

PROPOSAL

City of Tucson Ronstadt Transit Center Joint Development Project, Phase 1

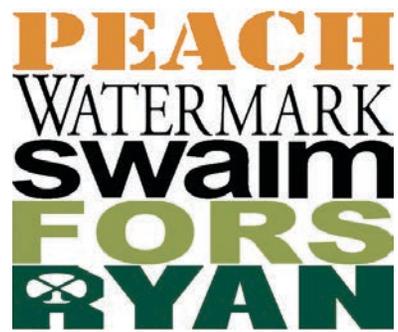
RFP No. 140983

August 28, 2014

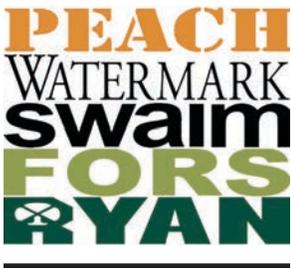
COPY



PEACH
WATERMARK
swaim
FORS
RYAN



Peach Properties | 44 E. Broadway Boulevard, Suite 300 | Tucson, AZ 85701
Watermark Retirement Communities | 2020 W. Rudasill Road | Tucson, AZ 85704
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



August 28, 2014

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

RE: Proposal for City of Tucson Ronstadt Transit Center Joint Development Project, RFP 140983

Members of the Selection Committee:

The team of Peach Properties ("Peach"), Watermark Retirement Communities ("Watermark"), (developers); Swaim Associates ("Swaim"), FORSarchitecture+interiors ("Fors") (architects); and Ryan Companies ("Ryan") (general contractor) are pleased to submit our qualifications for the Ronstadt Transit Center (RTC) Joint Development Project.

We believe our team has the collective experience, creativity and dedication required to successfully undertake this project. Acting as Master Developer for the site, we will work diligently and collaboratively with the City of Tucson and all stakeholder groups to achieve its redevelopment goals for the RTC to maximize the property development potential and community benefits.

The managing members of our development team have substantial experience in creating mixed-use transit-oriented projects and working fairly and effectively with both public and private sector partners. This experience provides us with the wisdom and capability to deliver highly-visible and complex projects like the City of Tucson Ronstadt Transit Center project.

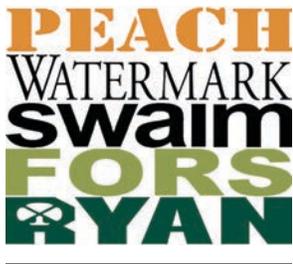
The activity that has occurred downtown to date is impressive, and presents an exciting and compelling vision for development in Tucson over the coming years. Our team members have played a vital role in this development. Utilizing this work as our foundation, we believe that our team can assist the City in identifying the short-, mid-, and long-term market opportunities for the site and maximizing the value of this key downtown property.

We understand what it takes to establish an economically-viable development, and have successfully created vital and vibrant mixed-use neighborhoods in urban settings, most notably the Depot Plaza mixed use residential commercial redevelopment adjacent to RTC, the Herbert Apartments redevelopment, the TEP headquarters, and numerous retail, office, and restaurant properties including Penca, Thunder Canyon Brewery, Cartel downtown, Providence block offices, the new TEP headquarters, various City of Tucson road and transportation projects, and many others.

Based in Tucson, we are the Home Team. We and our children's children will live with the result of our execution of the RTC development. We are committed to a highly collaborative effort with City officials as well as Tucson residents, businesses, and stakeholders.

