 SF
Arts Warehouse	8,500 SF
Retail	20,880 SF
Hotel / Conference Center	144 Rooms and 100,590 SF
TOTAL Building	648,350 SF
Land Square Feet	197,200 SF
Parking	450 Spaces

BUILDING HEIGHTS

BUILDING	FEET	STORIES
Hotel	92'	7
Building South	152'	12
Building North	92'	7
Arts Warehouse / Garage	86'	7



3A. Project Details

JOB

ECONOMIC IMPACT	DIRECT JOBS	INDIRECT AND INDUCED JOBS	PERMANENT JOBS	INDIRECT AND INDUCED ACTIVITIES
Hotel	97	112	42	\$16,272,455
Arts Warehouse	7	8	10	\$1,178,561
New Multi-Family Housing Units	232	267	81	\$38,847,820
New Commercial Structures	129	216	39	\$14,653,177
Parking / Podium	72	54	6	\$8,361,812
TOTAL	433	537	126	\$61,862,809

CONSTRUCTION COSTS

AREA		COST
Ronstadt Transit Center		\$2,747,137
Residential	Qty	
Live/Work Lofts	36	\$7,092,000
Apartments North	75	\$14,775,000
Apartments South	145	\$28,565,000
Office		\$1,248,000
Wellness Center		\$3,971,000
Transit / Welcome Center		\$748,600
U of A Arts and Science Center		\$11,025,000
Arts Warehouse		\$1,530,000
Retail		\$4,489,200
Hotel / Conference Center		\$21,124,800
Parking Structure		\$10,125,000
Temporary Transit Center		\$476,814
Skybridge & Elevator Cores		\$6,552,000
Plazas		\$1,868,850
Infrastructure		\$914,125
TOTAL		\$117,252,526

TOTAL PROJECT COSTS

TOTAL	\$176,518,572
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STREETSCAPE AND OPENSOURCE

The intention is to provide gathering spaces at the heart of Ronstadt. Both plazas will provide day and night activity, bike parking, public art, multimodal accessibility and interaction with the built environment and open space.

NORTH PLAZA	The north plaza will be a casual quiet 'park like' space characterized by large shade trees, sustainable hardscape materials, and art/play installations.
Shade Trees	Native Trees
Play	Interactive sculpture that conveys the spirit of play to young and old and invites interaction.
Mound	A grassy mound at one end of the plaza invites play and provides alternate seating.
Open Event Space	A smaller open space at the center for performance.
Varied Public Seating Options	The plaza is flanked by benches characterized by organic nature that invites involvement and interaction.

SOUTH PLAZA	The south plaza will be a flexible urban space for large scale entertainment characterized by a fountain, flexible seating and hardscape.
Fountain	An iconic fountain that is at grade for accessible interactive experience and play.
Café Patios	The plaza is flanked north and south by café patios.
Open Space	Large open space provides a setting for larger scale gatherings and entertainment at special events.

CONGRESS POCKET PARK	
Shade Trees	Provided by the built structure above.
Green Learning Garden	Decorate Native vegetation with instructive labels.
Path	Pathway through the garden.
Benches	

SIXTH AVENUE PROMENADE	
Hotel Pickup Zone	At south end of street in front of hotel.
Taxi Pickup Zone	Mid block
Shuttle Pickup Zone	North end of block: airport and other shuttle services.
Continuous Tree Canopy	
8' Wide Enhanced Sidewalk	
Benches	
Bike Parking	
Café Patios	
Retail	
Vertical Circulation	On both sides of Toole Avenue there will be stairs and elevators to provide vertical circulation to the overhead pedestrian walkway.

TOOLE AVENUE

- Interactive Art Large scale public art that invites interaction and play on the south corner of Toole Avenue and N. 6th Avenue.
- Continuous Tree Canopy
- 8' Wide Enhanced Sidewalk
- Benches
- Bike Parking
- Café Patios

CONGRESS STREET

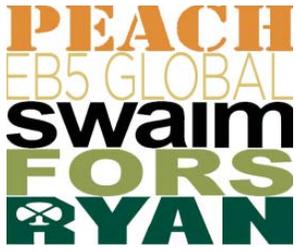
- Continuous Tree Canopy
- 8' Wide Enhanced Sidewalk
- Benches
- Bike Parking
- Retail

RONSTADT HOTEL		144 Rooms	99,360
			Ft ²
GROUND LEVEL			7,060
<i>Potential Tenant Type</i>			
H-1 Hotel Restaurant			1,940
H-2 Hotel Lobby			2,100
H-3 Retail		<i>Specialty Store</i>	1,280
H-4 Public Market Corridor			120
H-5 Public Market Corridor			120
Service			1,050
Vertical Circulation			450
SECOND LEVEL			9,000
Conference Center			8,550
Vertical Circulation			450
THIRD LEVEL			11,900
Guest Rooms	24	433	10,400
Corridor			600
Vertical Circulation			900
FOURTH LEVEL			11,900
Guest Rooms	24	433	10,400
Corridor			600
Vertical Circulation			900
FIFTH LEVEL			11,900
Guest Rooms	24	433	10,400
Corridor			600
Vertical Circulation			900
SIXTH LEVEL			11,900
Guest Rooms	24	433	10,400
Corridor			600
Vertical Circulation			900
SEVENTH LEVEL			11,900
Guest Rooms	24	433	10,400
Corridor			600
Vertical Circulation			900
ROOF DECK			11,900
Exercise			450
Pool Deck			6,750
Bar			800
Vertical Circulation			900
Service			3,000

RONSTADT SOUTH TOWER 145 Units 168,000

		Ft ²
GROUND LEVEL		16,500
S-1 Retail	<i>Restaurant</i>	2,000
S-2 Retail	<i>Speciality Store</i>	2,000
S-3 Retail	<i>Speciality Store</i>	2,500
S-4 Retail	<i>Grab-N-Go</i>	1,300
S-5 Retail	<i>Bike Shop</i>	800
S-6 Lobby	<i>Housing Lobby</i>	920
S-7 Retail	<i>Newsstand</i>	700
S-8 Retail	<i>Produce</i>	700
S-9 Public Market Vendor	<i>Vegetables</i>	120
S-10 Public Market Vendor	<i>Vegetables</i>	120
S-11 Public Market Vendor	<i>Bread</i>	120
S-12 Public Market Vendor	<i>Pies</i>	120
S-13 Public Market Vendor	<i>Flowers</i>	120
S-14 Public Market Vendor	<i>Plants</i>	120
Corridor		1500
Service		2460
Vertical Circulation		900
SECOND LEVEL		16,500
Housing Amenities		7,800
<i>Club Room</i>		
<i>Business Lounge</i>		
<i>Board Room</i>		
Offices		7,800
Vertical Circulation		900
THIRD LEVEL		15,000
Units		
	1 BR 700 19	13,300
Corridors		800
Vertical Circulation		900
FOURTH LEVEL		15,000
Units		
	1 BR 700 19	13300
Corridors		800
Vertical Circulation		900

FIFTH LEVEL				15,000
Units				
	1 BR	700	19	13,300
Corridors				800
Vertical Circulation				900
SIXTH LEVEL				14,000
Units				
	1 BR	723	17	12,300
Corridors				800
Vertical Circulation				900
SEVENTH LEVEL				14,000
Units				
	2 BR	946	13	12,300
Corridors				800
Vertical Circulation				900
EIGHTH LEVEL				14,000
Units				
	2 BR	946	13	12,300
Corridors				800
Vertical Circulation				900
NINTH LEVEL				12,000
Units				
	2 BR	936	11	10,300
Corridors				800
Vertical Circulation				900
TENTH LEVEL				12,000
Units				
	2 BR	936	11	10,300
Corridors				800
Vertical Circulation				900
ELEVENTH LEVEL				12,000
Units				
	2 BR	936	11	10,300
Corridors				800
Vertical Circulation				900



3A. Project Details

TWELFTH LEVEL			12,000
Units			
	3 BR	1288	8
			10,300
Corridors			800
Vertical Circulation			900
ROOF			12,000
Community Garden			3,000
BOH Support			9,000

RONSTADT NORTH 75 Units **130,000**
TOWER

		Ft ²
GROUND LEVEL		23,000
N-1 Wellness Center	<i>Pharmacy</i>	4,700
	<i>Minute Clinic</i>	
N-2 Retail	<i>Salon</i>	1,600
N-3 Retail	<i>Pet Services</i>	2,600
N-4 Retail	<i>Dry Cleaner</i>	2,600
N-5 Retail	<i>Café</i>	2,300
N-6 Lobby	<i>Housing Lobby</i>	1,000
N-7 Welcome center	<i>Transit Office</i>	940
N-8 Retail	<i>Bike Shop/ Share</i>	1,000
N-9 Public Market Vendor	<i>Newstand</i>	120
N-10 Public Market Vendor	<i>Hotdogs</i>	120
N-11 Public Market Vendor	<i>Tacos</i>	120
Restrooms		1,200
Service		1,800
Corridor		1,500
Vertical Circulation		1,400
SECOND LEVEL		23,000
Wellness Center		12,650
	<i>Fitness Center</i>	
	<i>Childcare Center</i>	
	<i>Social Services</i>	
	<i>Employment Center</i>	
Vertical Circulation		1,350
Pool Deck		9,000
THIRD LEVEL		16,000
Units		
	1 BR 710 20	14,200
Corridors		900
Vertical Circulation		900
FOURTH LEVEL		16,000
Units		
	1 BR 710 20	14,200
Corridor		900
Vertical Circulation		900
FIFTH LEVEL		14,000
Units		
	2 BR 938 13	12,200
Corridor		900
Vertical Circulation		900



3A. Project Details

SIXTH LEVEL				14,000
Units				
	2 BR	938	13	12,200
Corridor				900
Vertical Circulation				900
SEVENTH LEVEL				12,000
Units				
	3 BR	1113	9	10,200
Corridor				900
Vertical Circulation				900
ROOF DECK				12,000
Garden				5,550
Vertical Circulation				450
Service				6,000

RONSTADT TOOLE ARTS 36 units | 465 parking spaces **248,000**
WAREHOUSE

			Ft ²
GROUND LEVEL			40,800
A-1 Offices	<i>Potential Tenant Type</i> <i>U of A Arts & Science</i>		9,000
A-2 Loft Housing Lobby			1,400
A-3 Arts Retail	<i>Arts / Gallery</i>		2,000
A-4 Arts Retail	<i>Arts / Gallery</i>		2,000
A-5 Retail	<i>Arts / Gallery</i>		2,000
A-6 Retail	<i>Car Share</i>		2,500
Garage			19,050
Vertical Circulation			1,350
Service			1,500
SECOND LEVEL			40,800
Offices	<i>U of A Arts & Science</i>		9,000
Garage			30,450
Vertical Circulation			1,350
THIRD LEVEL			40,800
Offices	<i>U of A Arts & Science</i>		9,000
Garage			30,450
Vertical Circulation			1,350
FOURTH LEVEL			40,800
Offices	<i>U of A Arts & Science</i>		9,000
Garage			30,450
Vertical Circulation			1,350
FIFTH LEVEL			40,800
Offices	<i>U of A Arts & Science</i>		9,000
Garage			30,450
Vertical Circulation			1,350
SIXTH LEVEL			22,000
Live Work Lofts	18	1125	20,300
Corridor			800
Vertical Circulation			900
SEVENTH LEVEL			22,000
Live Work Lofts	18	1125	20,300
Corridor			800
Vertical Circulation			900



LOCAL

Our team is Local. We are a group of Tucson professionals who have dedicated ourselves professionally and personally to making Downtown Tucson a more livable city for the immediate residents, for all Tucsonans and as a destination for our Visitors. This project is about making OUR downtown more livable by applying principals of Regionalism to every aspect of this project.

REGIONALISM

The new Ronstadt will exhibit Regionalism in all aspects of its design. Regionalism is defined as responding to and incorporating the elements of this specific site in downtown Tucson and its Climate, Light, Landscape, Culture, History, Scale and Materials.

- **Climate:** Shade, solar orientation and taking advantage of our ability to live outside much of the year are driving forces in this design. While the site is oriented such that east and west elevations are dominant, shading of glazing will be addressed. On the upper levels of residential units numerous patios and overhangs will allow residents to enjoy indoor outdoor living. On the ground level shade is provided through broad overhangs, shade structures and large native trees.
- **Light:** While we spend lots of time shading from direct sun in Tucson, the abundance of light and the quality of light here is one of our greatest attributes. While the buildings have height (key to economic feasibility and to creating a strong urban core with a large resident population) the massing is stepped back specifically to allow light down to Congress, Arizona Ave, Toole and Sixth Avenue.
- **Landscape:** Our desert landscape is characterized by horizontality of the desert floor and outstretched sky. This principal has been applied to the building articulation. The ground floor incorporates native vegetation along the curbs, shading the pedestrian areas, throughout the Plazas and on the balconies and roofs.
- **Culture and History:** Historic Structures are historic because they tell a unique story of their own time and place. The architecture of Ronstadt will not falsely represent the story of another time and place. It will learn from and respect our local past, but tell a unique story of Downtown Tucson now. We will plan for it to become historic, for those reasons, in the future. The rich history of Downtown Tucson as a point for transportation and commerce will be honored by enriching this location as a stronger transportation hub for today. Interactive Kiosks will bring wayfinding and information about the history of Downtown to visitors integrated into the Turquoise Trail.

-
- **Scale:** A primary goal is to reinforce Downtown Tucson as a walkable neighborhood. The design has incorporated key elements to create walkability including: ample sidewalks, on street parking and landscape to buffer pedestrians from traffic, benches, active storefronts, plazas, paving with scale and continuity with downtown, Pockets of open space (plazas) that are surrounded by activity, water feature, art, play (for all ages), native vegetation, native trees (shade), overhangs (shade), shade structures (yup, more shade), water stations, information and wayfinding kiosks, smaller storefronts to create interest for the walker (rather than big box), parking (to allow a place to put our cars while we walk), accessible, well lit (safe), social spaces – standing visiting and sitting, and safe cross walks. The rich streetscapes and plazas will foster community interaction on a daily basis and during events. Combining the pedestrian experience with enhanced Bicycle amenities and Public transportation furthers it as a model of walkability.

The scale of the buildings themselves is multistory, which is appropriate to the downtown core and increases density which is vital for a vibrant downtown. The hotel building on Congress Street holds the historic urban street frontage and steps back on the third floor so that the facades against the street keep in context with the historic streetscape.

- **Materials:** The materials at the pedestrian level in particular will be chosen to relate to the environment and the pedestrian scale. In the larger context materials will be chosen to respond to the elements of climate, light and scale.



Ronstadt View From Southwest



Ronstadt Hotel From Congress and 6th Avenue



South Plaza, South Residential Tower and Transit Mall From Southeast



Transit Mall and Public Market From Toole Avenue



North Residential Tower, Bridge and U of A Arts and Science From Sixth Avenue



The proposed plan will celebrate and honor the cultural diversity here in Tucson by creating a centralized, communal space, which is open to and welcomes all the visitors and citizens of Tucson. The new Ronstadt Transit Center will serve as a public, open space that will unify the different members of the community as they come to take advantage of the amenities of the site and cross paths as they commute. Amenities such as affordable housing and market value housing will strive to promote a living community which is representative and reflective of Tucson. We are also proposing an open public market where local Tucson vendors and artisans can set up booths to sell their goods. Public markets are the oldest form of direct marketing, but in recent times, have become a weekly tradition for many shoppers. With the addition of a public market at the Ronstadt Transit Center, we are not only combining this age old practice, but creating a new weekly tradition for the citizens and visitors of Tucson. Along Arizona Avenue, booths and vendors will line the transit center. This is a great way for local vendors, farmers, and artisans to sell their products and produce, while at the same time creating a unique experience for visitors to meet and connect with others. A repopulation of this public area will invite and attract a new mixture of people to take advantage of all the Ronstadt Transit Center has to offer.



Residential

Our proposal combines 256 residential rental units between the North and South Towers and Lofts. These rental units will be a combination of market rate units (80%) and affordable housing units (20%). We have programmed studio (600 SF), 1 bedroom (800 SF), 2 bedroom (1,100 SF), and 3 bedroom (1,200 SF) units. In the North Tower, there will be 75 units on 3rd-7th floors. These units will be a mix of 1-3 bedroom units. This building will feature amenities such as ground level retail, a wellness center, and a roof deck garden. In the South Tower, there will be 145 market rate housing units. The second floor of housing will include amenities such as a lounge, meeting rooms, and a game room. The floors 3-12 will be residential rental units and the roof will feature a 3,000 SF community garden.



Public Market

Through the careful layout and creation of a public market along Arizona Ave, our goal is to create a public market experience for commuters and visitors to active this space and maximize the public use. Local artists, farmer, and vendors will be able to sell their goods and produce, thus creating growth for our downtown local economy and strengthening this newly developing community. This public market also aims to support a diversity of local vendors and improve affordable nutrition options for City commuters, residents, and visitors as they visit the Ronstadt Transit Center.



Multi-lingual Signage

The modification of the signage in the Ronstadt Transit Center to include languages other than English will greatly ease its use for many. The addition of bilingual signage will reflect the diverse needs of the City of Tucson. Reshaping and redefining the linguistic landscape of the transit center will not only make it more accessible to the users of the site, but will also make everyone feel truly welcome.



The Arts

The proposed plan will also continue to honor and showcase our continued support of Tucson's commitment to the arts. We are aware of the historical merits of this neighborhood and have committed to adding space that not only fits with the current neighborhood, but aims to expand its possibilities. Additionally, our proposed public market will afford local artisans the opportunity to showcase and sell their work. Our proposed design will include the addition of art studios and artist lofts along Toole Avenue in the historic warehouse arts district. These changes will not only benefit the current residents of this community, but serve to inspire future artists and generations, thus creating a stronger artistic community. We are also currently working with the University of Arizona pursuant to an arts and science center at the corner of Toole and 6th Avenue.

Arts Warehouse

The proposed building will be located at the corner of Toole Ave and 6th St and be home to a variety of different arts uses consistent with the nature of the historic arts neighborhood. On its ground floor, it will house arts retail, gallery space, garage space, and car share retail.



Artist Studios & Lofts

The ground level of the arts warehouse building will include 3 art studios. This will be prime, activated studio space along Toole Ave. in the historic arts neighborhood. The two upper floors of the arts warehouse building, the sixth and the seventh, will feature 36 live work lofts at 1125 SF. These live work lofts will create a unique opportunity for artists to live and create in center of artistic community in Tucson.





With our proposed plan, the daytime use of the Ronstadt Transit Center will be transformed to meet all varying needs of Tucson commuters and visitors. We will not only incorporate a unified center of different modes of transportation, but also create a vibrant, signature destination in Downtown Tucson. The ground floor will be activated by retail shops. This area will include street retail from new shops to exciting restaurants. This retail space will include a coffee shop, bike store, and a national pharmacy with a take care clinic. A public market will also invite shoppers and visitors into the transit center as a variety of different goods and products are sold. While the above areas will feature different types of housing, multi-tenant office spaces, institutional space to be used by a university, and a Hotel. There is truly something for every citizen of Tucson as they find their way downtown.



During the nighttime, the Ronstadt Transit Center will remain a fully functional facility to meet the varying needs of commuters, travelers, and visitors. Whether it be commuters on their way home from work or visitors looking to enjoy the nightlife of Downtown Tucson, the Ronstadt Transit Center will be activated in their journey. The new proposed Ronstadt Transit Center will aid those who come to enjoy the restaurants and shops of downtown by facilitating all their travel needs into one convenient centralized location while providing support services, such as parking and traveler information.

Transit

Our vision for this project is to revitalize and transform the Ronstadt Transit Center to create a centralized, multimodal linear transit mall and a dynamic mixed use urban development in the heart of Downtown Tucson. The new Ronstadt Transit Center will not merely be just a site to transfer, but a destination in that of itself. Not only will the Ronstadt Transit Center be a site for buses, it will now include bike and car rental, taxi and uber stands, access to Greyhound and Amtrak, and other commuter oriented services. The site will also serve as a space to actively engage the public. The proposed site will include retail shops, parking, office space, a wellness center, a welcome center, a hotel, and a variety of different housing options, such as market value and affordable housing. Our goal is to create a centralized destination where you can truly get anywhere in the world.



University of Arizona Arts and Science Center

We will integrate the arts with science using education, research and museum facilities. With the addition of university space as part of Ronstadt, we will activate the space to students during the daytime. Students will easily be able to commute from campus to their classes or they will be able to rent in our residential towers.



Hotel

The proposal includes a full-service hotel at the corner of Congress St and 6th Ave. The hotel lobby will be located on that bustling corner, whereas the ground floor of the hotel will open up to one of the plazas. The ground floor will include a hotel restaurant overlooking the beautifully designed plaza, a store front, and space for public market vendors. The second floor of the hotel will feature a conference center that will be able to accommodate large scale meetings. The second through eighth floors will have 24 guest rooms each. The roof deck will feature many engaging amenities to the hotel guest, such as an exercise area, bar, and a pool. Not only will the guests be able to enjoy the amenities, they will be able to take advantage of one of Tucson's signature sunsets as they do so. The addition of the hotel will attract a new market of visitors to Downtown Tucson while helping to meet the needs of the visitors to our city.



Retail

With this project, we aim to set a new standard of store front and sidewalk amenities in Downtown Tucson. The careful design of the transit will ensure the activation of street level retail along 6th Ave, Arizona Ave, and Toole Ave, while at the same time better utilizes more public uses along these busy downtown streets. It will also strengthen this already burgeoning downtown retail corridor. The North Tower will feature ground level retail with amenities such as, a pharmacy, minute clinic, salon/spa, dry cleaners, bike shop/share, newsstands, cafes, and public bathrooms. The South Tower will feature ground level retail with amenities such as stores, restaurants, grab-n-go, and public market vendors.