Specifically, we believe we offer unique qualifications including:

- Ability to think creatively while delivering challenging and complex projects in downtown urban setting
- A clear understanding of the variety of issues present in FTA/NEPA transportation centers, including federal, state and local regulatory needs, along with public and transportation access
- An unparalleled excellence in addressing community desires and concerns, based on our ability to listen carefully to the wants and needs of a community and the translation of that into design and development
- Demonstrated track record of delivering on commitments to our partners (both public and private), including public institutions
- Extensive experience and success in establishing public-private partnerships
- A commitment to design quality based on the premise that we are helping to create complete and vital mixed-use neighborhoods



- An understanding of the urban residential market, including current demographic trends for urban buyers and product types the respond to those trends
- A commitment to sustainable development
- Extensive experience in delivering mixed use projects, including the incorporation of ground floor retail geared towards accommodating local retailers and neighborhood goods and services.
- A thorough understanding of development finance and the ability to creatively approach project financing, including excellent relationships and a proven track records with a variety of lenders, investors, and other institutions
- A team comprised of experts in their fields

We believe that our team possesses the qualifications, experience and the right approach that makes us the best partner for the City of Tucson in pursuing its goals for the Ronstadt Transit Center Joint Redevelopment Project. At this early stage of the collaborative process, we do not have all of the answers for the site, but we are confident that our track record demonstrates that we understand how to conceptualize and implement successful projects in similar settings. If selected, the City and community can look forward to working with a visionary and collaborative partner in creating Downtown's next great block.

As the project proceeds, we are committed to engaging local Tucson firms as part of our team in order to expand our understanding of the site and better engage the City community in conversations about the future of Downtown.

We look forward to presenting our ideas in greater detail. If you have any questions or require additional information, please do not hesitate to contact us. Thank you for your time and consideration.

Best Regards,

Ron Schwabe
Peach Properties
520.798.1288
ron@peachprops.com

David Freshwater
Watermark Retirement Communities
520.797.4000
david@watermarkcommunities.com

Phil Swaim
Swaim Associates Ltd.
Architects AIA
520.326.370 0
pswaim@swaimaia.com

Sonya Solinisky
FORSarchitecture+interiors
520.795.9888
sonya@forsarchitecture.com

John Strittmatter
Ryan Companies
602.322.6100
John.Strittmatter@RyanCompanies.com

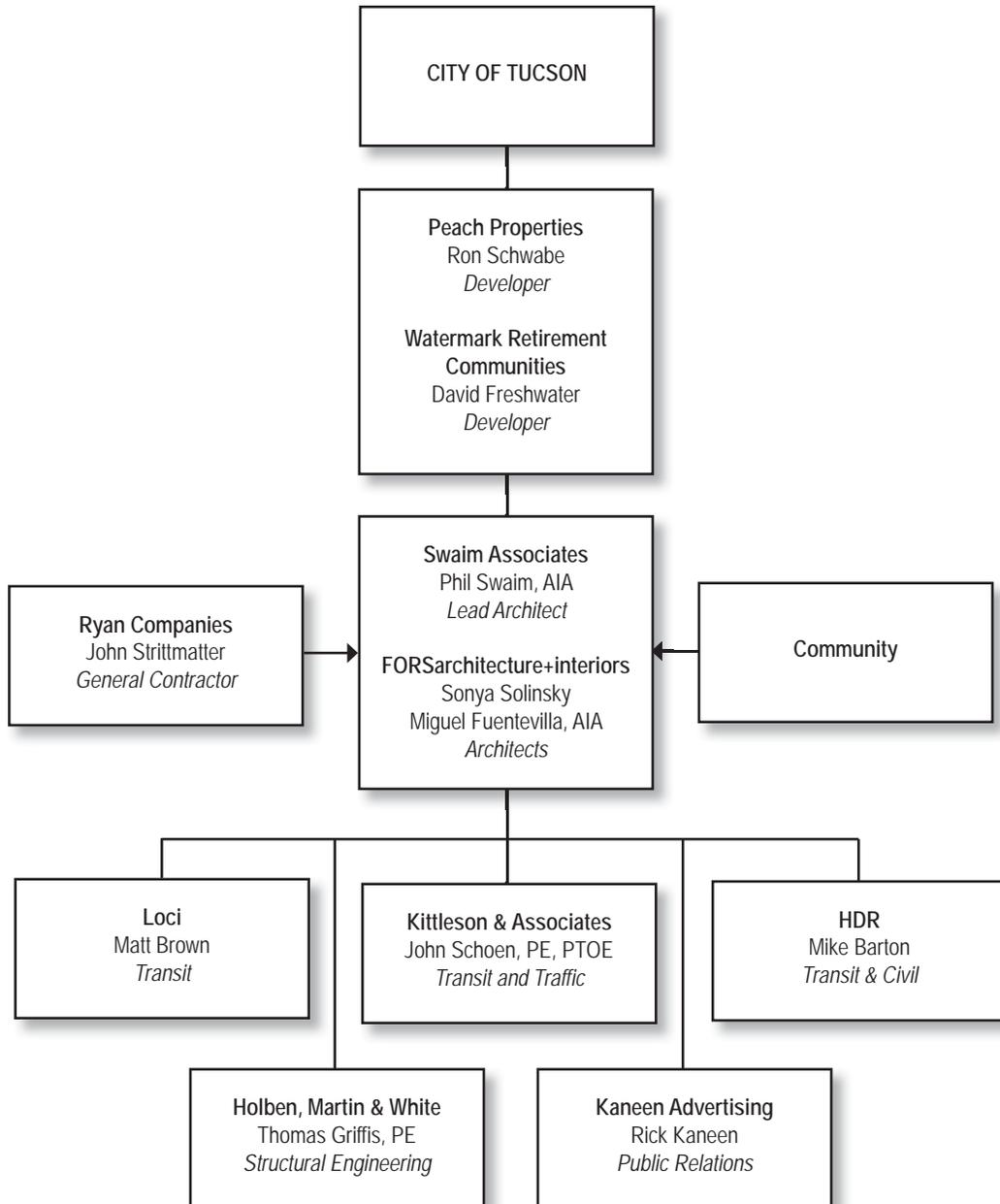
1. QUALIFICATIONS
AND EXPERIENCE



PEACH
WATERMARK
swaim
FORS
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1A. Description of Firms and Team Members

The team is comprised of the following firms:

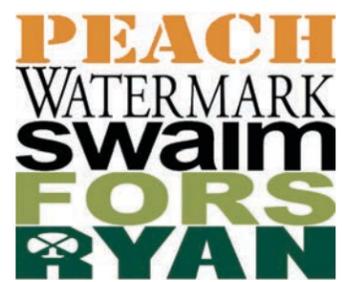




- Peach Properties**
 1. Bookmans
 2. Husser
 3. Firestone
 4. Borderlands Brewery
 5. Brewery Block
 - Thunder Canyon
 - Cartel Coffee
 - Summit Financial
 - CODACH/Holualoa
 - Herbie Apartments
 6. Dewit
 7. 50 E Broadway
 8. 44 E Broadway
 9. Market Inn
 10. One North Fifth
 11. The Scott
 12. West Wood
 13. 1 E Toole
 14. The Herbert
 15. Armory Park Villas

- FORS architecture-interiors**
 1. Downtown Kitchen + Cocktails
 2. Rialto Shell
 - Connect Coworking
 - Proper
 - Diablo Burger
 - Proper Meatery
 3. Congress 200 Block
 - Hub
 - Playground
 - Pizzeria Bianco
 4. Borderlands Brewery
 5. Gio Taco
 6. Menu
 7. Penca
 8. 44 Broadway Loft
 9. AC Marriott
 10. One North Fifth Lobby
 11. Gibson Court
 12. FORS Office
 13. US Fries
 14. Tucson Blue
 15. Corbett Brewery

- Swaim Associates**
 1. Tucson Arena
 2. TCC Arena
 3. Embassy Suites
 4. Pima County Data Center
 5. Pima County Courthouse
 6. Ben's Bells
 7. Unisource Headquarters
 8. City Courts
 9. AC Marriott



MAP OF TEAM'S DOWNTOWN PROJECTS

1A. Description of Firms and Team Members

PEACH PROPERTIES

Role: Primary Developer



The Herbert

Peach Properties started its Property Management business back in 1982 as owner and manager of its first apartment development in Tucson. For the next 17 years, the company competed with national management firms for large-scale management contracts across five Western states. During this period, Peach maintained a management portfolio of 2,000-5,000 residential units. In 2000, Peach sold its non-Arizona management business to Japan's largest residential management company, Housemate Kanari based in Tokyo, Japan. From this transaction, Peach emerged with a new business model for residential management.