Plazas

The proposed Ronstadt design will feature 2 plazas. These plazas will actively invite visitors into the transit center with their carefully constructed nuances. We aim to have an open community space as a gateway to creative exchange and a gathering spot for all the visitors to the transit center.



Parking

In order to accommodate a park and ride, residents and the influx of visitors coming to the Ronstadt Transit Center, our proposed plan includes the addition of parking. A 210,000 SF parking structure, located in the arts warehouse building at the corner of Toole Ave and 6th Ave, will bring 450 parking spots to downtown. These spots will be structured and covered and help to reduce traffic in downtown.



Transit Hub Welcome Center

The Ronstadt Multimodal Transit Center will be supported by a unique information center to meet the needs of commuters and travelers with real-time travel information with garage video boards. Travelers will be able to check everything from bus and trains schedules, GPS locations of buses and street cars, Tucson International Airport arrival and departure stats, and world-wide weather. Support staff will be available to learn about routes, schedules, fares, bike and car share and any other transit based questions. The center will help connect visitors and community members to cultural and tourist attractions. A lost and found of any items found on buses, trains, or at the Ronstadt will be located in this office.

Residential

Over 250 residential units will provide a diverse community for workforce, retirement and affordable housing.

Wellness

Wellness facilities of health care, fitness, pharmacy, social service, salon, and counseling will nurture a healthy and sustainable community



Urban Agriculture

To expand the use of the site we are utilizing the roofs of the residential towers, UA Arts and Science, and the parking garage for urban agriculture. Local Food Production will provide employment and support the public market.



Our vision for the Ronstadt is to develop a community that is environmentally, socially and economically sustainable urban community.



Environmental

- LEED Silver certification
- Rainwater harvesting for landscaped streetscape, plazas and transit center.
- Harvest condensate water to operate fountain in public plaza and misters for passive cooling
- Green roofs utilizing urban agriculture
- Flat plate building design is self shading
- Electric car charging stations
- Solar water heating and photovoltaic
- Recycling bins throughout
- Composting for residential and restaurants to use in gardens

Social

- Multimodal transit hub with the Travel Center supports the regional community and tourism
- Affordable, workforce, market rate housing supports social equity
- Wellness center promotes a healthy community
- Public Market supports the urban agriculture and artist community
- Conference center supports businesses, community and hotel
- Integrate the University of Arizona Media Arts and expand the Arts District
- Public spaces for social interaction

Economic

- Desirable, leasable housing
- Dense, mixed use transit oriented development
- Activity supports retail



The Ronstadt Transit Center is conveniently located in the heart of Tucson's downtown. As the current site stands, it is a destination for the streetcar on Congress St and 6th Ave and a central hub for the city buses, but our proposal aims to redefine the space. Our goal is to create a space that is safe, welcoming, and accommodating to all users. The proposed design of the Ronstadt Transit Center will provide two new open space areas: a north and a south plaza. Through our renovation of the site, it will be a destination and a truly unique community space for everyone to enjoy.



Integration with Surroundings

With the proposed improvements to the site, the transit center will be expanded to encompass a greater scope of the needs of Downtown Tucson by streamlining multiple modalities of transit.

Accessibility

Commuters, travelers, and visitors will be able to ride various buses and trains, either locally, regionally, or nationally, rent and ride bikes, walk, take the streetcar, and drive their car easily to wherever they may need to go. A Trip Tron, a digital display board, will display all multimodal transit arrivals and departures. The Trip Tron, with up to date and current travel times, maps, and information kiosks will facilitate travel and ease traveler confusion.



Locational Visibility

Through strategic design, the site will feature open design in several locations that is both inviting and pedestrian friendly, but will also ease the flow of travel.

Safety Features

As the site will be 24 hour functional, it was designed with many important safety features such a bright lighting, surveillance cameras, a PA system and LED screens for quick dissemination of important information, and a Tucson Police Department substation.



Natural Features

Tree lined streets and transit mall will provide shade and a natural character to Ronstadt. The north plaza will have significant landscaping for a park-like public space. Landscaped terraces and roofs create a natural green roof system.

Programming

The proposed renovations to the site will incorporate the current site's existing structure and during construction, temporary structures will be built allowing the site remain fully functional.



South Public Plaza

Our proposal took special consideration of pedestrians when designing our plan. Mixed retail along 6th Ave and the addition of an expanded sidewalk will entice pedestrians to the area, while at the same accommodating and easing their commute. The addition of walkways from 6th Ave into the Ronstadt Transit Center will invite pedestrian in and ease the flow of pedestrian traffic. Along 6th Ave, bump outs will pull people into the space. Within the transit center, there will be several crosswalks across the two lanes of traffic to ensure pedestrian safety as commuters and visitors attempted to cross this high volume traffic area.



Plazas

The Ronstadt Transit Center design will provide two plaza areas, which will be activated in both day and night activity. They will provide bike parking, public art, and most importantly, accessibility to the multimodal transit center. The North Plaza was designed to feel like a park in an urban transit area. It will have natural shade and large trees. Visitors will be able to interact in this casual and quiet location. This plaza will have moveable chairs and tables made with sustainable hardscape materials. The South Plaza will have traditional features of a plaza such as a planters and a fountain. It will be more developed and urban. This will be a flexible space for entertainment, such as Second Sunday events and a weekend expansion of the public market. We also look forward to hosting events like a Spring Concert Series and Winter Holiday lightings.



Bridge

Our proposal includes the creation and construction of an iconic bridge over Toole Ave. This bridge creates a connection from the Ronstadt Transit Center over the Union Pacific Railroad and the new Downtown Links expressway, to the 4th Avenue shopping district. It will not only connect pedestrians to additional transit options, such as the railway, but most importantly, it will allow for safe passage as commuters make their to where they need to go.



Public Market

With our proposed implementation of a public market in the transit center, our goal is to create a unique community gathering place. In this one of kind public market, we hope to unite farmers, artisans, and artists to not only support these small business, but provide invaluable and convenient shopping experience for our visitors.

Wellness Center

The idea behind our proposed wellness center is to create a space to aid self-improvement, convenience, and make lives better. This building will house serves such as a fitness center, social services, an employment center, and childcare facilities.



10th Street Dog Park

Located on East 10th St between the Martin Luther King Building and One North Fifth, we have included space for an urban dog park. Visitors will be able to bring their dogs to this contained open space in the heart of downtown. The inclusion of the feature will create a space for both dogs and their owners to socialize as they come to the Ronstadt Transit Center.

Bike Services

The Ronstadt will include many convenient services for bikers. There will bike share stations, repair kiosks, and even a bike shop. These services will show our commitment to bike riders, their needs, and environmental sustainability.

Police Substation

The new Ronstadt Transit Center will be equipped with a Tucson Police Department Substation. This feature will bring a stronger police presence to the space and offer greater sense of safety to all the visitors. At this police substation, most non-emergency police services can be addressed, such as needing to file a police report.



The proposed redevelopment plan for the Ronstadt Transit Center carefully considers the access and circulation requirements for transit vehicles and users, residents of the multi-story housing and hotel, and patrons of the commercial development along Congress St and 6th Ave. Site circulation is illustrated in Figure 1. As described more fully in Chapter 4 of our proposal, the linear transit mall provides substantial transit operational benefits. Depending on the route, transit buses and vans will enter the mall from either Congress St or Toole Ave and exit at the other end. Buses that currently travel to the transit center from the south using 6th Ave will continue to do so, entering the mall from the north as is done today, and exiting onto Congress St. Buses that currently travel to the transit center using Toole Ave will either enter the mall from north or circulate to Congress St via 5th Ave, entering from the south. Buses currently entering from Congress St and exiting to Toole Ave will continue to do so.

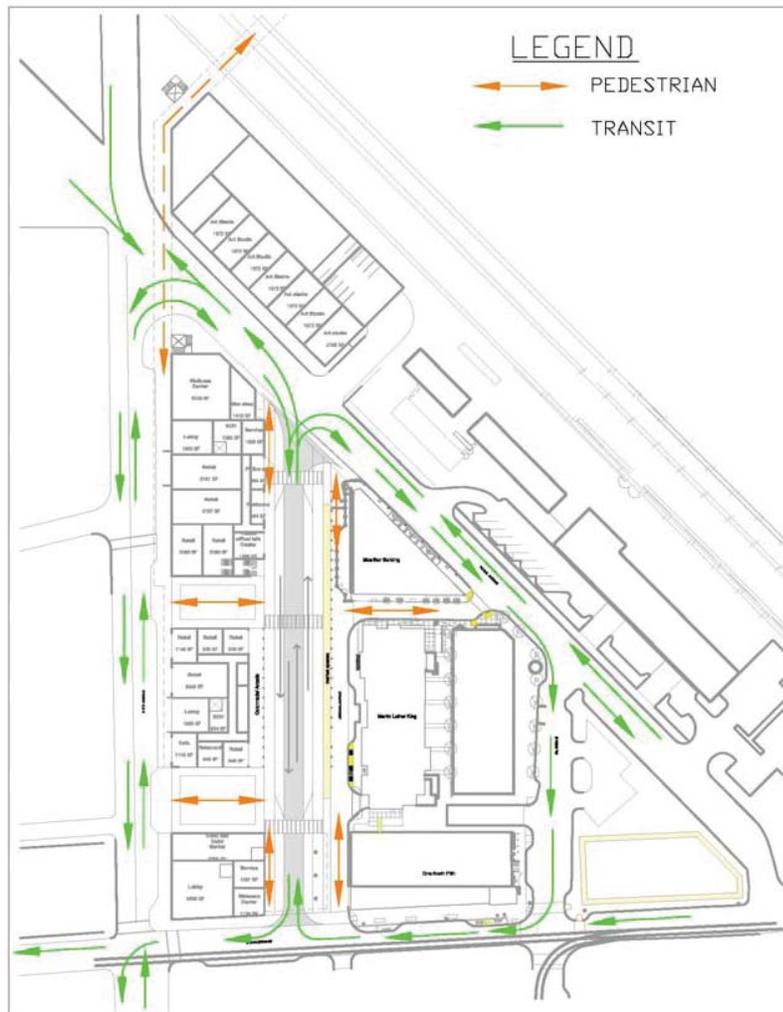


Figure 1. Site Circulation and Access

Roadway improvements that will be needed to accommodate bus turning requirements include providing a larger radius on the southeast corner of the 6th Ave/Toole Ave intersections. Figure 2 shows critical bus turning paths at the transit mall driveways and at surrounding intersections. At the south and north driveways, there is sufficient room to provide wide entrances and to configure the driveways so that buses entering or exiting can make the turn comfortably and without conflicting with other bus movements. A widened corner radius at 6th Ave/Toole Ave intersection will accommodate northbound right-turns. Provision of a traffic signal at the north mall access point on Toole Ave may also be considered to better serve the transit mall, however the potential operational impacts at the 6th Ave/Toole Ave intersection will need to be carefully evaluated. Removal of some on-street parking on Toole Ave between 6th Ave and 5th Ave may be needed to ensure safe and efficient transit mall access. The proposed redevelopment plan includes removing the short section of Pennington St between 6th Ave and Toole Ave, however considering that this connection is primarily used by buses to access the transit center today, removing it will have negligible effect on downtown circulation patterns.

Pedestrian access to the transit mall is provided from all directions. The two wide plazas included in the development plan will provide high visibility access to the mall from 6th Ave, while access from Congress St and Toole Ave will be as it is today. Pedestrian circulation and access to the transit mall and downtown will be enhanced with the pedestrian bridge over the UPRR and Steven's Ave (Downtown Links), planned for future installation by the City.

Commencing with our project schedule is dependent upon the approval of the Development Agreement. We are confident in our commitment to the project and are eager to proceed.



Phase 1 includes creating a temporary Transit Center on the site along Toole Avenue to allow the 6th Avenue site to begin construction. Utility relocations and upgrades are also included in this phase. Planning for the temporary transit center will begin early in the project as it will require substantial coordination with the City of Tucson and SunTran. Several options will be evaluated, including using Toole Ave between 6th Ave and 5th Ave, using the vacant lot where the parking garage is planned, and reconfiguring the existing transit center in conjunction with the site construction. The temporary transit center will include provision of benches, rest rooms, shade structures, and a ticket kiosk.

Phase 2 is the construction of the 6th Avenue site. It is organized in sub-phases to allow for different components to proceed at their optimum schedule. We have strong commitments to the housing and hotel, and are eager to have them completed. The Transit Center can be completed early, but we all need to need to agree when it is safe to utilize the new facility with the adjacent construction on-going.



Phase 3 will proceed once the new Transit Center is open. The parking garage will proceed quickly along with the arts studios, lofts and U of A facility.

Recruitment of major partners and tenants is already underway. We will have some letters of intent during the planning stages. Public promotion will commence once the construction fence goes up. There will be leasing promotion for the residential and commercial space in order to create a buzz about the project. Marketing will be a full court press on all media and conventional forms of advertising to rent out the spaces.



ID	Task Name	Duration	Start	Finish	2016				2017				2018				2019	
					Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
1	DEVELOPMENT AGREEMENT	304 days	Tue 9/1/15	Thu 6/30/16	[Summary Bar]													
2	FINANCE	274 days	Fri 1/1/16	Fri 9/30/16	[Progress Bar]													
3	FTA	182 days	Fri 1/1/16	Thu 6/30/16	[Summary Bar]													
4	DESIGN	331 days	Fri 1/1/16	Fri 3/31/17	[Summary Bar]													
5	SITE / MP	244 days	Fri 1/1/16	Wed 8/31/16	[Progress Bar]													
6	RETAIL / HOUSING	208 days	Tue 3/22/16	Sat 10/15/16	[Progress Bar]													
7	HOTEL	275 days	Fri 4/1/16	Sat 12/31/16	[Progress Bar]													
8	ARTS / PARKING	274 days	Fri 7/1/16	Fri 3/31/17	[Progress Bar]													
9	PERMIT	267 days	Fri 7/1/16	Fri 6/30/17	[Summary Bar]													
10	SITE	92 days	Fri 7/1/16	Fri 9/30/16	[Progress Bar]													
11	RETAIL / HOUSING	77 days	Sun 10/16/16	Sat 12/31/16	[Progress Bar]													
12	HOTEL	66 days	Wed 1/25/17	Fri 3/31/17	[Progress Bar]													
13	ARTS / PARKING	91 days	Sat 4/1/17	Fri 6/30/17	[Progress Bar]													
14	CONSTRUCTION	464 days	Thu 9/1/16	Thu 5/31/18	[Summary Bar]													
15	PHASE I	223 days	Thu 9/1/16	Fri 6/30/17	[Summary Bar]													
16	TEMP. TRANS.	122 days	Thu 9/1/16	Sat 12/31/16	[Progress Bar]													
17	UTILITIES	270 days	Tue 10/4/16	Fri 6/30/17	[Progress Bar]													
18	PHASE II	350 days	Sun 1/1/17	Mon 4/30/18	[Summary Bar]													
19	TRANSIT	181 days	Sun 1/1/17	Fri 6/30/17	[Progress Bar]													
20	RETAIL / HOUSING	396 days	Sun 1/1/17	Wed 1/31/18	[Progress Bar]													
21	HOTEL	395 days	Sat 4/1/17	Mon 4/30/18	[Progress Bar]													
22	PHASE III	241 days	Sat 7/1/17	Thu 5/31/18	[Summary Bar]													
23	PARKING / ART	335 days	Sat 7/1/17	Thu 5/31/18	[Progress Bar]													
24	LEASE	617 days	Thu 9/1/16	Mon 12/31/18	[Summary Bar]													
25	PRE-MARKETING	577 days	Thu 9/1/16	Sat 3/31/18	[Progress Bar]													
26	LEASE UP	212 days	Fri 9/1/17	Sat 3/31/18	[Progress Bar]													
27	OCCUPANCY	365 days	Mon 1/1/18	Mon 12/31/18	[Progress Bar]													

Our construction mitigation plan is based on our phasing of the project:

- Phase 1 – Build Temporary Transit Center (on proposed Parking Structure site north of Toole Avenue)
- Phase 2a – Build Infrastructure & Transit Center
- Phase 2b – Build Retail & Apartment Towers
- Phase 2c – Build Hotel
- Phase 3 – Build Parking Structure, Art Studios & Bridge



Ryan and Kittleson will work with the appropriate jurisdictional authorities to provide the traffic plans as needed to build the Temporary Transit Center on the parcel north of Toole Avenue. Once that's completed and operational, we will again work with the jurisdictional authorities to provide traffic plans along with the traffic management components to install the infrastructure needed for the project and start the demolition and installation of the new Transit Center, along with the rest of Phase 2. Once the transit center is complete and the hotel and apartment towers are complete enough for the site to be safe and utilized, we will barricade the parcel north of Toole Avenue to demolish the Temporary Transit Station, and begin construction of Phase 3.



Throughout the construction process, safety is a primary objective. Ryan will ensure that the entire site is safe for not only our work force, but also for the public. The key to a safe environment is planning. Ryan utilizes a process of pre-task planning for all critical tasks which are performed. The pre-task plan allows Ryan to walk through all possible safety issues and develop plans to address any unforeseen circumstances. Additionally, by utilizing proper signage, fencing, barricades, covered walkways, etc., Ryan can keep the public away from potentially dangerous areas of work.

Another key component to constructing a project of this magnitude on an urban site is communication. Ryan is adept at communicating with all stakeholders to ensure the appropriate parties know what is going on at all times. We have several tools and processes to make certain that all parties are communicating well including communication plans, meetings, website posts, newsletters, etc. Ryan's on-site staff will be 100% accessible to respond to any changing conditions which will allow City of Tucson stakeholders and surrounding businesses time to prepare for any forthcoming disruptions.



4. INTEGRATION OF TRANSIT USE





Public Market Integrated With The Transit Mall



The correct balance and strategic planning of transit facilities and their uses can have a symbiotic relationship with one another. One of the goals for the new Ronstadt Transit Center is to have it be integrated and enhance the adjacent development instead of being isolated and sometimes seen as a detriment. Transit oriented development is an opportunity for transit to bring more people to the development, and the development to encourage more people to use transit. We understand that this project is a significant undertaking for the City of Tucson, but with our plan we will create a full-fledged transit-centered community with convenience, cultural, and economic benefits for everyone.

Retail, Wellness and the Arts



Treating the entire project as a multimodal transit center provides more exposure and convenience to the retail, wellness facilities, and the artist community as transit users to flow through the site. Our proposed Ronstadt Transit Center will create opportunities for higher density. We will implement a balanced mixture of retail, services, and amenities that will appeal to the spectrum of different incomes levels here in the City of Tucson and thus, bring more people to the transit mall.

Public Market



Integrating a public market into the transit mall provides a significant number of possible customers for vendors, farmers and artists, and an active and safer transit center. The public market will be housed along the transit mall. In order to best activate this space, pedestrian connections were carefully considered. Visitors to the public market will enjoy enjoyable walkways with comfortable, linear, and continuous booths of retail. The public market will have an environment which strengthens the sense of this unique space while supporting drawing people into the space, encouraging retail spending, and increasing transit ridership.

Hotel & Conference Center

As Downtown Tucson currently stands, hotel rooms are under served in a city of this size. Adding a hotel in the transit mall will help fill that void and meet the needs of the visitors to downtown. The Ronstadt Hotel will benefit from the convenient access for business, U of A, and tourist clients. The addition of the conference center will provide convenient, robust meeting and support facilities for community and business interaction from within and outside Tucson.

U of A Arts and Science Center

The creation of a university space in the arts warehouse building will bring a different demographic to the transit center. There will be an increased university presence in the area and there will be an increased amount of students. Having the ability to commute to classes easily will be a distinctive feature of having a large university space. The residential options offered at the transit center will also be an attractive option for students to shorten their commute to classes. The presence of the university will also serve to generate confidence in the project because they see the transit center a viable and reliable way for their students to get to class and a way for them to recruit future students. Their presence will also generate confidence for other businesses to rent space in the transit center.

Housing

In Tucson, we know that people from every part of the economic spectrum use transit, so it is only fitting that they would like to live near it too. Including housing in the transit mall will aid citizens of Tucson in their ability to commute. Integrating housing in Ronstadt facilitates people’s ability to live in Tucson without a car or are tired of driving. The residential developments at the Ronstadt Transit Center will look to attract a population that is reflective of Tucson. There will be a mix of different housing options to meet the needs of all transit users and those looking to live in this mixed-use, urbane downtown area.





Historical Context

- Prior to Ronstadt Transit Center (RTC), Sun Tran operated on-street downtown with the primary transfer location being at Congress/Broadway and Church.
- RTC was developed to provide a centralized location for transit services to facilitate transfer between bus routes in Downtown Tucson.
- Since RTC opened in 1989, the overall transit service structure has remained relatively unchanged with Sun Tran using a pulse based transit center.
- There have been a few modifications within the past 10 years that are important to highlight:
 - There have been substantial increases in bus routes and frequencies (many the result of the RTA vote in 2006).
 - The downtown street network has changed, specifically the conversion of 6th Ave from one-way northbound to two-way and the lane reduction on Congress that reduced the number of westbound travel lanes from three to two.
 - RTC was renovated which included changes and improvements to bus bays, passenger amenities, and aesthetics.
 - Sun Link streetcar was constructed and began operation in 2014.
- The current location of RTC is part of a larger multimodal vision that included the Historic Train Depot and Greyhound Bus Depot (since moved to the west side of downtown with future location to be determined).



Linear Transit Mall

- The Linear Transit Mall provides the most advantages in terms of transit operation, given the following assumptions:
 - Sun Tran needs to continue operating using an off-street transit facility that provides a centralized location for transit services.
 - The current RTC site configuration cannot be maintained if the goal is to provide opportunities for joint development, as the current site uses the entire footprint between 6th Ave and Arizona Ave.
- Given these assumptions, the transit mall concept is preferred because:
 - It replaces the current RTC site plan with a linear transit mall concept within the existing RTC site boundaries.
 - It maintains the ability to accommodate existing bus operations, but with a smaller footprint.
 - It maintains the primary ingress/egress from Congress and Toole.
 - It provides operational flexibility for Sun Tran, as growth is not constrained by the number of individual bus bays. Instead, buses are grouped together at a smaller number of bus bays based on bus routing and transfers.





- It decreases the amount of time that buses dwell at RTC using a pulse based transit center. Instead, buses have a more free flow operation and do not layover on site.
- It potentially allows for a higher bus capacity long term, as a linear transit mall can accommodate more buses per hour than a traditional transit center with individual bus bays.
- It provides more flexibility in terms of accommodating various types of bus fleet, particularly articulated buses (which Sun Tran currently does not operate).
- It provides maximum design flexibility as the linear transit mall could be designed with center or side platforms.
- It allows joint development on the site, which provides shared utility for RTC and a mixed used project. For example, a building between 6th Ave and the transit mall will provide vertical shade for transit patrons.
- It maintains the existing connection to Sun Link streetcar and the Historic Train Depot.

Multimodal



The Ronstadt multimodal transit center will provide access to anywhere in the world by integrating pedestrians, Sun Tran buses, Modern Street Car, Amtrack, bike share, bike rental, car rental, Zip Car, airport shuttles, taxi, resort and tourist attraction shuttles, and other possibilities such as horse and buggy, mopeds, Segways and more.

Greyhound

We are also coordinating and planning with the Corbett site north of the railroad tracks and Downtown Links to build a pedestrian and bicycle bridge to connect with Greyhound, Crucero and TAP commercial bus facilities.

Transit User Services

These transit users are supported by facilities such as restrooms, bike shop, dog park, convenient quick markets, public open spaces, a police sub-station, and a parking garage.

Transit Welcome Center



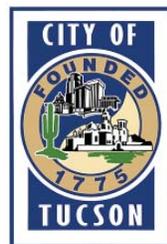
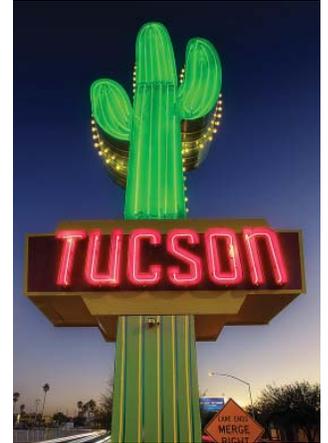
Our Transit Welcome Center will not only provide opportunities to purchase tickets, but will have electronic displays for bus, streetcar and train schedules, GPS positioning showing the current locations of busses and streetcars, Tucson International Airport arrival and departure schedules, information about resorts, hotels, restaurants, retail, tourist attractions, and cultural venues, as well as an attendant to provide assistance. This can be a partnership with transit providers, Visit Tucson, and merchant associations.



Our multimodal transit center supports renting and sharing of bikes, cars, mopeds, segways, taxis and electric vehicles, with the space, access and flexibility to expand and transform. Our proposal is unique because it will take the current transit system to the next level and present the city with an expansion plan that only we will be able to negotiate. The managing partners of project are in talks and have a letter for support from the owner of the adjacent Corbett property to create a site for an expanded bus station and a car rental agency. With our proposal, the Corbett property will house regional buses, such as Greyhound, Crucero, and TAP. This will be the best utilization of this site due to its proximity of Downtown Links. We plan on increasing the connectivity of the Ronstadt Transit Center with the Corbett site by adding an iconic bridge over Toole Ave., which will serve a pedestrian crossing and ultimately, expand the transit mall and its capabilities north.



5. RESPONSE TO CITY GOALS & PLANS & FTA REQUIREMENTS



**CITY OF
TUCSON**



5A. City's Purpose and Goals



Ronstadt will create the community hub described in the City's purpose and goals. In a distinctively Tucson way this transit oriented development will give the people of Tucson more choices by connecting modes of transport, neighborhoods, and activities. More choices for consumers will stimulate downtown Tucson's growing economy.

Downtown Tucson already has a distinct style and the City wants that to continue. With close to \$1 Billion invested in downtown, our team has helped create that style and is best suited to expand and improve the Downtown Tucson. The transit village will be consistent with the surrounding developments creating synergy between Ronstadt and the rest of downtown. Improved and modernized transit amenities will add value and bring Ronstadt up to speed with its surroundings creating a cohesive destination that is Congress St.

A. Uses and Character



Ronstadt will be a signature destination with a transit center, private development, and public open space including a public market. This transit oriented development will help bolster the environmental, economic, and social sustainability of the sprawl of Tucson's auto-centric society.

- Ronstadt will be the transit village Tucson needs. It will be walkable, making pedestrians and transit riders the highest priority. Ronstadt will be the highlight of downtown and serve as a node for a mix of uses in close proximity. These uses (from residential to retail) will be high density and of high quality. This multimodal transit center will be seen as a premier Tucson asset and destination.
- Private development allows mixed-uses, more choices, and synergy between that and the transit center.



Mixed-uses will give people more choices downtown. From work to wellness to wine shops, all types of people will have a reason to be downtown more and for longer. Residential will include 80% market rate and 20% affordable housing, to ensure all residents have the opportunity to live downtown. The wellness center, public spaces with fountains for children to play, and pedestrian paths will create a sense of place; one that is urban, but with natural features. Retail, restaurants, and office space will increase foot traffic and complement each other. The hotel right on Congress St will be the premier place to stay. In order to integrate retail with the bus station we will include a public market with stalls along Arizona Ave. Bus riders and downtown employees can enjoy a fresh juice or pick up some local veggies on their way home.

5A. City's Purpose and Goals



The pedestrian bridge will help to link the market to the 6th Ave retail corridor from Broadway to the Warehouse Arts District. This retail corridor will include: local restaurants, shops, and even a major pharmacy. Meanwhile, Toole will expand as the Arts District with live and work lofts and galleries. One of the more exciting components to our plan is the University of Arizona Media Arts Facility. More choices of where to go, what to do, and how to get there is smart growth.

- Our site design has several public open spaces including a plaza with a fountain and small performance stage surrounded by retail and outdoor dining, a park plaza with lots of trees and benches surrounded by retail, the Transit Welcome Center and the Wellness Center, a wide and active Sixth Avenue streetscape, and the public farmers market. All of these work to help create Ronstadt as a downtown destination.
- The inclusion of university space in the concept of the Ronstadt Transit Center perfectly aligns with the City's goals of creating more public open space that will serve a variety of different individuals. This space will serve as an educational institutional site to be utilized for media. The arts component of this project will also align with the arts spirit and historical nature of the historic arts warehouse district.



B. Transportation and Infrastructure

Ronstadt will be the ultimate multimodal transit center. From the heart of Tucson to anywhere in the world. The bus center will improve along Arizona Avenue with modern facilities and amenities. Amenities include: combined ticket counters, the Trip Tran communication screen, child care, restrooms, and an air conditioned lounge. The streetcar will converge with Ronstadt at 6th Ave where there will be a pedestrian path to the bus. Taxi bays, car and bike shares will sprinkle the edges of the development. Shuttles will transport riders to and from the Tucson and Phoenix airport. We anticipate partnering with Greyhound and Crucero Bus Lines to include a station just North of the train tracks, which will be connected by the pedestrian crossing. Not only will Ronstadt connect modes of transport, but it will also help to connect downtown with the Warehouse Arts District, 4th Ave, and the University of Arizona. Ronstadt will be the gateway to and from Tucson.



C. Financial and Economic Vitality

The high density mixed use transit oriented development will give Ronstadt economic viability and vitality. With the mix of uses, including a public market, Ronstadt will be bustling from sun-up to sun-down, which will help to stimulate downtown's economy. Transit oriented developments are proven to attract more company headquarters, which will bring more people downtown during the day, so people will be more familiar and comfortable with the offerings.



D. Communication and Participation

Our team is excited to continue to collaborate with the City and bus riders. Many members of our team have already attended multiple Bus Riders Union meetings. Our design is a product of that collaboration and our dedication to serving that community will not diminish. We believe the Ronstadt transit center is an asset to Tucson and we will bring the center to its fullest potential.



The FTA sets forth four requirements and our team will exceed all four of the FTA's requirements including enhancing economic development and incorporating private investment, enhancing effectiveness of and coordination of and between Ronstadt, giving the FTA a fair share of revenue, and guaranteeing a fair share of costs by all future tenants. After attending many FTA meetings, talking with stakeholders, and collaborating to find the best development, we are the best team to meet these requirements.

1. This project will enhance economic development and incorporate private investment.



- Our proposed mix of uses will bring over 1,000 jobs into the area, and about 400 residents, not to mention the riders passing through. All of the above will help to support and stimulate the new businesses in downtown. Private investment from our partners will build these new establishments. Private investment comes in the form of developing transit related elements like the linear transit mall, the Pedestrian Bridge connecting Toole and the Warehouse Arts District, public opens spaces, and public improvements all along the development. Preliminary conversations have been conducted with a national hotel chain; numerous small, locally-owned retail businesses; artists and arts organizations; University of Arizona staff; and various drug stores and wellness centers. In a recent study, transit areas with mixed-use grew by 14% in employment. Looking forward, a transit center such as this will draw business headquarters.



2. Ronstadt will enhance the effectiveness of the Ronstadt Transit Center to its surrounding environment and we will improve coordination between the bus and many other modes of transportation.



- Our team views the Ronstadt as a true asset in the heart of downtown. The centerpiece of our proposal is to support and improve the center. We will increase ridership, shorten travel times, and improve access to the bus. Increased ridership will come with the improved facilities including amenities like air conditioned lounge and restrooms.





In fact, we want Ronstadt to be a destination in and of itself, so that Tucson can re-discover Sun Tran. Transit ridership will increase as it evolves from traditional pulse-based transfer location to a linear transit mall that is integrated into adjacent developments which are both origins and destinations for transit riders. It will also do so with connections to the streetcar, bike shares, car rentals, shuttles, pedestrian walks, and the train. The different modes of transportation in one convenient place will complement and improve access. A linear bus mall will improve the efficiency of pick-up and drop-off and allow expansion of Ronstadt.



Ronstadt will be both physically and functionally related to the surrounding development. We will provide multiple direct connections to the transit facilities including bike/ pedestrian paths. Functional relations include shared ticketing for all transportation methods, transit hub welcome center, and restrooms for all riders.



To guarantee all riders from different modes are taking advantage of the same facilities and cross-riding, we will create new connections between these other modes and Ronstadt. These other modes include: bike and car share, taxis, car rental, TAP and Greyhound bus lines, and airport shuttles. Connections include: shared ticketing, taxi bays, shared lounge, electric signage, and bike/ pedestrian paths.



3. There will be a fair share of revenue and the FTA is compensated for their original investment. Much of our development will be publicly operated. We will redesign and improve the transit structure in conjunction with the City of Tucson and stakeholders and incorporate retail. Our proposal envisions dividing up the parcel, with the area bounding Congress Street being purchased by us for development as a hotel, and the remainder of the parcel leased from the City.

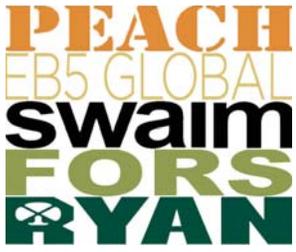


4. There will be a fair share of costs in that tenants will pay fair rent. The mixed-use will include retail, residential, and a hotel. Residential will be split between market rate apartments and affordable housing. See estimated lease revenue in the attached proforma.



The Peach team will work with the City of Tucson Development Services Department, Office of Integrated Planning, Transportation Department, Fire Department, Environmental Services, and all utilities to coordinate and comply with plans and regulations. We have significant experience with successful downtown projects such as the Unisource Headquarters and AC Hotel, and working with the land use code, Rio Nuevo District and other overlay zones.





6. TEAM





Development Team

Peach Properties with Ron Schwabe will be the lead developer and guide the project team. Peach is responsible for the project financing and leasing of the housing, retail and parking, and will utilize Pam Sutherland as a financial consultant.

While seniors will be an important part of our market strategy, we are no longer including Watermark’s age restricted and assisted living housing.

EB5 Global with Matt Brown will be the hotel developer.

Design Team

Swaim Associates Architects with Phil Swaim will lead the design team. Swaim is responsible for site and building design, project coordination, and interaction with the City and community.



FORS Architecture & Interiors with Sonya Sotinsky and Miguel Fuentevilla will lead the design for the hotel, retail and residential.

HDR with Mike Barton and Matthew Taunton will lead the transit facility design and civil engineering, supported by Kittleson and Associates with Jim Schoen for traffic and transit planning.

Wheat Design with Laura Mielcarek and David Marhefka will support the site design and urban agriculture with their landscape architecture and streetscape design.

Kaneen Advertising will lead the effort to communicate, collaborate and educate with the community.





Ron Schwabe
 CEO

EXPERTISE

CEO since 1982
 Visionary with
 concept-to-execution
 drive
 Trusted investment
 partner
 Creator of
 neighborhood
 synergies
 Mixed-use developer
 Turn-around specialist
 Hands-on property
 manager

EDUCATION

History and
 Economics
 Graduate,
 University of Arizona

**PROFESSIONAL
 MEMBERSHIPS**

Downtown Tucson
 Partnership
 Tucson Downtown
 Alliance
 Tucson Centers for
 Women and Children



Peach Properties CEO, Ron Schwabe, began his career as a developer and property manager in Oregon during the early 1980s, building and managing 5000-6000 units in 5 states by the 1990s. Schwabe's endeavors have encompassed a full range of projects from office to retail and residential to commercial. Early on in his career, Schwabe realized that he had an affinity and a talent for restoring historical buildings. Schwabe's flair for harmonizing the old with the new blossomed into a level of expertise that is now on display in downtown Tucson, Arizona, and its surrounding neighborhoods.

Mixed-Use Neighborhood Creation

East End

The East End projects created 22,000 square feet of office space, 14,000 square feet of retail space and 174 market rate residential units. The key tenants include Thunder Canyon Brewery, Summit Financial, Cartel Coffee and the Herbert Apartments. The Herbert residential project involved the \$10 million redevelopment of an iconic 1970s-era structure located in a quiet Armory Park neighborhood, just one block from the modern streetcar and Tucson's downtown amenities.

Depot Plaza

The Depot Plaza project included 4,000 square feet of office space, 23,000 square feet of retail space and 161 units of residential space with 76 low-income units. The key tenants are One North Fifth Apartments, HUB Restaurant and Ice Creamery and Sparkroot Coffee Bar and Fare, all of which attract a vibrant clientele to the plaza's many charms.

Scott Broadway

Located in the heart of Tucson, the Scott Broadway Building project included 52,000 square feet of office space, 6,000 square feet of retail space and four condo units. Key tenants occupying the building include the Providence Service Corporation, the Sonoran Institute and Penca Restaurant. Peach Properties also operates out of this beautiful building with its eclectic blend of brick, glass and steel.

6th and 6th

Three historic buildings, refurbished with eclectic style and modern amenities, occupy the site at 6th Avenue and 6th Street in Tucson, Arizona. Originally part of the Tucson Historic Warehouse Arts District, these properties were renovated in the late 1990s and are now listed on the National Register of Historic Places. With 32,000 square feet of office space and 45,000 square feet of retail space, these buildings currently house key tenants such as Tap and Bottle, Santa Theresa Tile Works and Spoke6, tenants that attract a sophisticated, urban clientele. The DeWitt building, a former Chevrolet dealership that was part of the renewal project, now houses DeWitt Designs' Tucson furniture store.

119 East Toole Avenue

After a plan to demolish the building at this address was cancelled, the Arizona Department of Transportation sold the property at auction. Peach Properties' redevelopment of 119 East Toole Avenue and other buildings along Toole Avenue also helped to rejuvenate Tucson's Historic Warehouse Arts District. This project included 25,000 square feet of office space and 15,000 square feet of retail space. Current tenants include Borderlands Brewing Company and Playformance. This is a prime example of a Peach Properties' historical reuse project bringing new life to Tucson's urban core.



MATTHEW BROWN

Senior Vice-President
of Development



EB5 GLOBAL

Matthew Brown is a development consultant, project manager, and real estate developer based in Portland Oregon. Matt specializes in the planning and delivery of mixed-use urban neighborhoods and infrastructure, emphasizing placemaking and sustainability. His professional experience as a project manager encompasses both public and private sectors and a wide range of projects, including private real estate development and financing, public infrastructure (streets, streetscape, and utility improvements), planning (master planning, transportation and infrastructure plans, and land use actions), public outreach, and public/private partnerships.

EB5 Global sources capital for real estate projects that revitalize cities, create jobs and shape communities so many can prosper.

Our approach is different than other EB-5 market participants. We are senior real estate professionals with decades of experience throughout all phases of the market cycles. Our relationships allow us to identify projects before others, and we employ time-tested infrastructure and networks to coordinate action.

We comprehend complex development environments and development agreements. Our process includes working in partnership with landowners, municipal governments, contractors, architects and environmental consultants to make sure that every project satisfies the needs and wants of the community and its residents.



Marriott Autograph
San Francisco, CA



Courtyard/Residence in at LA Live
Los Angeles, CA



Residence Inn
Portland, OR



**Pamela Sutherland,
 JD, EDFP**
 Financial Consultant

EDUCATION

JD, New England
 School of Law
 BA, Wells College
 EDFP, National
 Development Council

**COMMUNITY
 INVOLVEMENT**

Member, Pima
 County Workforce
 Development Board

 Board Member,
 Start Up Tucson

“Connecting the Dots” (2013 to present)

Economic development consulting for Anchorage Park Foundation, Downtown Tucson Partnership and private clients with focus on business expansion and job creation

Downtown Tucson Partnership (2010 to 2013)

Economic Development Director for downtown revitalization agency. Created compendium of economic development financing tools (<http://www.downtowntucson.org/invest/compendium-online/>) and case studies; consulted with over 100 potential businesses for Downtown; drafted economic analysis of potential development projects and RFIs; obtained grant funding from Tohono O’odham Nation

Attorney At Law (Arizona, 1999 to present; Massachusetts, 1990 to 2001)

General private practice lawyer with focus on economic development finance, business and real estate law; obtained nonprofit status for clients; assisted with financing, including loans from the Industrial Development Authority and private banks; Massachusetts practice focused on litigation on behalf of victims of sexual misconduct

Accomplishments

- Co-authored book and articles in peer-reviewed and popular publications
- Developed approximately \$100M in real estate projects over 28 year period in Cambridge, MA and Tucson, AZ including Ice House Lofts and other urban infill projects
- Co-founded and ran Arizona List, recruited 1300 dues-paying members; raised over \$170,000 in first election year (2004), \$160,000 in 2005, and close to \$200,000 in 2006; Actively recruited women to run for office and trained them; volunteered on countless campaigns including 2006 LD-24 (Yuma) election in which 3/3 candidates won seats in the legislature; Organized volunteers and conducted many, many house parties across AZ
- Successful law practice resulting in significant gains for victims of sexual misconduct and abuse; law practice in Arizona included legal director of ACLU of Arizona, private practice with startups and small businesses
- Focused government and private funding on developing Downtown Tucson, with particular focus on startups; currently multiple incubators/accelerators/co-working spaces in the downtown area (board member of StartUp Tucson)

Publications

- Pamela K. Sutherland, Economic Impact of Students on Downtown Tucson, Trend Report (November 2013).
- Economic Development blog postings, downtowntucson.org (June, 2011 to 2014).
- Pamela K. Sutherland, Finance Focus: Financing Options for Downtown Real Estate Projects, Trend Report (May 2010).

PHILLIP E. SWAIM, AIA
President

EDUCATION Bachelor of Architecture, University of Oregon, 1982.

PROFESSIONAL EXPERIENCE Phil Swaim has worked with several architectural firms in Arizona and Colorado since 1974, and has gained construction experience from 1977 through 1981. This wide range of experience allows him to handle various types, scales, and complexities of projects.



Mr. Swaim joined Swaim Associates, Ltd. in 1985, and became president of the company in 1992. Phil's special contributions to a project are achieving consensus and shared vision among diverse user groups, incorporating innovative design into every building, and maintaining close personal supervision over every detail from programming to construction. Phil has extensive experience developing partnerships between public entities.

RELEVANT EXPERIENCE UNISOURCE HEADQUARTERS
\$60 Million, 270,000 SF, 9-Story Mixed-Use Building with 3-Story Underground Parking Garage, LEED Gold, 2011 MPA Common Ground Award, 2011 NAIOP Best Office Building of the Year

AC MARRIOTT HOTEL
140 Rooms, 9,000 SF of Retail, 200 Space Parking Garage

UA HIGHLAND COMMONS
4-Block Master Plan, 750,000 SF, Campus Health, Residential, Retail, Academic, Administrative Facilities, Student Services, New Urbanism Principles, Central Quadrangle for Community Activity Space, 2004 AIA Arizona Kemper Goodwin Award

EL PUEBLO CENTER, ACTIVITY CENTER, ADULT EDUCATION & LIBRARY
Master Plan and Implementation, 75,000 SF, 35 Acres

TUCSON CONVENTION CENTER ARENA RENOVATION
\$6.8 Million, 67,950SF, Renovation of 8,600 Seat Arena - Renovated while in use, AZ Public Works Project of the Year, 2015

SUMMERHAVEN VILLAGE CENTER MASTER PLAN
Community Center/Visitor Center, Lodge, Restaurant, Retail, Condominiums

AWARDS Cornerstone Building Foundation, Architect of the Year Award, 1997, 2004 & 2012
American Institute of Architects Firm of the Year, 2006
AIA Arizona Phil Dinsmore Award, 2004
Alliance of Construction Trade, Architect of the Year, 2000

COMMUNITY INVOLVEMENT Southern Arizona Leadership Council, 2015
Tucson Airport Authority (Member), 2013-2015
City of Tucson Climate Change Committee (Co-chair), 2009 - 2015
UA Tech Park Design Review Board, 2010 - 2014
Vail Community Action Board, 2011 - 2014
United Way Chairman's Cabinet, 2012-2013
Arizona School Facilities Coalition (Co-chair), 2006 - 2012
United Way Chairman's Cabinet, 2012



Sonya Sotinsky, RA

Sonya is a New Jersey native who discovered Tucson in 1982. She is an Arizona licensed architect with over 20 years' experience in residential, retail, hospitality, and interiors. Her passion for the city and surrounds led her to enroll at the University of Arizona for her undergraduate work in 1990. After graduation she left for her master's work and continued to work in San Francisco until 2000. There she had the opportunity to gain experience at a firm with a very strong design and interiors focus. Sonya returned to Tucson to foster her own practice and settle in the place that always felt like home. Sonya earned a B. Arch. from the University of Arizona and an M. Arch. from UC Berkeley.