Sandstone

The desire to do redevelopment projects in Peach's home base of Tucson has led to the successful execution of some than 30 independent mixed use redevelopment projects totaling over 300,000 s/f of space. Peach Properties has been in the forefront of Tucson's recent revitalization of the City's downtown core and several surrounding districts.

In partnership with international investment company Holualoa Companies, Peach led the \$10 million redevelopment of The Herbert, an iconic 1970s built structure. The Herbert provides the best of downtown Tucson. Striking new studio and 1-bedroom rental apartments in a quiet Armory Park neighborhood location, conveniently located just one block from the modern streetcar and downtown's restaurants, bars and cultural attractions.



Tooley's

In partnership with Williams and Dame on the innovative \$9.5 million redevelopment of One North Fifth in downtown Tucson, Peach Properties has a proven track record of attracting investors and forming successful partnerships.

Most recently, Peach has been actively involved in redeveloping three quarters of a block of East Broadway near the new TEP headquarters. This redevelopment activity by Peach prompted Providence Service Corp., one of Tucson's few publicly traded companies, to relocate downtown.

In turn, with Peach's guidance and investment, Providence has just expanded into the adjacent buildings along this busy stretch of the downtown core, and is now tackling the eyesore at 44 E. Broadway. Peach is also involved in the redevelopment of over 50,000 square feet of historic warehouses into refill and arts uses.

Ron Schwabe, CEO

Ron Schwabe founded Peach Properties in the 1980s and has since developed over 3,000 residential rental units and over 600,000 SF of commercial space totaling over \$155 million in development costs. Mr. Schwabe now focuses on urban re-use mixed use developments primarily in the core of downtown Tucson.

His primary responsibilities include real estate development, financing and property management. Mr. Schwabe manages the company's staffing and investment decisions and advises property owners, investors, and organizations with a primary focus on Tucson's downtown and University of Arizona area.

Mr. Schwabe graduated from the University of Arizona with a B.S. in Regional Planning. He has participated in numerous organizations such as former Vice Chairman of the Downtown Tucson Alliance, board member of the Downtown Tucson Partnership, board member of the Arizona Housing Alliance and a member of the National Livable Communities Coalition, as well as other trade and business organizations.

1A. Description of Firms and Team Members



WATERMARK RETIREMENT COMMUNITIES

Role: Retirement Community Developer

Watermark Retirement Communities is committed to creating extraordinary communities where people thrive. They believe people thrive when they operate from their true Self, the powerful place in each of us where making a difference becomes more important than that fearful little voice that keeps us stuck in judgment, complaint and scarcity.

People thrive in Watermark's culture because they are committed to "playing big" by expressing their passions, making powerful commitments, being actively supportive, and creating breakthroughs for themselves, the organization and our industry.



At Watermark, people create meaningful connections by working toward a shared vision and extraordinary communities are formed.

Headquartered in Tucson, Watermark currently manages 37 assets in 20 states, including continuing care retirement communities, stand alone assisted living communities, and memory care and Medicare-certified home care agencies. Watermark also has ownership in most of these assets, both on its own and through its sister company, The Freshwater Group.



Over the years, Watermark has made substantial investment in the development of proprietary tools and systems for community management including those for financial reporting, billing and accounts payable. Watermark blends national purchasing contracts and broad industry experience with local market knowledge to deliver the best services to residents while controlling expenses.

David Freshwater

With an undergraduate degree in environmental design (architecture) from Miami University and a graduate degree in finance from the University of Arizona, David finally found his niche in senior housing when he founded The Fountains in 1985.

Based in Tucson, The Fountains was engaged in development, acquisition, ownership and management of a variety of companies that provided housing, hospitality and health care to mature adults. Twenty years after creating The Fountains brand and business with virtually no capital investment of his own, he sold the venture to a publicly traded company in June of 2005 for approximately \$500 million.