Miguel Fuentesvilla, RA

Miguel is a Tucson native who holds a B. Arch. from the University of Arizona and has been licensed in Arizona since 1996. He has over 24 years' experience in residential and commercial architecture, specializing in retail, restaurant, and medical design.

The UA grads and partners, brought their experience working in San Francisco back to Tucson 18 years ago establishing FORSarchitecture+interiors. One of their goals at that time was to be intimately involved in helping rebuild and revitalize Downtown Tucson. They have played a pivotal design role in that revitalization with projects including Downtown Kitchen, Hub, Bianco, Playground, Proper, Proper Meats, Diablo Burger, Good Oak Bar, Rialto Shell improvements, Connect Co-working, and the forthcoming AC Marriott Hotel (in partnership with Swaim Associates). In addition, they are part of the fabric of Downtown with their office located in the heart of it. Their team of 9 has a passion and devotion to Downtown that runs deep.

The firm is known for its design through storytelling methodology. Each of their projects begins with an understanding of place, program, environment, materials and budget. Through a dynamic process of client dialog they realize brand identity expressing the project's unique story in the design. This creates a compelling experience for the end users. FORS combines architecture, interior design and procurement in-house.



The Playground
Tucson, AZ



The Hub
Tucson, AZ



Downtown Janos
Tucson, AZ

6A. Team Composition

EDUCATION

Masters in Business Administration
 University of St. Thomas

Bachelor of Arts
 Business Administration
 University of Minnesota

Marketing, American University
 Washington, D.C.

AFFILIATIONS & MEMBERSHIPS

Valley Partnership

National Association of Industrial and Office
 Parks (NAIOP)

Board of Directors – Banner Health
 Foundation

Chairman Board of Regents, Board of
 Trustees, Brophy College Preparatory

Ignatian Partnership Commission –
 California Jesuit Province

Advisory Board Member – US Bank,
 Phoenix, AZ

SELECTED EXPERIENCE

Marina Heights
 2,000,000 SF, 20-acre,
 Mixed-Use Development
 Tempe, AZ

UniSource Energy Corporation
 250,000 SF, Class "A" Corporate
 Headquarters
 LEED-NC Gold
 Level Certification
 Tucson, AZ

Maricopa County Court Tower Project
 695,000 SF, Public, County Courthouse,
 Anticipate LEED-NC Silver Level
 Certification
 Phoenix, AZ

U.S. General Services Administration
 FBI Phoenix Division Office Building
 210,202 SF, Office, Public Sector
 Anticipate LEED-NC Gold Level Certification
 Phoenix, AZ

W.L. Gore & Associates
 Entire Campus — 600,000 SF
 Phase I — 230,000 SF
 420-stall Parking Ramp
 Biomedical Office, Lab/Manufacturing
 Phoenix, AZ

Desert Ridge Mixed-Use Corporate Campus
 275,000-SF Office
 120,000-SF Medical Campus
 63,000-SF Retail
 Phoenix, AZ

Avnet Integration
 228,000 SF, Industrial
 Chandler, AZ

Pegasus Solutions, Inc.
 142,000 SF, Office Project,
 Data Center, Parking Structure
 547 Stalls
 Scottsdale, AZ

JOHN STRITTMATTER
Chairman, SouthWest Region



"I believe in the Ryan philosophy of building lasting relationships through uncompromising honesty, integrity, and quality. Ryan will continue to be a premier developer and builder because we take care of our customers first."

John has been around the construction industry his entire life and has a broad understanding of the numerous facets involved in the development, financing, and construction process. As Chairman of Ryan's SouthWest Division, John continues to manage the development and construction of Marina Heights, the multi-year, 2 million- square-foot, mixed-use campus. He remains an integral part of the division by providing industry-leading quality, integrity, and professionalism to ensure that future projects are consistent with Ryan's objective of building lasting relationships. John is known for his ability to lead by example. He fosters an atmosphere that promotes both customer and employee success through implementing the best professional practices.



MARINA HEIGHTS



FBI PHOENIX DIVISION



UNISOURCE

6A. Team Composition

EDUCATION

Bachelor of Art, Political Science
 University of Kansas

PROFESSIONAL EXPERIENCE

Project Manager
 Oakview Construction

Project Manager
 Palisade Construction

AFFILIATIONS & MEMBERSHIPS

LEED Accredited Professional

SELECTED EXPERIENCE

Maricopa Community College District
 Phoenix College
 Nursing School Redevelopment/Renovation
 32,000 SF Offices & Classrooms
 Phoenix, AZ

Fennemore Craig Remodel
 115,000 SF, 6-Story
 Office Tenant Improvement
 Phoenix, AZ

Unisource Energy Corporation
 LEED Gold Certified
 250,000 SF, Class "A" Corporate
 Headquarters
 Tucson, AZ

Northern Arizona University
 San Francisco Parking Garage
 6-story, 1,406 Stall Parking Garage
 Flagstaff, AZ

Musical Instrument Museum
 185,000 SF, Museum
 Phoenix, AZ

Kierland Commons Phase I & II*
 17,000 SF, Retail
 Scottsdale, AZ

Boise/Cascade Distribution
 39,420 SF, Tenant Improvement at
 Riverside Distribution
 Phoenix, AZ

Canyon Village
 102,745 SF, Retail and Office Space
 Scottsdale, AZ

Distro Distribution
 97,239 SF, Tenant Improvement at
 Riverside Distribution
 Phoenix, AZ

Humana Call Center and Pharmacy
 Fulfillment, 118,000 SF
 Tenant Improvement at Riverside
 Distribution, Phoenix, AZ

Vision Offices*
 Office and 2-story Parking Garage
 Phoenix, AZ

Church of the Holy Spirit — Phoenix*
 District 7,000 SF, Parish Office
 Building, Tempe, AZ

Cox Communications*
 12,000 SF, Tenant Improvement
 Phoenix, AZ

MARK BEAL, LEED® AP
Division Manager



"I really appreciate Ryan's commitment to their customers and employees. They know that hiring the best people and fostering their development is the best way to ensure the highest standards of quality on behalf of their customers."

Mark enjoys all aspects of working with his customers — from the initial meeting through the building, leasing and management of the property. As a division manager, Mark is involved with all aspects of the project, from preconstruction through completion and turnover. By understanding the needs of the customer, Mark is able to identify the team best suited to manage all aspects of the project and will oversee all activities to ensure customer goals are achieved and the best value is recognized. Starting from the initial introduction, Mark's goal is to provide the support and guidance required to maintain team momentum and ensure a Raving Fan is earned on each project.



PHOENIX COLLEGE - NURSING SCHOOL



UNISOURCE



MUSICAL INSTRUMENT MUSEUM

* Projects completed while at previous company

6A. Team Composition

EDUCATION

Bachelor of Science, Brown University
 Civil Engineering

PROFESSIONAL EXPERIENCE

M.A. Mortenson Company
 Project Engineer, Field Engineer Estimator

Gilbane Building Company
 Field Engineer

AFFILIATIONS & MEMBERSHIPS

LEED® Accredited Professional

Arizona Builders Alliance Leadership
 Development Forum

ASU Alliance for Construction Excellence

SELECTED EXPERIENCE

Maricopa Community College District
 Phoenix College
 Nursing School Redevelopment/Renovation
 32,000 SF Offices & Classrooms
 Phoenix, AZ

Northern Arizona University
 San Francisco Parking Garage
 6-story, 1,406 Stall Parking Garage
 Flagstaff, AZ

Maricopa County Court Tower Project
 695,000 SF, Public,
 County Courthouse,
 Anticipate LEED-NC Silver
 Level Certification
 Phoenix, AZ

Maricopa County Central Court Building
 Lobby Remodel & Escalator Addition
 12,300-SF Renovation
 Phoenix, AZ

Northern Arizona University
 College of Business Administration
 111,369 SF, Classrooms,
 Office Building
 Flagstaff, AZ

Northern Arizona University
 High Country Conference
 Center at Flagstaff
 40,000 SF, Institutional and Hospitality,
 Higher Education
 Parking Ramp – 400 Stalls
 Flagstaff, AZ

Reproductive Medical Institute
 36,000 SF, Medical Offices
 Laboratory and Surgical Center
 Tempe, AZ

Pegasus Solutions, Inc.
 142,000 SF, Office Project,
 Data Center, Parking Structure
 547 Stalls
 Scottsdale, AZ

Desert Ridge Corporate Office I
 150,000 SF, Office & Retail
 Phoenix, AZ

Desert Ridge Medical Office
 Campus, Phase I
 60,000 SF, Medical Office
 Phoenix, AZ

STEVE JORDAN, LEED® AP
Director of Construction Services



“Trust is an extremely important factor in any relationship. I believe in accurate, honest and open communication to ensure my customers can trust Ryan.”

As Director of Construction Services for Ryan, Steve is responsible for managing customer relationships and ensuring the highest quality of service. He also helps customers navigate the development process, including city approvals, financing and site selection and acquisition. With a degree in civil engineering, Steve understands the technical aspects of his work and enjoys the ever-changing dynamics of the construction industry. Steve is known for his integrity and the ability to rally his team around a common goal that will benefit the customer. He is well-versed in team communication and the difference a good team can make. Steve honed his teamwork and leadership skills while being a Pro Bowl tight-end and team captain for the Minnesota Vikings NFL football team.



NAU SAN FRANCISCO PARKING GARAGE



MARICOPA COUNTY COURT TOWER



NAU COLLEGE OF BUSINESS

6A. Team Composition

EDUCATION

Masters of Business Administration
 Arizona State University

Bachelor of Science, Civil Engineering
 Purdue University

PROFESSIONAL EXPERIENCE

Senior Project Manager
 Opus West Construction Corporation

AFFILIATIONS & MEMBERSHIPS

LEED Accredited Professional

Scottsdale Active 20/30 Club

Purdue Alumni Association

SELECTED EXPERIENCE

Marina Heights

2,000,000 SF, 20-Acre,
 Mixed-Use Development
 Tempe, AZ

Maricopa Community College District

Phoenix College
 Nursing School Renovation
 32,000 SF Offices & Classrooms
 Phoenix, AZ

Scottsdale Waterfront Residences*

Parking Garage — 420 Stalls
 495,000 SF, 198 Residential Units
 Scottsdale, AZ

UPS Small Sorts Mezzanine Project

17,000 SF, Industrial/Distribution Renovation
 Phoenix, AZ

Maricopa County Central Court Building

Lobby Remodel & Escalator Addition
 12,300-SF Renovation
 Phoenix, AZ

Maricopa County Court Tower Project

695,000 SF, Public County Courthouse
 Anticipate LEED-NC Silver Level
 Certification, Phoenix, AZ

Villa Hermosa Senior Living

205 Units, 201,000-SF
 Tucson, AZ

Hotel Monroe

Hilton Garden Inn
 Redevelopment/Renovation
 170 rooms, 147,310-SF
 Phoenix, AZ

Arizona Department of Administration*

Park Garage — 800 Stalls
 178,000 SF, Government Office
 Phoenix, AZ

Gainey Center I & II*

Parking Garage — 450 Stalls
 288,500 SF, Office
 Scottsdale, AZ

Federal Bureau of Indian Affairs*

146,500 SF, Government Office
 Albuquerque, NM

Fort Bend Crossing*

82,000 SF, Retail
 Houston, TX

JOEL WAGE, LEED® AP
Senior Preconstruction Manager



“At the core of a successful project is a collaborative environment everyone contributes to its success. As a member of the Ryan team, I focus on creating that environment where the goals and objectives of our customers are met and exceeded.”

As a Senior Preconstruction Manager for Ryan, Joel is responsible for overseeing all activities of delivering a project, including preconstruction, design management, estimating, scheduling, procurement, construction and customer satisfaction. He has extensive experience assisting customers with establishing project objectives, and ensuring those objectives are the focus of the entire team throughout the design and construction process. Joel takes great pride in contributing value throughout the project. He is well known of his dedication, work ethic and drive to deliver the best possible results on behalf of his customer and their organization.



MARINA HEIGHTS



MARICOPA COUNTY COURT TOWER



MARICOPA COUNTY CENTRAL COURT BUILDING LOBBY REMODEL

* Projects completed while at previous company

PROFESSIONAL EXPERIENCE

Foreman
E & K

Foreman
Pete King Construction

AFFILIATIONS & MEMBERSHIPS

Carpenters Local 851

SELECTED EXPERIENCE

Marina Heights
2,040,000 SF, 20-Acre,
Mixed-Use Development
Tempe, AZ

Mountainside Fitness at Desert Ridge
39,156 SF, Retail and Fitness Center
Phoenix, AZ

Oceanside SpringHill Suites Hotel
LEED Silver Certified
110,000 SF, 150 Keys, 6 Stories, Below
Grade Parking, Full Restaurant & Kitchen
Oceanside, CA

FBI Phoenix Division
LEED Gold Certified
210,202 SF, Office
Phoenix, AZ

Unisource Energy Corporation
LEED Gold Certified
250,000 SF, Class "A" Corporate
Headquarters
Tucson, AZ

W.L. Gore & Associates
Entire Campus — 600,000-SF
Phase I — 230,000-SF
420-stall Parking Ramp
Biomedical Office and
Lab/Manufacturing
Phoenix, AZ

Courtyard Marriott Downtown
San Diego
182,809 SF, Historical Lobby, Restaurant
and Public Space Renovation
San Diego, CA

Maricopa Community College District
Phoenix College
Nursing School Redevelopment/Renovation
32,000 SF Offices & Classrooms
Phoenix, AZ

Maricopa County Court Tower Project
695,000 SF, Public County Courthouse
LEED-NC Gold Level
Certification, Phoenix, AZ

Desert Ridge Mixed-Use Corporate Campus
275,000-SF Office
120,000-SF Medical Campus
63,000-SF Retail
Phoenix, AZ

Pegasus Solutions, Inc.
145,000 SF, Class "A" Office Building and
Data Center
Tempe, AZ

BRAD BAYER

Regional Field Coordinator



"The best thing about Ryan is we truly are a +1 company. We're about the customer. We'll do whatever it takes to make their project successful and to ensure their satisfaction."

Brad brings his compelling people-skills and can-do attitude to his role as Field Coordinator. He knows the success of a building project is often determined by the pace and demeanor of the superintendent, and he ensures his superintendents have everything they need to do their jobs well. Brad assists in the value engineering, constructability and scheduling aspects for all Ryan projects. During construction, he assists the field team with on-site operations to ensure customer's project goals are met with respect to safety, schedule, quality and budget. Brad is a strong leader and mentor who focuses on creating a team atmosphere on every job site. He fosters dedication to the success of a project and a commitment to quality in every member of his team.



MARINA HEIGHTS



UNISOURCE



MARICOPA COUNTY COURT TOWER

* Projects completed while at previous company



Jim has nearly three decades of experience focused on traffic and roadway engineering. He has served as project manager and project engineer on a broad range of project types, including safety improvements; reconstruction of intersections; full widening of several miles of arterials; pedestrian, bicycle, and transit improvements; roadway lighting; and traffic signals. He has led projects from concept development through preliminary and final design and into construction. Jim is highly experienced in preparing construction drawings, developing construction and project costs, and preparing special provisions. His knowledge of traffic operations combined with roadway design experience creates performance-based solutions.

Jim Schoen, PE

Senior Principal

EDUCATION

Masters Program Civil Engineering, University of Arizona

BS Engineering, University of Arizona

YEARS OF EXPERIENCE

31

LICENSES

PE: AZ

AFFILIATIONS

TRB Committee A3A10, Highway Capacity and Quality of Service, Past Member

Institute of Transportation Engineers, Member

Pima County Regional Transportation Authority, Technical and Management Committee, Member

AWARDS

Arizona APWA: Arizona APWA - 2007 Project of the Year: Project Manager for the design of intersection improvements

DOWNTOWN CITY OF TUCSON PROJECTS

Scott Ave Improvements: Design of the traffic components for improvements to the section of Scott Avenue between Broadway Blvd and 14th St in downtown U.S. Federal Bankruptcy

Courthouse Renovation: Design of the site improvements, including sidewalks, driveways, signals, and lighting. Tucson Modern Streetcar: Design of the signing and striping for the downtown section of the Tucson modern streetcar.

TRAFFIC OPERATIONS AND CIRCULATION STUDIES

Downtown Tucson Circulation Study: Kittelson evaluated the impacts of the Tucson modern streetcar on traffic operations in downtown. This including developing a traffic simulation model to assess operations for a range of circulation scenarios and intersection configurations.

Downtown Links: Kittelson performed the transportation planning and multi-modal operations analysis for this downtown by-pass route. Jim led this effort, which included developing estimates of the volume of downtown traffic that would divert and determining the needed roadway and intersection capacity.

Broadway Blvd, Euclid Ave to Country Club Rd: This project included the planning and preliminary design improvements to provide for safe and efficient multi-modal operations, increase roadway capacity, support the implementation of high capacity transit, and create a more complete street on Broadway Blvd. Jim led the traffic engineering component of the work, including establishing existing and future multi-modal needs, identifying and evaluating options to create an environment that encourages walking between neighborhoods and area businesses, bicycle commuting and greater transit usage. He performed the traffic operations analysis, including identifying needed intersection capacity improvements and traffic control.

TRAFFIC SIGNAL AND LIGHTING DESIGN

Jim has prepared or directed the design of well over 125 traffic and pedestrian signals throughout Arizona . He is highly knowledgeable and experienced with the Manual of Uniform Traffic Control Devices, as well as the design standards and practices of transportation agencies throughout the state. He also has prepared lighting designs for over 40 miles of roadways, including arterials, collectors, and local streets. These have included 120, 240, and 480V lighting systems using HPS, LED, and metal halide.

PUBLICATIONS

NCHRP 3-33 – Capacity and Level of Service Procedures for Rural and Suburban Multilane Highways
 NCHRP 3-35 –Speed-Change Lanes User Design Guidelines
 NCHRP 3-45 – Speed-Flow Relationships for Basic Freeway Segments
 NCHRP 3-75 – Analysis of Freeway Weaving Sections
 ITE Freeway and Interchange Geometric Design Handbook – Chapter Author



Michael Barton, PE, PTOE
 Managing Principal,
 Tucson

REGISTRATIONS

Professional Traffic
 Operations Engineer,
 United States
 National Registration,
 No.1496

Professional Engineer
 - Civil, Arizona,
 United States,
 No.25955

PROFESSIONAL MEMBERSHIPS

American Society
 of Civil Engineers
 (ASCE), ASCE
 Fellow, 1985-Present

Institute of
 Transportation
 Engineers (ITE),
 Fellow, 1985-Present

Mr. Barton is a Vice President and serves as Tucson’s Managing Principal. Based in Tucson Mike has 28 years civil engineering experience serving clients both locally and nationwide covering a wide variety of transportation projects ranging from planning to final design. His recent focus has been on managing large multi-disciplinary projects through development to implementation, with extensive public outreach. His responsibilities have included project management, public participation, project development, the design of roadway geometry, right-of-way, pavement marking, signing, traffic control, traffic signal plans, and quality control review.

RELEVANT EXPERIENCE

City of Tucson, Sun Link Streetcar Program Management (formerly Tucson Modern Streetcar), Tucson, AZ

As program manager, Mike was fully embedded with the City of Tucson. He was responsible for oversight of planning, environmental, design, and program management services for the Tucson Modern Streetcar project. The 3.9-mile modern streetcar line opened for operations in July 2014.

Role: Project Manager

City of Tucson, Major Transit Investment Study - Alternatives Analysis/ Environmental Assessment, Tucson, AZ

As the traffic engineer for the project, Mike identified potential transit solutions to connect major activity centers in the downtown area including Rio Nuevo, 4th Avenue/Main Gate business districts, the University of Arizona, and the Arizona Health Sciences Center. Ultimately, the Modern Streetcar was selected as the Locally Preferred Alternative (LPA). It received a \$63 million USDOT TIGER 1 grant award in 2010 for the City—the only TIGER grant awarded to the Arizona administration that year—making the project’s construction possible.

Role: Traffic Engineer

TDOT, Downtown Tucson Transit Center Feasibility Study, Tucson, AZ

Worked with the City of Tucson and Sun Tran to evaluate the feasibility of reconfiguring the Ronstadt Transit Center in Downtown Tucson. The project included the development of potential alternative site locations, site configurations, transit routes, transit alignments, and operating costs. The role of the transit center as an origin/destination in addition to a transfer location was evaluated.

City of Tucson, Downtown Links, Tucson, AZ

Downtown Links is a design project that will provide links between Barraza-Aviation Parkway and Interstate 10, Broadway Boulevard and the 4th Avenue shopping district, and Downtown and the neighborhoods to its north. Enhancements on this corridor will provide more efficient access to Downtown, new and safer underpasses, railroad crossings and sidewalks. Downtown Links is part of the long-range Regional Transportation Authority (RTA) plan that was approved by Tucson-area voters in May 2006.

Role: Project Manager/Principal



Matthew Taunton
Transit Project
Manager

EDUCATION

Bachelor of Arts
in Geography with
Honors, University of
Washington

**PROFESSIONAL
AFFILIATIONS**

American Public
Transit Association
(APTA)

National Association
of City Transportation
Officials (NACTO)

Arizona Transit
Association (AzTA)

Matthew Taunton is a Transit Project Manager with over 17 years of multi-modal transportation and transit planning experience. His experience includes transit operations and capital facility planning, alternatives analyses, bicycle/pedestrian planning, environmental documentation, intergovernmental coordination, and long range transportation planning.

RELEVANT EXPERIENCE

TDOT, Downtown Tucson Transit Center Feasibility Study

Tucson, AZ

Worked with the City of Tucson and Sun Tran to evaluate the feasibility of reconfiguring the Ronstadt Transit Center in Downtown Tucson. The project included the development of potential alternative site locations, site configurations, transit routes, transit alignments, and operating costs. The role of the transit center as an origin/destination in addition to a transfer location was evaluated. The project was put on hold because bus/rail integration between Sun Tran / Sun Link had not been determined.

TDOT, Tucson Modern Streetcar AA / EA

Tucson, AZ

Transportation, transit, and environmental planning lead for the City of Tucson Modern Streetcar Project, which developed and evaluated transit alternatives between Downtown Tucson and the University of Arizona. Specifically responsible for preparing the AA that recommended a 4-mile modern streetcar line as the LPA. Also responsible for preparing the Final and Supplemental EA. The Sun Link streetcar opened in July 2014.

City of Tempe, Tempe Transportation Master Plan

Tempe, AZ

Project Manager for a multi-modal transportation plan that will set a new level of mobility for Tempe. The Transportation Master Plan emphasized mobility over capacity, connections between activity centers, priority corridors (roadway, transit, and bicycle/pedestrian), multi-modal connections and transportation nodes, and optimization of the existing transportation network. The Transportation Master Plan included a Short Term (2020) and Long Term (2040) transportation network.

Valley Metro, LRT Station Feasibility Study

Phoenix, AZ

Project Manager for a study that evaluated potential new LRT stations in the vicinity of 48th Street. The study included the development of potential station alternatives (engineering and design), ridership analysis, and evaluation criteria and measurements. The study methodology was based on the Valley Metro Station Addition Policy and balanced the trade-offs of adding a new station versus impacting existing passengers.



Laura Mielcarek, PLA
 Principal



A Principal of Wheat Design Group and an Arizona registered Landscape Architect; most of Laura's experience is focused on transportation-related projects for the City of Tucson, Pima County, and the Arizona Department of Transportation. Laura's past and current projects include the St. Mary's/Downtown Links, Grant Road, Scott Avenue Design and Masterplan, I-10/19 Interchange, and a couple of The Loop projects. Laura graduated from the University of Arizona with a Masters in Landscape Architecture. She is a member of the Pima County Low Impact Development (LID) Working Group, served on the City of Tucson Green Infrastructure (GI) Roadway Policy Working Group, an active member of WTS (Women in Transportation) and ASLA (American Society of Landscape Architects).

REGISTRATION

Registered Landscape Architect, AZ #46501

EDUCATION

Master of Landscape Architecture, University of Arizona, 2000

Bachelor of Arts, University of Wisconsin-Madison, 1991

EXPERIENCE

Principal
 Wheat Design Group
 May 2014 – present

Landscape Architect
 Wheat Sharf Associates
 May 1998 – 2014

AFFILIATIONS

Women in Transportation Board Member,
 2012 – present

AzASLA Southern Section Chair-elect,
 2013 – 2015

Pima County LID and GI Planning Committee Member,
 2011 – present

City of Tucson Green Streets Policy Committee,
 2012 – present

PROJECT EXPERIENCE

Downtown Links Phase 2 and 3 - Project Manager

Phase 2 of Downtown Links, St. Mary's Road re-design, was completed in 2014. Several sustainability goals were achieved in Phase 2 such as the reuse of existing materials (sidewalk, brick pavers, curbs, and fencing); micro-basins and swales were incorporated for water harvesting; Sonoran Desert plant species were used boulders, and rip rap, and screened rock were extracted within 75 miles of the project. The project includes well-designated bike lanes with safety bollards at key intersections to prevent motorists from using the bike lane as a turning lane. This project won multiple awards for sustainability from AZAPWA and the Arid LID Conference.

Phase 3 of Downtown Links is a new four-lane roadway that will connect Barraza-Aviation Parkway at Broadway Boulevard to I-10. Improvements include the new 6th Street Underpass at UPRR, the 9th Avenue Deck Plaza, Links Avenue Overpass at 6th Avenue, and enhanced pedestrian and bicycle access routes. WDG is providing landscape, irrigation, hardscape, water harvesting and Deck Plaza design, and is participating extensively in CAC and neighborhood meetings.

Downtown Infrastructure Improvement Project, Scott Avenue - Project Manager

Often referred to as "Tucson's Best Downtown Street" Scott Avenue was converted from an automobile-dominated road in downtown to a business and pedestrian-friendly, tree-lined street. Input from business owners, stakeholders, and developers, facilitated by WDG, contributed to the project's success. Streetscape improvements included: narrowed roadway section affording greater pedestrian space and ample planting areas; signature Sonoran Desert plants; water harvesting curb openings and recessed planting basins; solar-powered gateway features illustrating the site's history; and demolished concrete was crushed and reused as ground cover within planting areas.

Scott Avenue Improvements Master Plan - Project Manager and Designer

WDG led the design team and worked with City staff and stakeholders to develop a Master Plan for Scott Avenue (from the Temple of Music and Art north to Alameda Street). Public outreach conducted by included user interviews, surveys, and a workshop. The Plan designated space for pedestrians, auto travel lanes, loading areas and flexible space that could support parking, outdoor cafes, or loading as the street evolves. The goal was to support businesses on Scott, encourage new business in the area, and allow the street to vary in character along its 6-block length, based on historic precedents and the variations in existing uses and character along the street.



Rick Kaneen

**Principal
Project Manager**



Project Experience

City of Tucson

Education

B.A. in English
University of Arizona
M.F.A Creative Writing
University of Arizona

Role

Project Leadership;
Strategic
Communication
Planning; Team
Management and
Resource Allocation;
Public Involvement
Planning; Creative
Direction

Special Skills

Internal team
management;
Strong, established
relationships with
Elected and City
Officials, community
leaders and news
media; Creative
expertise for brand
development;
Strategic planning
and implementation
of public involvement
campaigns

Grant Road Improvement Project

- Rick has developed and implemented public involvement strategies for roadway design and land use planning of this 5-mile long roadway corridor, the largest project in the RTA plan.
- Rick created communications strategies, assisted with management of Citizens' Task Force, produced digital communications campaigns that included websites, email updates and web-based data management, and oversaw public involvement and media relations activity.

Sun Link Tucson Streetcar

- Rick assisted with the On-Board Survey to begin qualification with Federal Transit Administration for future streetcar funding, oversaw public participation related to streetcar route and type, and provided creative support for streetcar branding and graphic identity.

Tucson Water

- Rick created strategies and implementation for numerous programs including water conservation (Water Smart), utility branding (Water Reliability), and new water resources (Recycled Water Master Plan).
- Rick developed statistically valid surveys and coordinated targeted focus groups to determine customer preferences for future water quality (Decision H20).
- He coordinated numerous dedication and groundbreaking events – most recently the 1,4 Dioxane Treatment Plant and the Million Acre-Foot Water Recharge commemoration.

Other Project Experience

- Park Tucson Strategic Communication Plan and Rebranding
- TDOT Bond Oversight Commission
- Central Arizona Project



Joan Beckim

**Public Relations Coordinator
Social Media Specialist**



Project Experience

City of Tucson

Education

B.S. in Communications
University of Arizona

Certified International
Association of Public
Participation (IAP2)

Role

Project Leadership;
Community Outreach
Planning and Strategy;
Research Specialist

Special Skills

Lead research
professional
preparing, conducting,
coordinating and
analyzing public
opinion assessments
surveys and focus
groups; extensive
knowledge of FTA
Reporting guidelines
and the Federal
NEPA process;
expert coordinator
with elected officials,
business leaders and
special interest groups;
strategic development
of fully integrated
communication
outreach via multi-
media modes

Sun Link Tucson Streetcar

- As public relations project Manager, Joan directed all public outreach activities, marketing, and public education campaigns. She works in tandem with key project personnel to deliver timely and effective messages to the public.
- Joan ensured that project progress is communicated across various City and County departments, RTA management, Sun Tran and FTA Region 9 representatives.
- Additionally, Joan oversaw the planning of large community events and milestone celebrations.

Broadway Boulevard, Euclid to Country Club, Improvement Project

- Joan is IAP2 certified and serves in a leadership role for the entire project team, providing insight and advice on all community involvement and public outreach activities for the project.

Downtown Links

- Joan has been involved with the Downtown Links Project for more than a decade. Through the many phases of design and construction, Joan has been pivotal in the successful public involvement aspects and key decision making milestones of this project.

Other Project Experience

- Sentinel Plaza Groundbreaking and Dedication Events
- Hoover Dam Bypass Groundbreaking and Dedication Events
- Mt. Lemmon Highway Construction Outreach

Community Involvement

- Member of WTS Tucson Chapter
- Member Tucson CREW
- Member Presidio Downtown Rotary
- Board Member St. Patrick's Day and Festival
- Graduate, Greater Tucson Leadership



Josh Weaver

**Community Outreach
Digital Media Specialist**



Project Experience

City of Tucson

Education

B.A. in Political Science
University of Arizona

Master of Public
Administration
University of Arizona,
Eller College of
Management
(Cumulative GPA: 4.0)

Role

Public Information
Specialist; Educational
Outreach Coordinator;
Social and Digital Media
Director; Bilingual
Communications
Specialist

Special Skills

Bilingual: Proficient in
writing, reading, and
speaking Spanish
Computer: Proficient
with Microsoft Office
Suite, S-Plus statistical
software, Content
Management Systems,
HTML Coding

Broadway Boulevard, Euclid to Country Club, Improvement Project

- As public information specialist, working directly with City of Tucson project manager, Josh is integral in the planning and strategy of developing and presenting the outreach materials for the Citizen Task Force (CTF) and the general public.
- Josh is responsible for CTF meeting coordination, including logistics planning, facilitation planning, materials preparations, production and distribution of project and meeting updates, drafting, finalizing and posting of Legal Action Reports and CTF meeting summaries.
- Josh coordinates one-on-one business and residential property owner meetings, and spearheads the responses to concerns and requests for information via the project information telephone line.

Sun Link Tucson Streetcar

- Josh was primarily responsible for the development of community outreach, public education and awareness, and strategic communication materials including newsletters, press releases, brochures, invitations, and other printed collateral.
- Josh maintained the project website, posted project updates and media coverage to the website and social media group pages, maintained interested parties contact database.
- Josh coordinated public open houses, public events, and one-on-one business and residential property owner meetings, special events such as the Tucson Gem and Mineral Show, 4th Avenue Street Fair, and other City events in conjunction with the City of Tucson and worked closely with the University of Arizona Parking and Transportation Department.

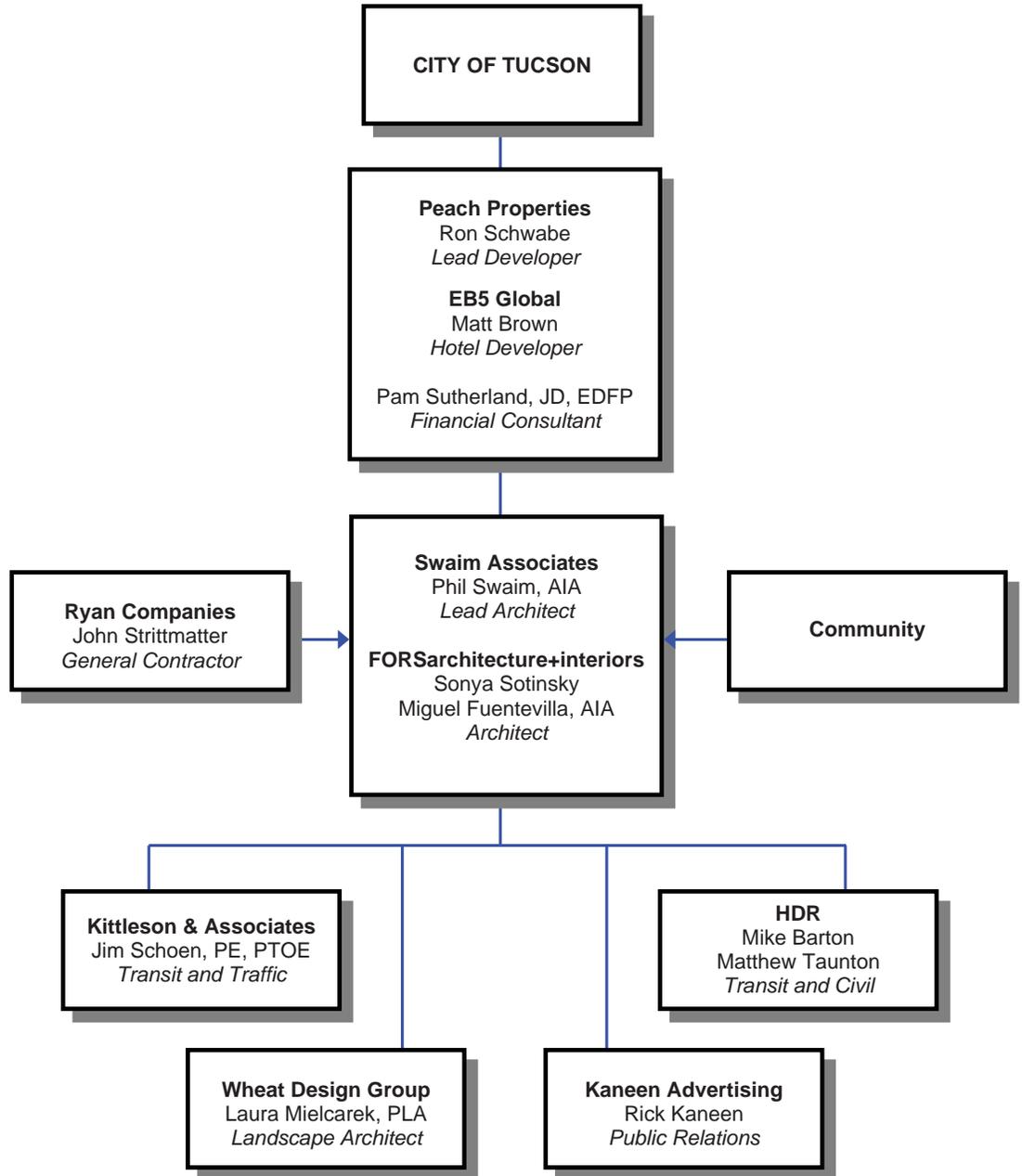
Other Project Experience

- Town of Sahuarita digital outreach
- Downtown Links website redesign and updates
- Developed strategic and branding plan for Tucson Clean and Beautiful

Community Involvement

- Intern for Pima County Community Development and Neighborhood Conservation Department
- Intern on the Southern Arizona Leadership Council
- Regional Asset Coordinator for Imagine Greater Tucson

The team is comprised of the following firms:



6C. Projected Availability

If awarded this project, the members of the team are eager to begin and are fully committed to seeing this project's successful completion. Our current projects and workloads will not conflict with our ability to dedicate our team to Ronstadt.

7. PUBLIC ENGAGEMENT



7A. Communication and Outreach Plan



Kaneen will help lead public communication and involvement for the project, developing and implementing a plan designed to create a meaningful engagement of stakeholders and the general public. Throughout the design process, this communication plan will provide on-going outreach to interested audiences through a variety of methods and will offer continually available options for them to provide input to the Project Team. The communications effort will provide the interested public with regular updates and announcements of project progress, milestones, and events and will include multiple opportunities for input. When the design phase is complete, the plan elements will be used to provide construction notifications and updates.

The **communication plan** will include the following elements:

Design Phase



- Project website
- Project eblast - issued monthly and more frequently when appropriate
- Create and monitor project email address for comments and input
- Project fact sheet and timeline including how to use the new linear transit mall
- Interactive public open house
- Systematic communication with news media (coordinated with City of Tucson PIO)
- Briefings and presentations by Team Leaders
- Milestone/Groundbreaking event



Construction Phase

- Project website
- Project eblast (issued as appropriate)
- Updates via City of Tucson Twitter and News Net
- Systematic communication with news media (coordinated with City of Tucson PIO)



7A. Communication and Outreach Plan



Audiences

- Area businesses and neighborhoods
- Transit, bicycle and pedestrian groups
- Elected officials
- City Executive Leadership Team
- News media
- Other interested parties

7B. Participation



Our Team is fully committed to engaging with key stakeholder groups and interested members of the public as the development process proceeds. We believe this commitment, along with the comprehensive nature of our communication plan, will preclude the need for a Project Advisory Committee.

Peach and Swaim have a long history of successfully working with diverse groups in the community, building strong relationships, and achieving consensus on challenging issues, all without formal advisory committees. We feel community support is important to the success of Ronstadt.

7C. Meeting Attendance



As we have done in the past, we are happy to meet City staff, City Council, and other City entities as needed. Collaboration and openness are critical. We are excited about our vision and approach for Ronstadt, and know that success is extremely important to the City of Tucson and the future of our community and downtown.

The contributing team in this proposed project fully intend to be long-term partners with the City of Tucson. The team is comprised locally of individuals residing in Tucson. They have significant stakes here as they have committed not only financially to several major projects, but they have put down roots and are raising their families here. Members of this team have also contributed significantly to shaping the aesthetic and landscape of Downtown Tucson. Many sit on key boards (including the Downtown Tucson Partnership, Tucson Airport Authority, United Way, StartUp Tucson) and have strong relationships with stakeholders involved in Downtown.

In its 30 year history, Peach Properties HM Inc. has established a unique competence in the development of complicated mixed – finance transactions utilizing private and public sources of capital. The company has organized more than 47 limited partnerships, Through which it has completed or is currently developing nearly \$200,000,000 in residential, commercial and retail developments.

Peach Properties HM Inc. has an established track record in securing financing for developments that have a range of complexities including ground lease, community participation, public agency and institutional ingredients. For the Ronstadt mixed use development, Peach has substantial commitments from its network of investors who have expressed Financial commitment for the development. We have included letters of interest from both debt and equity partners for the Ronstadt center. The ultimate financing structure for the Ronstadt will evolve through a private public process. Peach Properties HM Inc. is strategically qualified to match private equity/debt with nonconventional funding sources.

There are two options for site control of the Ronstadt Center according to the guidelines for Joint Development set by the FTA: a long-term lease agreement in which the City of Tucson receives its “fair share of revenue,” or a purchase of the site if “satisfactory continuing control” of the project could be established through legal means such as deed restrictions, easements, or covenants. It is also appropriate under FTA Joint Development guidelines to combine the two methods of site conveyance in one development project.

We are seeking to redesign the transit structure in conjunction with the City of Tucson and stakeholders, to design and build restaurant and/or retail uses in coordination with the City of Tucson’s transportation plans (see, http://www.tucsonaz.gov/files/transportation/Five-Year_Strategic_Transit_Plan_DRAFT_10.5.12_revised_.pdf), and to construct/develop, lease and/or operate the private uses in, on and adjacent to the Ronstadt Center.

Our proposal envisions dividing up the parcel, with the area bounding Congress Street being purchased by us for development as a hotel, and the remainder of the parcel leased from the City. The business plan details our proposal, but we would request a preliminary review of this plan to be submitted by the City of Tucson to the FTA.



Summary

The overall concept for the development of the city will be to create a new mixed-use multimodal transit center that will incorporate buses, bike rentals and car rentals by the hour, along with taxi stands and other commuter-oriented services. The development will be integrated into the current footprint of the Ronstadt Transit Center, while maintaining its use as a resource for commuters coming into downtown, including bus riders, streetcar riders, bicycle riders, pedestrians, disabled transit riders, seniors, and people driving cars.



The team has been working with stakeholders and reviewing existing studies and feedback provided by previous community outreach. This preliminary work has guided our proposal to this point. Our outreach and engagement work will continue as this process proceeds for the purpose of keeping the people who ultimately benefit from this development engaged and excited about the project as well as to the extent required by applicable grants (specifically grants from the FTA and other competitive funding programs).



Broadly, the project will incorporate a Wellness Center, Parking, Transit Support/ Services, Retail, the Transit Center, a Hotel, and a mixture of housing (market rate and at least 20% affordable).

Research / Market Demand Data

Tucson's growth is expected to outpace the national economy by 2017, according to the June, 2015 report by the University of Arizona's Eller College of Management Mid-Year Economic Update.¹ "Overall, Tucson will benefit during the next few years from faster U.S. growth, which will contribute to increased residential mobility across the nation and improved population gains locally," [UA Eller Economist George Hammond] said. "The addition of more residents will boost housing and related sectors, which have lagged since the end of the recession."

The Downtown Tucson Partnership has estimated over \$360,000,000 in new private investment and \$570,000,000 in new public investment has occurred in Downtown Tucson over the past 75 months.² The City of Tucson worked with the Urban Land Institute last year to identify issues necessary to continue the upward trajectory of Downtown Tucson, and one of the biggest issues is housing, both market rate and affordable.