Based on his innovative vision, solid management track record, financial strength, and long term growth strategy, David is poised to guide his firms to future success as the industry continues to experience rapid change and expansion.

1A. Description of Firms and Team Members



SWAIM ASSOCIATES ARCHITECTS LTD, AIA

Role: Prime Architect

Swaim Associates has been providing planning and design services for public, commercial, and residential projects for 45 years. The firm currently has a staff of 15 with eight registered architects. They act as a problem solver, addressing the client's functional requirements and objectives within the constraints of cost, schedule, site, and climate. The firm strives to create innovative, contemporary architecture appropriate to the traditions and climate of the Southwest. Their philosophy focuses on enhancing their clients' goals and efforts. The firm, its principals and projects have received over 25 awards including design awards and LEED certifications. Swaim Associates has received three Architect of the Year Awards from the Cornerstone Building Foundation, and also received the 2006 Arizona Firm of the Year Award from the American Institute of Architects.



Phil Swaim, AIA

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.

He 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. He earned a B. Arch. from the University of Oregon.



Phil's community involvement includes the following:

- Tucson Airport Authority (Member), 2013-2014
- Council of Educational Facility Planners (Arizona President, 2011)
- UA Tech Park Design Review Board, 2010 - 2014
- City of Tucson Climate Change Committee (Co-chair), 2009 - 2014
- Vail Community Action Board, 2011 - 2014
- Metropolitan Pima Alliance Common Ground Award, Wilmot Library Planning Charrette, 2008
- AIA Sustainable Design Assistance Team (Co-Chair), 2007
- Arizona School Facilities Coalition (Co-chair), 2006 - 2012
- AIA Arizona Phil Dinsmore Award, 2004
- AIA Southern Arizona Chapter (President, 1995)
- City of Tucson Planning Commission (Chairman), 1993 - 2000
- City of Tucson Southeast Planning and Coordinating Committee (Chair)
- Mt. Lemmon Planning Committee (Chairman), 2003-2004
- Community of Civano (Director of Planning), 2002-2011

His experience includes numerous master plans and architectural design including:

- Unisource Headquarters Architectural Design
- Tucson Arena and Civic District Master Plan & Architectural Design
- UA Highland Commons District Master Plan & Architectural Design
- Brandi Fenton Memorial Park Master Plan & Architectural Design
- Summerhaven Village Center Master Architectural Plan
- El Pueblo Community Center Master Plan & Architectural Design
- Speedtano Office Building Architectural Design

1A. Description of Firms and Team Members

FORSarchitecture+interiors

Role: Architectural & Interior Design

FORSarchitecture+interiors is a 17 year old woman- and minority-owned Downtown Tucson firm 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 projects unique story in the design. This creates a compelling experience for the end users. FORS combines architecture, interior design and procurement in-house.

The UA grads and Partners, Miguel Fuentesvilla RA and Sonya Sotinsky RA, brought their experience working in San Francisco back to Tucson 14 years ago. One of their reaching goals at that time was to be intimately involved in helping rebuild and revitalize Downtown. They have played a pivotal design role in that revitalization with their projects Downtown Kitchen, Penca, Hub, Bianco, Playground, Proper, Proper Meats, Diablo Burger, Good Oak Bar, Gio Taco, Rialto Shell improvements, Connect Co-working, and the forthcoming AC Marriott Hotel (in partnership with Swaim). 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.

Sonya N. 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 R. 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.

1A. Description of Firms and Team Members



RYAN COMPANIES

Role: General Contractor

Ryan Companies is a national builder, developer, designer and real estate manager based in Minneapolis. The firm is a leading national constructor with over forty-eight years of experience. Ryan has become a true leader and innovator in providing services from design phase through project completion. Ryan's Phoenix office opened in 1994 and has completed approximately 18 million square feet of projects totaling over \$1.3 billion here in Arizona. Ryan's Tucson building experience predates their Phoenix office opening with a retail project in 1992.