1 Slideshow from presentation: <https://ebr.eller.arizona.edu/research/presentations/mid-year-forecast-update-june-2015.pdf> Article summarizing presentation: <https://www.eller.arizona.edu/press-release/experts-predict-stronger-growth-ahead-tucson-economy>

2 <http://www.downtowntucson.org/invest/>

“The next phase that we’ll begin to see is downtown becoming a real residential area, so more of that market rate housing,” [Jan Cervelli, dean of the University of Arizona College of Architecture, Planning, and Landscape Architecture, and Chair of the Board of the Downtown Tucson Partnership] said. That appeals to young professionals who report in surveys they would like to live in areas where they don’t need a car every day.¹



Currently, there is a 97% rental occupancy rate in Downtown Tucson, and “downtown” is the city’s most-searched-for neighborhood for renters.²

Regarding affordable housing, one-fifth of Tucsonans live in poverty. Housing for Tucsonans is the top expense, followed by transportation.³ Locating affordable housing proximate to the Ronstadt Center is a key part of this business plan.

Data will need to be collected about retail space demands, but in Phoenix, the renewed growth has accelerated demand by retailers for retail space.⁴



Nationally, there is a growth trend in the hospitality industry.⁵ Downtown Tucson is experiencing this as well, which we anticipate will continue as our economy strengthens and Downtown continues to accumulate the accolades it has been receiving over the last few years.

FTA funding requirements require market research for any grants to be funded. Our budget includes these costs in the first year. Again, this proposal outlines the vision we have at this time of a revitalized Ronstadt Transit Center. We will continue to work with the community and stakeholders to refine this as additional information becomes available.

1 <https://www.azpm.org/p/top-news/2015/2/6/56114-metro-week-analyzing-downtown-tucson-redevelopment-progress/>

2 <http://www.downtowntucson.org/wp-content/uploads/2015/01/2014-State-of-Downtown-Report.pdf> (citing DTP surveys and Craigslist data).

3 http://tucson.com/news/transportation/tucson-pushing-to-solve-affordable-housing-crisis/article_78bdb53e-4fb1-533f-a248-26aaac880134.html

4 <http://www.marcusmillichap.com/research/researchreports/reports/2015/05/17/phoenix-retail-research-report>

5 <http://www.marcusmillichap.com/research/researchreports/reports/2015/05/23/national-hospitality-research-report>

Utilization of the Project Site and Required Forms of Control of the Site

The projects consists of:

Ronstadt Transit Center:



Transit/Welcome Center	3,940	SF
Public Plaza	41,530	SF
Transit Center	46,475	SF

Residential:

2 Stories Live/Work Lofts	44,000	SF
Affordable/Market Rate Apts	254,000	SF

Office:

7,800	SF
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Wellness Center:

18,050	SF
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U of A Arts and Science Center:

45,000	SF
--------	----

Arts Warehouse Space:

8,500	SF
-------	----

Retail:

20,880	SF
--------	----

Hotel/Conference Center

100,590	SF
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Parking Structure:

450	Spaces
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Skybridge:

546	SF
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As noted above, our preference would be to purchase the site for the hotel, and lease the remainder of the space pursuant to guidelines set by the FTA for Joint Developments.

Anticipated Qualified Tenants/Buyers/Operators for the Completed Project

It is anticipated that this project will bring together a number of public and private partners. Preliminary conversations have been conducted with a national hotel chain; numerous small, locally-owned retail businesses; potential residential tenants¹; artists and arts organizations; University of Arizona staff; and various drug stores and wellness centers. The Transit Center and supporting services will continue to be operated by The City of Tucson’s SunTran system.

¹ Peach Properties owns and manages a number of residential properties and has the requisite experience and infrastructure to include these additional rental units in its portfolio.



Mr. Ron Schwabe, President
Peach Properties
44 East Broadway Boulevard, Suite 300
Tucson, AZ 85701

Re: Support for Ronstadt Transit Center Joint Development Project, Phase 2 Proposal

Dear Ron:

Hungry Planets and UA-Controlled Environment Ag Center and its other partners are very pleased to bring the Production Education Greenhouse (PEdGH) program to your development of the 130 East Congress project at what is now the Chicago Music Store. And I'm looking forward to progress over the next several weeks and months as Hungry Planets presents the value proposition of the PEdGH to important stakeholders and constituencies in Tucson and throughout the state. While the rooftop project at 130 East Congress may be a compact size at about 10,000 square feet, it will nonetheless be sustainable, and an example of what sustainability in food production and training can accomplish. This will be one of, if not the first of North American examples in food education with production, and the PEdGH will also demonstrate novel alternative energy generation and water conservation for futures in our sustaining desert.

So it is with real pleasure that I respond with enthusiasm to support Peach Properties' team and project for the City of Tucson Ronstadt Transit Center Joint Development Project (Ronstadt Center). The additional acres of the Ronstadt Center project would provide important rationalizing space for the PEdGH return on investment, and support for science, technology and food production education. Including the PEdGH program in your team's plans for reviving the Ronstadt Center will energize the integrated project with –

- a unique approach to energy conservation for the structures shaded with PEdGH on roof-top;
- a working demonstration of wind, solar panel and temperature differential energy generation;



- a tangible focus for Southern Arizona education, technology and science application emerging from the Controlled Environment Ag Center in the College of Ag and Life Science at the UA; and
- as an attractor for all those citizens with “farm-to-fork” notions near top-of-mind to the public marketplace you plan, as well as for the residents, tenants and nearby downtown restaurants who will marvel as they eat and prepare the PEdGH’s “Arizona Red” tomatoes “smarter greens,” and sweet, fresh strawberries.

We anticipate demonstrating how PEdGH and Hungry Planets will bring value to the Ronstadt Center program, as well as other developments, including 130 East Congress, all for Tucson and Arizona.

For your use, I have attached drawings entitled “Urban Ag Technology & Market Center,” from early planning for the PEdGH program. These conceptual drawings share with the current Peach concept for integrating public market space, retail & commercial office space, adding residential, and all to take advantage of the temperature moderating and income generating greenhouse production on rooftops with alternative energy applications providing energy for the site. There will be nothing like the Ronstadt Center-PEdGH anywhere else in the state, and perhaps all of North America.

Hungry Planets and its partners look forward to furthering the value of our relationships, prospects and project results moving forward. We believe that the PEdGH is one solutions to the many challenges our desert community faces into the future. And we are glad you have asked us to support your endeavors.

Sincerely,

Mike Munday, Managing Director
Hungry Planet Systems & Service, LLC
520-991-9591
mike.munday@hungryplanets.com
2 East Congress Street, Suite 900
Tucson, AZ 85701

TUCSON URBAN, LLC

33 S. FIFTH AVE., TUCSON, ARIZONA 85701

June 29, 2015

Mr. Ron Schwabe
Peach Properties
44 E. Broadway Blvd., Suite 300
Tucson, Arizona 85701

Dear Ron;

We enjoyed meeting with you regarding the Ronstadt Transit Center project. The potential opportunity for joining this project and the Corbett property with a pedestrian bridge certainly has some merit. We are interested in continuing the conversation about transportation and other needs that could be met by a connection. Although we are weighing several options for the Corbett site, we are interested in determining if a joint effort between our projects could deliver a mixed use experience that would stand out as a model of urban development.

We wish you the best of luck with the RFP.

Please stay in touch.

Best regards,

TUCSON URBAN, LLC



Scott Stiteler
Manager

August 22, 2014

City of Tucson
Department of Procurement

RE: Request for Proposal No. 140893
Ronstadt Transit Center Joint Development Project: Phase I

Dear Ladies and Gentlemen:

I am writing in support of the Ronstadt Transit Center Joint Development Project: Phase I proposal being submitted by Peach Properties (44 E. Broadway Blvd., Unit 300, Tucson, Arizona 85701.)

My property and business are located at 440 N. 6th Avenue, approximately 4 blocks north of the Ronstadt Transit Center. I have been in this location since 1998 (16 years.) In the 1980's I lived in Armory Park, today I reside in El Presidio Neighborhood. I have been a long time supporter of downtown revitalization. Currently I serve as a member of the Downtown Tucson Partnership board of directors and as WAMO's (Warehouse Arts Management Organization) representative on the Downtown Links Citizens' Advisory Committee.

I am extremely pleased with Peach Properties' unique approach to include a strong arts component in their mixed use proposal for the site. This idea alone incorporates into the project an awareness of the type of development that is not only needed but that will be successful. I believe that Ron Schwabe is peerless in his instincts for good development---projects that fit as well as expand possibilities; projects that literally build community. Ron and Peach Properties have a solid understanding of how our downtown functions for those who live in, those who work in and those who visit our city's core. This type of understanding along with a well demonstrated love and respect for the community and its citizens combined with Schwabe's tremendous business acumen makes me think of the Steinfelds, Jacomes and Ronstadts. Peach properties has the qualifications, experience and values that Tucson thrived on in the past. I know my business will benefit, my property value increase and our community will be stronger with Peach Properties as the City's Joint Development Partner on the Ronstadt Transit Center.

It is my hope that the City of Tucson will proceed into Phase II and that Peach Properties will be on the short list as a possible Joint Development Partner for the 4.7 acre Ronstadt Transit Center Project Area.

Sincerely,



Susan T. Gamble
Santa Theresa Tile Works, Inc.
440 N. 6th Avenue
Tucson, AZ 85705
susan@santatheresatileworks.com
520-818-4802

Alliance Bank
of ARIZONA

A Member of AllSouthwest Bank, Member FDIC

VIA EMAIL: rwschwabe@gmail.com

June 29, 2015

Mr. Ron Schwabe
Peach Properties
299 S. Park Avenue
Tucson, AZ 85719

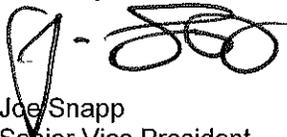
Re: Ronstadt Transit Center RFP

Dear Ron,

Alliance Bank of Arizona, a Division of Western Alliance Bank ("ABA"), has had a significant presence in ground-up and redevelopment projects in downtown Tucson. Specifically, ABA has had the pleasure to work with you (Peach Properties) on two downtown projects, One North Fifth and The Herbert. Peach Properties, yourself, and affiliated companies have all performed with ABA as agreed and we value these relationships.

Should Peach Properties be awarded the RFP, ABA looks forward to the opportunity to work with you on the development of the Ronstadt Transit Center in downtown Tucson.

Sincerely,



Joe Snapp
Senior Vice President
Alliance Bank of Arizona
520-784-6005



June 25, 2014

Ron Schwabe
Peach Properties, LLC
299 S Park Avenue
Tucson, AZ 85719

Re: Ronstadt RFP – Commercial Real Estate

Dear Mr. Schwabe,

This letter shall serve as an indication of Vantage West's interest in financing your project incorporating residential and mixed-use commercial space in downtown Tucson, Arizona. If this RFP is awarded, we feel that your property management group is capable of executing this project from construction through lease up, and into long term operating viability / stabilization.

Please note that this letter is one of interest only, and is not binding on either party. It is neither an offer nor an agreement to lend. Such an agreement would be created until Vantage West has received a formal loan application from you and has – subsequently, completed all due diligence necessary for a thorough underwriting.

We appreciate the opportunity for your Business! As your Credit Union, we also appreciate your membership and look forward to the opportunity to serving you in the future.

With Best Wishes,

A handwritten signature in black ink, appearing to read "James T. Barron", is enclosed within a large, hand-drawn oval.

James T. Barron
AVP & Senior Relationship Manager
Business Lending & Services

Retail in downtown Tucson has a unique character which we would seek to preserve. New retailers would be required to complete the Small Business Administration training for first time business owners. We intend to create an environment within the Ronstadt Center similar to what is reflected in the rest of Downtown Tucson – shops like Perri Jewelers, June’s Corner Market, Desert Bloom, and other similar family-owned unique retail spaces. A model we are pursuing is the Mercado de Suenos (“Market of Dreams”), a successful maker space in downtown Flagstaff.¹

Development Costs

See attached pro forma

Operating Pro Forma for 10 Years

See attached

¹ See, <http://www.flagstaffbusinessnews.com/sunnyside-microbusiness-center-is-market-of-dreams/>

PROJECT COSTS

Project Costs/Sources and Uses					Total
SOURCES					
Required Loan Proceeds (Loan from NOI of Commercial, Retail, Residential, Office)					\$54,910,164.00
FTA Grant Funding For Capital Projects (urban formula, New Starts/Small Starts, bus formula) - hard commercial costs					\$33,361,920
Midrange, Limited Service Hotel Development					\$21,124,800
Small Business Transportation Resource Center Funding					\$124,000
Investor Equity					\$31,642,488
New Markets Tax Credits					\$25,000,000
HOME Funds					\$880,000
FTA Grants Funding For Parking					\$9,000,000
Total Sources					\$176,043,372
USES					
Acquisition	Land Cost	197,200 s/f valued at	\$14.50 a s/f		\$2,859,400
Development					
	Description	Units	Qty	Unit Cost	Subtotal
	Residential				
	2-Stories of Live Work Lofts @ Arts Warehouse		36	197,000.00	\$7,092,000
	-Apts North: 130ksf, 75 Units 7-stories				
	130ksf, 75 Units 7-stories		75	197,000.00	\$14,775,000
	-Apts South: 168ksf, 145 Units 12-stories				
	168ksf, 145 Units 12-stories		145	197,000.00	\$28,565,000
	key		256		\$50,432,000
	Office				
	-Office at South Tower		7,800	160.00	\$1,248,000
	Wellness Center				
	-Wellness Ctr 2-Lvl Pharma, Fitne sf		18,050	220.00	\$3,971,000
	Transit / Welcome Center		3,940	190.00	\$748,600
	U of A Arts and Science Center				
	-5-Story End Cap on Arts Warehocsf		45,000	245.00	\$11,025,000
	Arts Warehouse				
	-Retail in Parking Structure Stree sf		8,500	180.00	\$1,530,000
	Retail				
	-Retail in Towers		20,880	215.00	\$4,489,200
	Hotel / Conference Ctr				
	-Hotel: 102,350sf, 144 Rms, 7-stckey		144	146,700.00	\$21,124,800
	-Prkg Structure:				
	450 stalls on 5-st stall		450	22,500.00	\$10,125,000
	Transit Center		47,475	59.11	\$2,747,137
	-Temporary Transit Ctr				
	-Transit Ctr		73,356	6.50	\$476,814
	-Skybridge:				
	-Skybridge and Elevator Cores		546	12000	\$6,552,000
	-Plaza:				
	-Plaza and Appurtenances		41,530	45.00	\$1,868,850
	Infrastructure				
	-All infrastructure		1	914,125.00	\$914,125
	TOTAL				\$117,252,526
	Soft Costs	20% of hard construction costs			\$23,450,505
	Contingency	15% of hard construction costs			\$17,587,879
	Parking Garage	450 @		\$25,000 spot	\$11,250,000
	Financing Costs, Conventional 2%				\$1,098,203
	Match Required For Federal Grants (20%)				\$10,621,480
	Capitalized Interest	Months 12	Interest (Only) Rate 5.50%		\$3,020,059
Total Development Costs					\$176,518,572

These Proforma projections are preliminary only and are subject to change

Transit, Commercial, Retail, Residential

Tucson AZ

NEW CONSTRUCTION

Transit Center		46,475	S/F
Residential Units		256	Units
Residential		297,340	S/F
Office		7,800	S/F
Wellness Center		18,050	S/F
Transit / Welcome Center		3,940	S/F
U of A Arts and Science Center		45,000	S/F
Arts Warehouse		8,500	S/F
Retail		20,880	S/F
Hotel / Conference Center	144 Rooms	100,590	S/F
<i>Total Building</i>		648,350	S/F
Land Square Feet		197,200	S/F
Parking		450	Spots

PROFORMA

Units	Type	Avg Bed s/f	Total S/F	Avg Monthly	Annual	Rent per s/f
256	Rental Units	1161	297,340	\$2,091	\$6,422,544	\$1.80 per month
Gross Potential Rent					\$6,422,544	
Less Vacancy					10%	(\$642,254)
Less Concessions					0.38%	(\$24,406)
Less Non Revenue Units						(\$24,300)
Less Bad Debt					0.10%	(\$6,423)
Adjusted Gross Potential Rent					\$5,725,161	
Other Income						
Misc. Residential Income				\$153,600		
Commercial Income				\$713,934		
Parking Income				\$432,000		
Total Other Income					\$1,299,534	
Effective Gross Income					\$7,024,695	
Expenses					(\$1,298,236)	
Net Operating Income					\$5,726,459	
Net Income After Reserves					\$5,611,930	
Maximum Commercial Loan Debt Service @ 1 to 1.5				1.30		
\$54,910,164		@ 5.5% 30 yr AM			(\$4,204,880)	
Cash Flow After Debt Service/Ptr. Expenses					\$1,407,050	

Within 90 days of being awarded we will organize a meeting with members from Sun Tran, the hotel operators, and the city to determine a plan of action for management, maintenance, and administration. During these initial meetings, we will outline a scope of services for management of the entire facility and solicit 3rd party management proposals. In the interim Peach has the capacity to provide management oversight during pre-development and pre-occupancy. These meetings will continue once the project is inhabited and grow to include residents, tenants, and Sun Tran. With bi-monthly meetings we will ensure we are proactive with operations and maintenance. Our team will have an office on site for these administration purposes. A maintenance office will be next door and will service the Ronstadt Transit Center and all of the common areas. Marketing will be handled from the administration office including the information for the Trip Tran Screen. Each week we will update the screen with city and Ronstadt happenings, which will help spread the word about community events (one of the City's goals). Ultimately, a continued partnership and communication between ourselves, the City, and all parties involved will keep this development running smoothly.

The aim of this proposal is to maximize benefits for the City and its residents. Specifically, this project:

Supports multiple functions: relying on principles of Transit Oriented Development, this project maximizes ridership through appropriate development of a transit hub that serves all riders, generates meaningful community involvement through an activated transit hub as well as through open and engaging public spaces, is designed for all users regardless of physical abilities or economic means, creates affordable and accessible living spaces for Tucsonans with specially designated spaces for artists proximate to the Warehouse Arts District, manages parking effectively, captures the value of transit through public market-style retail space as well as conventional retail space, maximizes neighborhood and station connectivity, and makes great public space in the center of Tucson. The Ronstadt Transit Center already connects buses with the Modern Streetcar. Our proposal adds additional linkage to the Amtrak station, and the proposed Skybridge connects Downtown and the new Downtown Links highway system and parking. We will be including bike and car rentals in the parking structure, and plan to develop the parcel across the Downtown Links to include a bus terminal for Greyhound and buses to Mexico and other areas.

We anticipate that this project will increase ridership on public transit, shorten travel times for riders, improve wayfinding with clear digital signage that can be updated to reflect delays or diversions, and improving access and connectivity to public transit by providing a seamless link between the Modern Streetcar, buses, Amtrak, parking and rental car and bike kiosks.

Tax revenue benefits flow from the hotel (room tax, and spending by guests), retail spaces (sales tax revenue), residential spaces (more residents downtown bring more spending into the city; transit agencies have reported that affordable housing proximately located with transit increased ridership and fare revenue, created efficiencies and cost savings through shared parking, and increased equitable access to transit), office space (more office workers bring more spending downtown), the U of A Arts and Science Center (continuing the expansion of UA into downtown, with the resulting increase in revenue from their spending), and arts space (bringing tourists downtown and generating sales tax from sale of art).

Creates high-energy efficient and sustainable buildings: all buildings involved in this project are LEED certified. Water collection will be utilized.

Returns the financial investment made by the City over a defined period of time: FTA Joint Developments require a division of revenue generated by the development to be a “fair share” to the City.

8E. Long-term City Benefits

There will be direct benefits to the City (such as efficiencies from coordinating maintenance and services for the RTC with us) and indirect community benefits (such as revitalization of the surrounding neighborhood, increases in the local tax base, and broader economic development effects). Fair share of revenue can be earned by incorporating the long term fare revenue increases from increased ridership.

Our development agreement with the City will include our certification that the terms and conditions of the joint development will be commercially reasonable and fair to the City of Tucson, and that the share of revenues generated for public transportation satisfies FTA's threshold requirement (at this point, the amount is estimated to be \$7M from the original FTA investment in the RTC plus the grants we seek to obtain from the FTA for this project).

Creates high-quality, accessible spaces for public use that enhance downtown and transit use: our plan incorporates two public plazas, one with a water feature (always popular in our hot climate) and both designed to encourage concerts, outdoor picnics for riders, residents, shoppers and office workers, and calm meditation under trees and on benches.



Master project budget: spreadsheet is attached.

The strategy to fund costs includes:

- a. Conventional loans based on expected NOI from commercial, residential, retail and office space)
- b. Private investment
- c. FTA grant funding for capital projects (specifically funding pursuant to section 5307 (urban formula grants), 5309 (small starts grants), 5339 (bus and transit grants). FTA grants provide money for hard costs associated with commercial projects and also “building foundations” for “commercial and residential development” that is incorporated into a public transportation project. Depending on the program, there is a 10% or 20% match required of the city. We propose to provide the match.
- d. Small business transportation resource center funding (grants.gov funding opportunity USDOT-OST-OSDBU-SBTRCCENTRAL2015-1)
- e. EDA grant for investment for public works and economic development facilities (grants.gov funding opportunity EDAP2015)
- f. New Markets Tax Credits
- g. Separate financing for hotel, including EB-5 loan, equity, HUD 108 loan guarantee funds, and GPLET



Each of these programs has a separate funding schedule. FTA grant applications need to be based on the city’s stated program which will need to include funding for the Ronstadt Transit Center in its next transportation plan. NMTC would be part of a requested allocation for FY2015 or FY2016 depending on the schedule of construction.

Pro forma for the predevelopment phase through construction and first 10 years of project operations: attached

Sources of financing for the project: development pro forma attached

Shortfalls in financing plan: none

Projects in which similar financing was utilized by this group:



One East Broadway	NMTC + GPLET (consultant)
The Herbert	GPLET
LA Live (Los Angeles)	EB-5
Pearl District (Portland)	EB-5
Residence Inn (Portland)	EB-5

Credit reports/references from lenders/investors: will be provided

This proposal requires the City's support and application for the federal funds (FTA, EDA, and NMTC). Inclusion of this project in the City's transportation plan is necessary, and full support of the City in moving forward with us in this project is critical. We have proposed funding for someone to assist the City with applications for federal funds for a period of three (3) years.

Assistance and support from the City and the community generally is critical for this project. We will be applying for New Markets Tax Credits, and letters of support from the City will be requested.

At this point, we contemplate part of the project will be deeded to us (the land on which the hotel will be constructed). We will apply for GPLET and the HUD 108 loan program for this. The remainder of the land for the project will be owned by the City with a lease to us.

Again, the specifics of the assistance we will need is going to depend on the amount and structure of FTA grant support we are able to receive for this Joint Development project.

Public benefit from the Project will far exceed the level of assistance requested.

Specifically, this project will:

-achieve the goals set in Plan Tucson for the social environment, including creating a mix of well-maintained, energy-efficient housing options with multi-modal access to basic goods and services; stabilizing the local economy with opportunities for diversified economic growth supported by high-level, high-quality public infrastructure, facilities, and services; contributing to a safe community and secure neighborhood; reflect the commitment to arts and culture and care for the environment that our community has; assist with the goal of having a community that is healthy, physically, mentally, economically, and environmentally; create another link in the downtown urban food system; and

-achieve the goals set in Plan Tucson for the economic environment, including support for existing businesses and attraction of new businesses to increase economic opportunities, raise the income levels, expand the tax base, and generate public and private investment leading to a high quality of life for the community; creating jobs both during the construction period and in the businesses that will operate from this improved venue; fostering a sustainable and diverse economy that maximizes Tucons' strategic location; and continued support for a community whose vibrant economy and quality of life benefits residents and attracts visitors; and

-achieve the goals set in Plan Tucson for the natural environment, including use in this project of locally renewable technologies, water conservation, waste diversion and recovery, and other emerging environmentally-sensitive industries; reduction of Tucson's carbon footprint and increase in energy independence (creating a transit center that meets the needs of the community and brings energy and activity into the downtown core attracts more riders to the buses, for example); use of abundant and appropriate native plants and trees; contribution to the growing network in the urban core of Tucson of healthy, natural open space managed for multiple benefits; creation of a comfortable, attractive, and pollution-free environment; and using sound, efficient, ecological practices; and

-achieve the goals set in Plan Tucson for the built environment, including creation of well-maintained public facilities and infrastructure that support coordinated cost-effective service delivery for current and future residents; respect and integration of the historic resources in and around the Ronstadt Center, including the train station, the Warehouse Arts District, and Congress Street.

This proposal is strategic public and private investment for long-term economic, social and environmental sustainability, in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multimodal transportation system to enhance the mobility of people and goods.

Based on our preliminary estimates, this project will create over 200 permanent jobs for FTEs (hotel, retail, arts warehouse, and maintenance associated with residences and parking); approximately 300 direct construction jobs, with another 350 jobs indirectly created; and approximately \$50,000,000 of indirect and induced benefit to the City.

When finished, based on the square footage dedicated to commercial interests (hotel, retail, office space), this project may generate up to \$1,000,000 in annual taxable revenue sales.

When people are downtown, they spend money in the City. Associated economic benefits from hotel guests, 425 new downtown residents, and the full time employees working in our downtown core can be expected to be close to \$10,000,000 annually.



**RONSTADT Transit Center Joint Development Project
Request for Proposals (RFP) – Phase II**

RFP 140983: PHASE II SUBMITTAL

TO THE CITY OF TUCSON:

The Undersigned hereby attests that the information provided in response to Phase II is true and correct.

For clarification of the Phase II submittal, contact:

Swaim Associates, LTD.

Company Name

Name: Phil Swaim

7350 E. Speedway Blvd., Suite 210

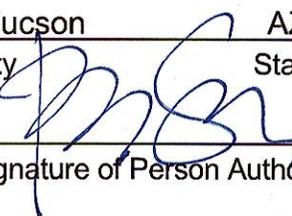
Address

Title: President

Tucson AZ 85710

City State Zip

Phone: 520-326-3700


Signature of Person Authorized to Sign

Fax: 520-326-1148

Phil Swaim, AIA

Printed Name

E-mail: pswaim@swaimaia.com

President

Title

CITY OF TUCSON

REQUEST FOR PROPOSAL

REQUEST FOR PROPOSAL NUMBER: 140983: PHASE II

PROPOSAL DUE DATE: June 30, 2015 AT 4:00 P.M. LOCAL AZ TIME

PROPOSAL SUBMITTAL LOCATION: Department of Procurement
255 W. Alameda, 6th Floor, Tucson, AZ 85701

MATERIAL OR SERVICE: RONSTADT TRANSIT CENTER JOINT
DEVELOPMENT PROJECT: PHASE II

PRE-SUBMITTAL INFORMATION CONFERENCE: CAN BE SCHEDULED IF REQUESTED

CONTRACT OFFICER: DAN LONGANECKER, CPPB

TELEPHONE NUMBER: (520) 837-4125
Dan.Longanecker@tucsonaz.gov

Sealed responses for the specified service shall be received by the Department of Procurement, 255 W. Alameda, 6th Floor, Tucson, Arizona 85701, until the date and time cited.

Proposals must be in the actual possession of the Department of Procurement at the location indicated, on or prior to the exact date and time indicated above. Late proposals shall not be considered. The prevailing clock shall be the City Department of Procurement clock.

Proposals must be submitted in a sealed envelope. The Request for Proposal number and the offeror's name and address should be clearly indicated **on the outside** of the envelope. All proposals must be completed in ink or typewritten. Questions must be addressed to the Contract Officer listed above.

******ALERT******

The City of Tucson has implemented additional security procedures in City Hall. All visitors will be required to enter only through the north side doors facing Alameda Street. When attending a meeting or delivering a solicitation response to City Hall, please allow ample time to go through the security screening process.

Visitors will be required to do the following:

- Pass through metal detectors / security wands;
- Purses and bags will be searched by security personnel;
- Obtain a visitor's pass

**RONSTADT Transit Center Joint Development Project
Request for Proposals (RFP) – Phase II**

- I. Request for Proposal (RFP) Process & Status**
- II. Phase II RFP Overview**
- III. Project Purpose & Goals**
- IV. FTA Guidance**
- V. Instructions to Offerors**
- VI. Phase II Submittal Requirements**
- VII. Phase II Evaluation Criteria**

RONSTADT Transit Center Joint Development Project Request for Proposals (RFP) – Phase II

I. REQUEST FOR PROPOSAL (RFP) PROCESS & STATUS

For the Ronstadt Transit Center Joint Development Project, the City is using a two-phased Request for Proposals (RFP) evaluation process. Phase I, which requested Offeror's Statements of Qualifications, was completed on December 16, 2014, when Mayor and Council approved the recommendation of Evaluation Committee to move forward to Phase II with both of the Offerors who submitted in Phase I being invited to submit proposals for Phase II. The Offerors and their Phase I RFP submittals can be viewed at <http://oip.tucsonaz.gov/integrated-planning/ronstadt-transit-center-joint-development>.

The Phase II RFP, as represented by this document, requires Offerors to submit detailed project proposals, provide a public presentation, and may include interviews and discussions about the project proposal. The evaluation of Phase II Proposals will be separate from the Phase I Proposal evaluation. There will be no carry forward of scoring or ranking. The evaluation committee from Phase I will evaluate Phase II proposals.

If after proposals have been submitted and evaluated an Offeror is selected by Mayor and Council to proceed, the Offeror will be invited to enter into negotiations with the City for a development agreement. The City may define Terms and Conditions for a development agreement, including, but not limited to, Insurance, Performance Surety and/or Fidelity Bonds, Key Personnel, Conflict of Interest, Federal Transit Administration (FTA) Joint Development requirements, etc.

Should the City decide to enter into a development agreement, it shall make an award that is deemed to be in the City's best interest. A final award is contingent upon approval of the negotiated agreement by the Tucson Mayor and Council and the Federal Transit Administration (FTA).

Project Timeline

Following is an **estimated timeline** for activities from the Issuance of the Phase II RFP through the Award of the Joint Development Project.

- | | |
|--|------------------------------|
| • Issuance of Phase II RFP | March 9, 2015 |
| • Pre-submittal meetings with City and Sun Tran Staff and Site Visit | Between March and June, 2015 |
| • Due Date for Phase II Proposals | June 30, 2015 |
| • Interviews with Offeror (if needed) | July 2015 |
| • Public Design Presentations and Feedback | July 2015 |
| • Offeror Response to Public Feedback on Design Presentations | Sept. 2015 |
| • Committee Phase II Evaluation | September/October 2015 |
| • Committee Recommendation to Mayor & Council (<i>Executive Session</i>) | November 2015 |
| • Announcement of Results of Proposal | November 2015 |

RONSTADT Transit Center Joint Development Project Request for Proposals (RFP) – Phase II

Evaluation Process

- Development Agreement Negotiation Early 2016
- Formal FTA Review and Approval Early - Mid 2016
- Final Development Agreement to Mayor & Council Mid 2016 (*subject to FTA review timeline*)

II. PHASE II RFP OVERVIEW

The City of Tucson seeks a qualified development team to plan, design, construct, and own, lease, and/or manage components of an integrated multi-modal transit/mixed-use center on the 4.7-acre project area site, which includes the existing Ronstadt Transit Center (RTC) and two additional parcels currently used for parking.

A successful project proposal must be responsive to both the City's purpose and goals and to the Federal Transit Administration's (FTA's) recently released Joint Development Guidance, and must not diminish the existing bus transit functionality at the site. The project purpose and goals were presented in in the Phase I RFP and are repeated in this RFP in *Section III* below. Because FTA funds were used to acquire property included in the designated project site, the FTA has a financial interest in this proposed joint development project. Careful review and consideration of the FTA's guidance for FTA-Assisted Joint Development, which is highlighted in *Section IV* of this document, is critical as the FTA will be party to the decision on any final award.

Section V provides instructions to Offerors on preparing a Phase II proposal. *Section VI* lays out what is required for inclusion in an Offeror's submittal. *Section VII* provides the criteria that will be used in evaluating any proposals received, including the weight that will be given to each criterion, as well as some general provisions for considering proposals. *Section VIII* is the Phase II Submittal Form that must be completed and provided with any submitted proposal.

The final section of this Phase II RFP, *Section IX* provides background references that may be useful in the preparation of a Phase II proposal. Included in Section IX is a link to the Phase I RFP, which beginning on page 4, provided descriptions of the project context, site specifics, City development process, and potential City incentives. Please note that all the information included in Section IX can be found on the City of Tucson, Office of Integrated Planning website, <http://oip.tucsonaz.gov/integrated-planning/ronstadt-transit-center-multi-modal-mixed-use-development-opportunity>.

III. PROJECT PURPOSE & GOALS

The project purpose and goals, which were provided in the Phase I RFP, are repeated here, with some slight formatting modifications, to reiterate their importance. The purpose and goals represent the outcome of many hours of thoughtful deliberation by City staff and stakeholders working together to find agreement on a

RONSTADT Transit Center Joint Development Project Request for Proposals (RFP) – Phase II

variety of issues put forth by a range of interests from bus riders to businesses, to developers, to downtown neighborhoods and more. A successful Offeror will clearly demonstrate how the proposed project meets the purpose and goals, including maintaining the existing bus transit functionality

Purpose

The overall purpose of this project is to create a distinctive, multi-modal transit center and mixed-use development that contributes to an active, economically robust downtown, by achieving the following goals:

Goal A: Uses & Character

The project should incorporate (1) a transit center with similar or improved services, (2) private development featuring a mix of uses, and (3) public open space, which are thoughtfully integrated and serve a diversity of people working, living, and visiting downtown. Examples of types of land uses that are encouraged include residential, retail, daily services (e.g., daycare, grocery, pharmacy), employment, educational uses, and recreation and entertainment venues.

The project should incorporate community open space that is urban in character, well integrated with surrounding uses, highly visible to and actively used by people of all ages, includes some natural features, and has a clearly responsible entity in charge of its programming and maintenance.

The design of the project should create a signature destination that integrates the arts, recognizes the community's cultural diversity, includes sustainable/environmentally sensitive design, activates the streetscape, and offers architecture responsive to the urban historic fabric and views. Sensitivity to the needs of downtown neighborhoods, transit users, adjacent properties, and local downtown businesses is important.

Goal B: Transportation and Infrastructure

The project should be based on thoughtful site design that considers not only access and egress, but also contributes to improving surrounding multi-modal transportation circulation.

The project should incorporate establishment of the Ronstadt Transit Center as an adaptable hub that can serve multiple modes of transportation over time, including, but not limited to, public buses, shuttles, bicycles, and pedestrians. It should provide connections to the modern streetcar and Amtrak inter-city rail, and should accommodate complementary programs and facilities such as bike share, car share, drop-offs, and taxis.

The project should enhance the physical infrastructure and facilities for current bus riders and increase the appeal of transit to new riders. Examples of improvements identified by community members as desirable include incorporation of retail, food, and services; better designed bathrooms; air conditioning; shade; drinking fountains; and a play area.

The project should provide pedestrian and bicycle connectivity to surrounding uses; to walkways/alleys, roadways, and bikeways; to adjacent residential and commercial areas; and to transportation modes, such as between the bus facilities and the modern streetcar line at the southern boundary of the RTC project area and the Historic Train Depot at the northeastern end of the property.

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Goal C: Financial and Economic Vitality

The project should be delivered in a timely manner providing a sufficient infusion of private investment to economically benefit public transit, the City's tax base, and downtown revitalization efforts.

Goal D: Communication and Participation

The project team should be committed to regular, collaborative meetings and communication with the City and other agencies, and community engagement with stakeholders.

IV. FTA Guidance

FTA allows real property that was previously acquired with FTA assistance to be used for joint development. Because the proposed project site fits this description, the project sponsor is required to comply with recent Federal Transit Administration (FTA) guidance on joint development, i.e., Circular 7050.1, August 25, 2014. http://www.fta.dot.gov/documents/FTA_C_7050_1_Guidance_on_Joint_Development_Circular.pdf

A key condition of the FTA requirements is that the joint development must not interfere with the City's continuing control over the use of project property or the City's ability to continue to carry out the originally authorized purpose for which the property was acquired. In addition, the joint development project must satisfy all four of the FTA eligibility criteria presented below.

Please Note: The intent of the following paragraphs, which are quoted directly from pages III-2 to III-7 of *the FTA Circular 7050.01*, is to highlight the FTA eligibility criteria so that anyone reviewing the proposal will be aware of them. **However, this section is not intended to substitute for the Offeror's careful review of the Circular.**

FTA Eligibility Criteria

As an FTA-assisted capital project, a joint development project must satisfy the following four eligibility criteria.

FTA Criterion One: Economic Benefit

(Page III-3, FTA Circular 7050.01)

An FTA assisted joint development project must either (a) enhance economic development or (b) incorporate private investment. The statute uses the word "or" when describing this criterion (as opposed to "and"), so a joint development project will satisfy this criterion if it produces either effect.

- (1) **Enhance Economic Development.** The project sponsor may satisfy this criterion by demonstrating that the joint development will add economic value to privately or publicly-funded economic development activity in close proximity to a public transportation facility.

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- (2) Incorporate Private Investment. Private investment need not be monetary. It can take the form of real property, commercial or residential development, or some other benefit to be generated initially or over the life of the joint development. The amount and form of private investment will be negotiated between the project sponsor and its joint development partners. *[Please note: For the Ronstadt Transit Center Joint Development Project, FTA’s term “project sponsor” would apply to the City of Tucson and the term “joint development partners” to the successful Offeror.]* While FTA will not set a monetary threshold for private investment, it can decline approval for a joint development project if the level of private investment is not meaningful to promote an economic benefit. **FTA Criterion Two: Public Transportation Benefit**
(Page III-4, FTA Circular 70501.1)

As with the first criterion, the statute provides two ways to satisfy this criterion. The joint development project can either (a) enhance the effectiveness of a public transportation project to which it is related physically or functionally, or it can (b) establish new or enhanced coordination between public transportation and other modes of transportation.

- (1) Enhances the Effectiveness of a Public Transportation Project and Is Related Physically or Functionally to That Public Transportation Project. Any reasonable forecast of how the joint development will enhance the effectiveness of a public transportation project will satisfy this criterion. These impacts may include, but are not limited to, any of the following:
- Increased ridership
 - Shortened travel times
 - Improved/enhanced wayfinding
 - Deferred or reduced transit operating or capital costs
 - Improved access or connectivity to public transportation

The alternative requirement for a physical "or" functional relationship allows a joint development to be built separate from, but in functional relationship to, a public transportation project. A joint development satisfies this element if it has a physical or functional nexus to a public transportation project.

- (a) Physically Related. A joint development is physically related to a public transportation project if there is a direct physical connection to public transportation services or facilities. Some examples of physical relationships are:
- Projects built within or adjacent to public transportation facilities
 - Avenues of access that connect directly to public transportation, e.g., bicycle paths, pedestrian paths, or parking facilities
 - Connections between public transportation and airports, train stations, and other transportation facilities
 - Projects using air rights over public transportation facilities

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- (b) Functionally Related. A joint development is functionally related to a public transportation project if by activity and use, with or without a direct physical connection, it enhances the use of, connectivity with, or access to public transportation. A joint development can also be functionally related to a public transportation project if it provides a transportation-related service (such as remote baggage handling or shared ticketing) or public access to community service such as daycare or health care).

FTA's considerations include, among other things, whether there is a reduction in travel time between the joint development project and the public transportation facility, reasonable access between the joint development and the public transportation facility, and increased trip generation rates resulting from the relationship between the joint development and the public transportation facility.

A functional, rather than physical, relationship permits a FTA assisted joint development to be located outside the structural envelope of a public transportation facility and even to be separated by an intervening street, major thoroughfare, or unrelated property. However, a functional relationship will not ordinarily extend beyond the distance most people can be expected to safely and conveniently walk or bicycle to use the transit service.

- (2) Establishes New or Enhanced Coordination between Public Transportation and Other Transportation. FTA will accept reasonably supported judgments of new or enhanced coordination from the project sponsor.

(a) "Public transportation" is defined as "regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income," and it does not include school bus, charter, sightseeing, intra-terminal or intra-facility shuttle service, courtesy shuttle service for patrons of one or more specific establishments, intercity bus transportation, or intercity passenger rail transportation provided by Amtrak. FTA interprets the term "other transportation" to mean all forms of transportation that are not public transportation, including, but not limited to, airplane, school bus, charter bus, sightseeing vehicle, intercity bus and rail, automobile, taxicab, bicycle, and pedestrian transportation.

(b) Connections that can establish new or enhanced coordination between public transportation and other transportation may include proximate or shared ticket counters, termini, park-and-ride lots, taxicab bays, passenger drop-off points, waiting areas, shared or coordinated signage, schedules, ticketing, and bicycle paths and sidewalks that connect public transportation to other transportation facilities. Projects that shorten the distance between public transportation termini and other transportation shall be presumed to enhance coordination. Pedestrian and bicycle improvements that are physically located outside the structural envelope of a public transportation facility may nonetheless be functionally related to the public transportation.

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FTA Criterion Three: Fair Share of Revenue

(Page III-6, FTA Circular 70501.1)

A "fair share of revenue" is the division of revenue generated from a joint development project that the project sponsor and its partners negotiate and agree that the project sponsor will receive. The fair share of revenue may be amortized over the life of the project. FTA has determined that the minimum threshold for the amount of revenue that the project sponsor receives cumulatively from a joint development must be equivalent to the amount of the original federal investment contributed to the joint development project (see Chapter 6 of [the] Circular for more information). FTA grant funds or other FTA-assisted project property acquired for the purpose of joint development are included in this threshold. *[Please note: The total FTA investment may vary based on how much of the RTC is contributed to the joint development. If the entire RTC is contributed to the joint development, the City estimates the original federal investment in RTC is \$7 million.]* The project sponsor must report to FTA the source and expected amount of such fair share of revenue. FTA reserves the right to decline funding for or approval of a joint development project if the project does not generate a minimum threshold of revenue for the project sponsor.(1) To qualify as a fair share of revenue, FTA requires the following:

- (a) The project's sponsor's General Manager or Chief Executive Officer must certify, following reasonable investigation, that the terms and conditions of the joint development are commercially reasonable and fair to the project sponsor, and that the share of revenues generated for public transportation satisfy FTA's threshold requirement;
 - (b) FTA must review and approve the amount and source of revenue; and
 - (c) Such revenue must be used for public transportation services. This enhances the ability of a public transportation provider to negotiate for financial benefits in exchange for the benefits it will convey through the joint development.
- (2) Community Service or Publicly Operated Projects: When a joint development project is a community service or publicly operated facility, FTA recognizes that the revenue generated by the joint development project may be less than what would be generated from commercial, residential, or mixed-use development projects. As such, the resulting "fair share of revenue" can be less than the amount of the original FTA investment contributed to the project, but must be based upon the actual revenue generated by the community service or publicly-operated facility.

FTA Criterion Four: Fair Share of Costs

(Page III-7, FTA Circular 70501.1)

A joint development must provide that a person making an agreement to occupy space in a facility constructed with FTA assistance must pay a fair share of the costs of the facility to the project sponsor. "Person" here includes natural persons as well as businesses. FTA will not attempt to define what amounts to a fair share of the costs of the facility and will not impose a particular valuation methodology. FTA will accept commercial valuation methodologies used by the project sponsor to determine a fair share of the

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costs of the facility. However, FTA reserves the right to decline project funding or approval if the rental payment, or other means, is less than the actual cost to the project sponsor to operate and maintain the space in its facility.

The fair share may be paid in the form of rental payments, but may also take other forms, e.g., operating and maintenance agreements. Project sponsors and their partners/tenants have flexibility to form agreements other than for rent, so long as the value of such an agreement is at least equal to the costs of operating and maintaining the leased space.

V. Instructions to Offerors

A. DEFINITION OF KEY WORDS USED IN THE SOLICITATION

For purposes of this solicitation and any subsequent contract, the following definitions shall apply:

City: The City of Tucson, Arizona

Contract: The legal Development Agreement executed between the City and the Contractor/Consultant. The Contract shall include this RFP document incorporated herein by reference, all terms, conditions, specifications, scope of work, amendments, the Contractor's offer and negotiated items as accepted by the City.

Contractor/Consultant: The individual, partnership, or corporation who, as a result of the competitive solicitation process, is awarded a contract by the City.

Contract Officer: The City employee or employees who have been designated specifically to act as a contact person or persons to the Contractor, and is/are responsible for monitoring and overseeing the Contractor's performance under this Contract.

Director of Procurement: The contracting authority for the City, authorized to sign contracts and amendments thereto on behalf of the City.

May: Indicates something that is not mandatory but permissible.

Offeror: The individual, partnership, or corporation who submits a proposal in response to solicitation.

Shall, Will, Must: Indicates a mandatory requirement. Failure to meet these mandatory requirements, if they constitute a substantive requirement, may, at the City's sole discretion, result in the rejection of a proposal as non-responsive.

Should: Indicates something that is recommended but not mandatory. If the Offeror fails to provide recommended information, the City may, at its sole option, ask the Offeror to provide the information or evaluate the proposal without the information.

B. INQUIRIES

Any questions related to this Request for Proposal shall be directed to the Contract Officer whose name appears on the cover page and in the header of each page. An Offeror shall not contact or ask questions of the department for whom the requirement is being procured. The Contract Officer may require any and all questions be submitted in writing. Offerors are encouraged to submit written questions via electronic mail or

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facsimile, at least ten business days prior to the proposal due date. Any correspondence related to this solicitation should refer to the Request for Proposal number found on the cover page and in the header of each page, and to the page and paragraph number. An envelope containing questions should be identified as such, otherwise it may not be opened until after the official proposal due date and time. Oral interpretations or clarifications will be without legal effect. Only questions answered by a formal written amendment to the Request for Proposal will be binding.

C. AMENDMENT OF REQUEST FOR PROPOSAL

If any amendments to this Request for Proposal are issued, the Offeror shall acknowledge receipt of such amendments by signing and returning them by the specified due date and time.

D. FAMILIARIZATION OF SCOPE OF WORK

Before submitting a proposal, each Offeror shall familiarize itself with the Scope of Work, laws, regulations and other factors affecting contract performance. The Offeror shall be responsible for fully understanding the requirements of the subsequent Contract and otherwise satisfy itself as to the expense and difficulties accompanying the fulfillment of contract requirements. The submission of a proposal will constitute a representation of compliance by the Offeror. There will be no subsequent financial adjustment, other than that provided by the subsequent Contract, for lack of such familiarization.

E. PREPARATION OF PROPOSAL

1. All proposals shall be on the forms if provided in this Request for Proposal package. It is permissible to copy these forms as required. Facsimiles or electronic mail proposals shall not be considered.
2. At a minimum, the proposal shall include the signed Offer and Acceptance form, signed copies of any solicitation amendments, and a response to all evaluation criteria.
3. The Offer and Acceptance page shall be signed by a person authorized to submit an offer. An authorized signature on the Offer and Acceptance page, Proposal Amendment(s), or cover letter accompanying the proposal documents shall constitute an irrevocable offer to sell the good and/or service specified herein. The Offeror shall submit any additional requested documentation, signifying intent to be bound by the terms of the agreement.
4. The authorized person signing the proposal shall initial erasure, interlineations or other modifications on the proposal.
5. Unless otherwise noted, periods of time, stated as a number of days, shall be in calendar days.
6. It is the responsibility of all Offerors to examine the entire Request for Proposal package and seek clarification of any requirement that may not be clear and to check all responses for accuracy before submitting a proposal. Negligence in preparing a proposal confers no right of withdrawal after the due date and time.
7. The City shall not reimburse the cost of developing, presenting, submitting or providing any response to this solicitation.

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8. The Offeror must list any partners, team members, consultants, and, if known, subcontractors to be utilized in the performance of the services specified herein. For each partner, team member, consultant, and/or subcontractor, details on respective qualifications must be included.

F. TAXES

The City of Tucson is exempt from federal excise tax, including the federal transportation tax.

G. PROPOSAL/SUBMITTAL FORMAT

One (1) original and twelve (12) copies (13 total) of each proposal should be submitted on the forms and in the format specified in the Request for Proposal. Offerors shall also submit one electronic copy of the proposal on CD or zip drive in MS Office 2010 or .pdf format. Any confidential information shall be submitted on a separate cd, disc or zip disc. The original copy of the proposal should be clearly labeled "Original" and shall be single-sided, three hole punched and in a binder. The material should be in sequence and related to the Request for Proposal. **The sections of the submittal should be divided with labeled tabs and should include at a minimum the following sections: the completed Offer and Acceptance Form, all signed Amendments, a copy of this Request for Proposal document and the Offeror's response to the Phase II Submittal Requirements, including the completed Price Page. Additionally, the sections of the Submittal Requirements should be tabbed.** Failure to include the requested information may have a negative impact on the evaluation of the Offeror's proposal.

H. PUBLIC RECORD

All proposals submitted in response to this Request for Proposal shall become the property of the City and shall become a matter of public record available for review subsequent to the award notification.

I. CONFIDENTIAL INFORMATION

The City of Tucson is obligated to abide by all public information laws. If an Offeror believes that any portion of a proposal, offer, specification, protest or correspondence contains information that should be withheld, a statement advising the Contract Officer of this fact should accompany the submission and the information shall be so identified wherever it appears. The City shall review all requests for confidentiality and may provide a written determination to designate specified documents confidential or the request may be denied. Price is not confidential and will not be withheld. If the confidential request is denied, such information shall be disclosed as public information, unless the Offeror submits a formal written objection.

J. CERTIFICATION

By signature on the Offer and Acceptance page, solicitation Amendment(s), or cover letter accompanying the submittal documents, the Offeror certifies:

1. The submission of the offer did not involve collusion or other anti-competitive practices.
2. The Offeror shall not discriminate against any employee or applicant for employment in violation of Federal or State law.
3. The Offeror has not given, offered to give, nor intends to give at any time hereafter, any economic

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opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, meal or service to a public servant in connection with the submitted offer.

4. The Offeror hereby certifies that the individual signing the submittal is an authorized agent for the Offeror and has the authority to bind the Offeror to the Contract.

K. WHERE TO SUBMIT PROPOSALS

In order to be considered, the Offeror must complete and submit its proposal to the City of Tucson Department of Procurement at the location indicated, prior to or at the exact date and time indicated on the Request for Proposal cover page. The Offeror's proposal shall be submitted in a sealed envelope. The words "SEALED PROPOSAL" with the REQUEST FOR PROPOSAL TITLE, REQUEST FOR PROPOSAL NUMBER, PROPOSAL DUE DATE AND TIME and OFFEROR'S NAME AND ADDRESS shall be written on the envelope.

L. LATE PROPOSALS

Late proposals will be rejected.

M. OFFER AND ACCEPTANCE PERIOD

In order to allow for an adequate evaluation, the City requires an offer in response to this solicitation to be valid and irrevocable for one hundred and eighty (180) days after the proposal due date and time.

N. WITHDRAWAL OF PROPOSAL

At any time prior to the specified solicitation due date and time, an Offeror may formally withdraw the proposal by a written letter, facsimile or electronic mail from the Offeror or a designated representative. Telephonic or oral withdrawals shall not be considered.

O. DISCUSSIONS

The City reserves the right to conduct discussions with Offerors for the purpose of eliminating minor irregularities, informalities, or apparent clerical mistakes in the proposal in order to clarify an offer and assure full understanding of, and responsiveness to, solicitation requirements.

P. CITY OF TUCSON BUSINESS LICENSE

It is the responsibility of the Contractor to have a City of Tucson Business License throughout the life of this Contract or a written determination from the City's Business License Section that a license is not required. At any time during the Contract, the City may request the Contractor to provide a valid copy of the business license or a written determination that a business license is not required. Application for a City Business License can be completed at <http://www.tucsonaz.gov/etax>. For questions contact the City's Business License Section at (520) 791-4566 or email at tax-license@tucsonaz.gov.

Q. AWARD OF CONTRACT

Notwithstanding any other provision of the Request for Proposal, the City reserves the right to: (1) waive any immaterial defect or informality; or (2) reject any or all proposals, or portions thereof; or (3) reissue the Request for Proposal.

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A response to this Request for Proposal is an offer to contract with the City for a development agreement based upon the terms, conditions and Scope of Work contained in the Request for Proposal. Proposals do not become Contracts unless and until they are executed by the City's Mayor and Council and the City Attorney. A contract has its inception in the award, eliminating a formal signing of a separate contract.

R. PROTESTS

A protest shall be in writing and shall be filed with the Director of Procurement. A protest of a Request for Proposal shall be received at the Department of Procurement not less than five (5) working days before the Request for Proposal due date. A protest of a proposed award or of an award shall be filed within ten (10) days after issuance of notification of award or issuance of a notice of intent to award, as applicable. A protest shall include:

- I. The name, address, and telephone number of the protestant;
- II. The signature of the protestant or its representative;
- III. Identification of the Request for Proposal or Contract number;
- IV. A detailed statement of the legal and factual grounds of protest including copies of relevant documents; and
- V. The form of relief requested.

I. Phase II Submittal Requirements

Proposals must address, at a minimum, each of the items listed below and in the order presented. As noted in Section V.G. of this RFP, the sections should be divided with labeled tabs.

1. Contact Information

- (a) Provide primary contact information for the authorized representative, including name, title, address, telephone numbers and electronic mail address.
- (b) Describe the contracting entity that the Offeror anticipates would be entering into the Development Agreement with the City. At the time the contracting entity enters into the Development Agreement with the City, it must be organized and in good standing under the laws of the State of Arizona.

2. Executive Summary

- (a) Provide a narrative summary of the overall proposal not to exceed two pages using font size 12.

3. Project Description

- (a) Clearly detail and define the project, including, but not limited to:
 - i. Proposed mix of uses
 - ii. Proposed square footage of project components and aggregate square footage
 - iii. Building heights (feet and stories)

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- iv. Number of parking spaces (structured or surface)
 - v. Expected number of construction jobs, with supporting data
 - vi. Expect number of permanent jobs, with supporting data
 - vii. Estimated construction costs
 - viii. Estimated project costs (all costs)
- (b) Provide a rendered site plan showing placement of proposed structures and public realm elements, the functional interconnection of interior and exterior uses and spaces, building elevations, and other graphics that demonstrate a high quality project design with an architectural and artistic aesthetic and sensitivity to the surrounding development, and historic resources, the desert environment, and the northern viewshed,
- (c) Provide a rendering that shows how the project relates to and integrates with the surrounding urban fabric.
- (d) Describe in what ways the project celebrates Tucson’s cultural diversity and recognizes the community’s long-standing commitment to the arts.
- (e) Provide a narrative description of the utilization of the site and how it will be activated in both the daytime and nighttime.
- (f) Describe the incorporation of sustainable practices, such as LEED certification
- (g) Describe the community open space features-- including its integration with its surroundings; its accessibility to the public; its locational visibility, lighting, and other safety related features, its natural features; and its programming.
- (h) Describe public amenities both with and adjacent to the site that activate the pedestrian environment and serve a diversity of needs
- (i) Provide a circulation plan showing transit, vehicular, bicycle and pedestrian routes within and around the site, including access and egress. Plan should be informed by a traffic analysis to determine the ability of the surrounding roadway network to handle transit vehicle operations and additional traffic and parking demands projected to be generated by the project.
- (j) Provide a comprehensive project schedule addressing project development phases, including, but not limited to, planning, entitlements, design, plan review, permits, construction, and long-term operations and occupancy.
- (k) Provide a construction mitigation plan outlining strategies to maintain (1) bus, vehicular, and truck operations and pedestrian and bicycle access in the project area; (2) passenger access to bus and streetcar boarding locations; the integrity of public utilities, streetcar infrastructure, and historic resources, such as the historic depot; and (3) adjacent residential and commercial properties, and continuous access to them; and (4) the quality of the downtown environment.

4. Integration of Transit Use

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- (a) Describe how the transit facilities and uses will be integrated with the other proposed project elements.
- (b) Describe how the project will enhance the transit use, including, but not limited to:
 - i. Operational needs of the bus system and its passengers
 - ii. Pedestrian and bicycle connectivity between transit; other modes of transportation, including but not limited to the modern streetcar and Amtrak inter-city rail; and other land uses
 - iii. Accommodation of complementary programs and facilities such as bike share, car share, drop-offs, and taxis
 - iv. Public and administrative functions such as ticket vending and sales, customer service, security, public restrooms and amenities (e.g., seating, shade, trash receptacles, signage), and storage
- (c) Describe how the project could be adapted over time to serve additional modes of transportation.

5. Response to City Goals & Plans & FTA Requirements

- (a) Describe how the proposed project achieves the City's Project Purpose and Goals presented in Section III of this RFP.
- (b) Describe how the proposed project meets the FTA eligibility criteria highlighted in Section III of this RFP, as well as other FTA requirements
- (c) Describe how the project conforms with applicable adopted City plans and regulations

6. Team

In the Phase I submittals, Offerors provided their proposed project teams and information on the proposed team members' qualifications relevant to the proposed joint development project. For the Phase II submittal, Offerors shall provide, at a minimum, the following information related to the team. Please note that if an Offeror's proposed team includes modifications from that proposed in the Phase I submittal, those changes should be noted and explained.

- (a) Confirm the team composition and describe the role of the firm(s) and individual team members. Include resumes and write-ups highlighting project experience relevant to the RTC Joint Development Project.
- (b) Provide an organizational chart that illustrates the role of each proposed team member.
- (c) Provide team members projected availability to work on this project.

7. Public Engagement

Stakeholders were actively involved in developing the project goals and preparing the Phase I and Phase II RFPs. A successful project will include the public throughout the development process. At a minimum, Offerors will:

- (a) Develop a communication and outreach plan to keep stakeholders, including local businesses,

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transit users, downtown neighborhoods, and other interested community members, informed about the status of the development project through each phase and to provide opportunities for stakeholder as appropriate. At a minimum, the plan should address purpose and types of approaches to be utilized, including how information will be disseminated, how outreach will be conducted, and when there may be additional opportunities for input.

- (b) Participate as appropriate if City should decide to pursue development of a Project Advisory Committee or similar structure.
- (c) Attend meetings with City staff, City Council, and other City entities as needed.

8. Business Plan & Financial Capacity

- (a) Confirm intention to be a long-term partner with the City in this project and propose a mechanism for interaction with City staff, transit operators, local businesspeople, downtown neighborhoods, and other community members.
- (b) Describe the preferred methods of site conveyance in compliance with FTA guidelines for continuing control of the transit function by the City.
- (c) Provide a Business Plan that includes the following:
 - I. Research/market demand data that demonstrates the project's viability
 - II. Utilization of the project site and required forms of control of the site
 - III. Anticipated qualified tenants/buyers/operators for the completed project
 - IV. Development costs, including all construction costs, soft costs and contingencies
 - V. Operating pro forma, including all revenues, expenses, debt service, taxes, and other assessments for at least 10 years after occupancy
- (d) Provide a Management Plan for the site's administration, operation, marketing and maintenance to achieve the goals of the joint development over time working closely with property owners, tenants and residents who work or live on-site.
- (e) Demonstrate and quantify maximization of long-term benefits for the City. These benefits may be measured several ways, including, but not limited to:
 - i. Development of a project that supports multiple functions, including a multimodal transit facility and provides tax revenue benefits
 - ii. Construction of high-energy efficient and sustainable building(s)
 - iii. Recovery of the financial investment made by the City over a defined period of time
 - iv. Creation of high-quality, accessible spaces for public use that enhance downtown and transit use.
- (f) Demonstrate financial capacity
 - i. Provide a master project budget – including all hard costs and soft costs with a clear strategy and schedule to fund all project costs

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- ii. Provide a project pro forma for the predevelopment phase of the project through construction and the first ten years of project operations
 - iii. Identify sources, types, and amounts of equity, debt, financing, grants, and other funding sources anticipated
 - iv. Describe and quantify shortfalls in the project financing plan, if any. Propose a level and form of financial assistance that fills a clearly described financial gap in the proposal.
 - v. Citation of other projects in which the types of equity, financing, grants, and other funding sources identified were successfully utilized by the Offeror
 - vi. Provide clear and compelling information to demonstrate financial capacity to execute and complete the project successfully, including a Dun and Bradstreet credit report and references from lenders/investors.
- (f) Requested City assistance
- i. Clearly outline the proposed business terms. Proposer requests for City assistance (if any) should only be for assistance that the City can reasonably accommodate, and should specify details such as type of assistance, length of agreement term, commencement and completion dates, etc.
 - ii. Requested level of assistance must be clearly and quantitatively demonstrated to be less than the public benefit generated by the project.
 - iii. Describe and quantify the economic, fiscal, employment and other tangible public benefits generated by the proposal that are beneficial to the City and the public. Qualitative public benefits such as social goals may be included as support to the well-defined quantitative benefits.

9. Public Presentation

Following the Phase II submittal, the City will organize a forum(s) to publically present the proposals. Within 30 days following the public presentations, project teams will provide to the Procurement Department their responses to stakeholder comments received through the forum, including a written explanation as to how comments were incorporated in their responses, or if they were not, why. The Procurement Department will make these responses available to the Evaluation Committee for review.

Phase II Evaluation Criteria

A. Specific Criteria

Proposal will be evaluated based on the following specific criteria, which are listed in order of relative importance:

• **Joint Development Project & Transit Integration**

- Has the Offeror clearly detailed and defined the physical and operational aspects of the proposed joint development project?

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- Has the Offeror demonstrated a high quality project design sensitive to its surroundings?
Does the project include community open space(s) and other public amenities that will activate the pedestrian environment?
- Has the Offeror clearly described how the required transit facilities, uses, and purpose will be integrated with the proposed project and demonstrated that the project will not diminish the existing bus transit facilities?
- Does the proposal clearly describe enhancements to the transit use, including, but not limited to, operational, connectivity, and physical enhancement?

- **Response to City Goals**

- Does the proposal demonstrate how the proposed project will achieve the City Purpose and Goals presented in Section III of this RFP?

- **Business Plan, Financial Capacity, & FTA Requirements**

- Does the proposal provide sufficient evidence that the project is feasible and that Offeror is committed to long-term partnership with the City? Does the proposal offer viable, well-reasoned Business and Management Plans?
- Has the Offeror demonstrated how long-term benefits for the City will be maximized?
- Does the proposal include a viable strategy for funding all project costs?
- Does the proposal appear to successfully demonstrate how the proposed project will meet the FTA eligibility criteria? *[Note: The FTA will make the final decision on whether the proposal meets FTA requirements for joint development.]*

- **Public Engagement & Response to Public Presentation:**

- Does the proposal provide a thoughtful plan for meaningful engagement of the public in the project development process going forward?
- Did Offeror provide sufficient written responses to comments received from the public regarding the public presentation?

- **Team:**

- Is the team composed of highly skilled members to develop the specific joint development project proposed? Do the individual team members have the necessary qualifications, experience, and availability to fulfill their assigned roles for this project?

B. Other Evaluation Tools

The following methods may also be used in the evaluation process:

- (a) **Interviews:** The City reserves the right to conduct interviews with the Offerors at any point during the evaluation process. However, the City may determine that interviews are not necessary. In the event interviews are conducted, information provided during the interview process shall be taken into consideration when evaluating the stated criteria. The City shall not reimburse the Offeror for the costs associated with the interview process.

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- (b) Additional Investigations: The City reserves the right to make such additional investigations as it deems necessary to establish the competence and financial stability of any Offeror submitting a proposal.
- (c) Prior Experience: Experiences with the City and entities that evaluation committee members represent and that are not specifically mentioned in the solicitation response may be taken into consideration when evaluating offers.

[INSERT PHASE II SUBMITTAL FORM] LINKS

Following are several documents that supplement those documents referenced in the Phase I RFP. The links for these documents, along with the Phase I documents and site map, are provided on the City of Tucson Office of Integrated Planning website at www.tucsonaz.gov/OIP. Click on “Project Activities” in the left-hand column, and then click on the Ronstadt Transit Center project link in the middle column. For direct access to the OIP RTC Project page and the referenced links, click on <http://www.tucsonaz.gov/integrated-planning/ronstadt-transit-center-joint-development>.

- **Federal Transit Administration Guidance on Joint Development – Circular 7050.1, August 25, 2014**
- **Downtown Area Infill Incentive District, Unified Development Code, Section 5.12**
- **Tucson Streetcar Corridor Investment Guide, November 2014**

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RFP 140983: PHASE II SUBMITTAL

TO THE CITY OF TUCSON:

The Undersigned hereby attests that the information provided in response to Phase II is true and correct.

For clarification of the Phase II submittal, contact:

Company Name

Name: _____

Address

Title: _____

City State Zip

Phone: _____

Signature of Person Authorized to Sign

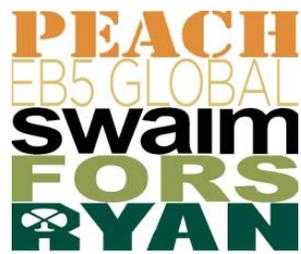
Fax: _____

Printed Name

E-mail: _____

Title

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Ryan Companies | 3900 E. Camelback Road, Suite 100 | Phoenix, AZ 85018