Ryan recently completed the Unisource headquarters in downtown Tucson, with Swaim Associates. Their experience is wide ranging from urban office buildings facilities to retail and multi-residential. Ryan enjoys a current ranking of 76th of the Top 400 National Contractors by the nationally recognized Engineering News Record publication.

John Strittmatter

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, a multi-year, 2 million square foot multi-use campus. He provides industry-leading quality, integrity, and professionalism to ensure that future projects are consistent with Ryan Companies' objective of building lasting relationships.



1A. Description of Firms and Team Members



LOCI, INC.

Role: Transportation Planning

Loci is a planning, urban design, and development services company located in Portland, Oregon. Founded in 2005, Loci specializes in creating great urban neighborhoods—from initial site acquisition and entitlements through horizontal and vertical construction management.

Loci offers a wide range of services for its public and private sector clients, including:



- Land Use Planning and Entitlements
- Financial Analysis (Public/Private Development)
- Urban Design and Master Planning
- Public/Private Partnerships
- Infrastructure Planning
- Development Agreements
- Public Outreach and Involvement
- Development Consulting
- Specialties
- Real Estate Development, Urban Design, Planning, Public/Private Partnerships

Matt Brown

Matt founded Loci in 2005. With over 20 years of experience in urban planning and development across both public and private sectors, Matt provides the oversight and management capability that is required to bring complex urban projects through to successful completion. Prior to founding Loci, he was Manager of the City of Portland, Oregon's Office of Transportation for 11 years. He earned a BS in Landscape Architecture from Cornell University.

Matt is directly responsible for management and delivery of projects ranging from complex urban planning and development projects to single-project entitlements and development management. Significant projects include:



- Concept Plan, Tucson Warehouse Arts District
- Property Acquisition, Public/Private Partnerships, and Development Management, One North Fifth/Depot Plaza Development Agreement, Tucson
- Downtown Tucson Infrastructure Study
- Concept Planning, Public Involvement, CEQA Environmental Review Process, Japantown Corporation Yard, San Jose, CA
- Concept Planning/Political Outreach, Capital City Market/Gallaudet University, Washington, DC



1A. Description of Firms and Team Members

KITTLESON & ASSOCIATES

Role: Transit & Traffic Planning

Kittleson & Associates (KAI) is a nationally-recognized leader in transit access, bus rapid transit, transit signal priority, and transit quality-of-service assessment. Recent local work includes the Tucson Modern Streetcar project where they were responsible for the evaluation of streetcar operations as well as the preparation of signing, striping, and traffic control plans; and the Tucson High-Capacity Transit Plan where they completed an update of the Tucson region High Capacity Transit (HCT) System Plan for the Pima Association of Governments (PAG). The HCT System Plan, initially prepared in 2003, provides a framework for long-term investments in the region's transit system and plans for added mobility options along key corridors and between major activity centers. The update focused on HCT investments for the near-term, mid-term, and long-term and included an innovative monitoring methodology to help PAG identify incremental investments in the HCT network.

KAI staff is a reliable resource for transit operations analysis, planning, design, and research services, as well as traffic planning and transportation engineering services in support of transit projects. KAI has conducted numerous transit corridor studies and assessed transit-oriented development patterns around transit stations. KAI also has expertise in evaluating transit markets and needs.

KAI provides comprehensive transportation engineering, planning, and research services to government and private organizations. KAI has 14 offices and over 160 employees. Their staff of skilled professionals and national experts offer decades of progressive research, technological innovation, and a diverse portfolio of industry-leading work.

KAI recognizes that healthy, sustainable societies depend on efficient, active, and safe multimodal transportation that is cost-effective to manage, operate, enhance, and use over time. From site design to statewide transportation system planning, KAI combines transportation and land use to produce integrated and innovative solutions that achieve sustainable community goals.

Jim Shoен

Jim's breadth of experience over three decades includes managing and directing the planning, preliminary engineering, and final design of roadway improvements. He has particular expertise in traffic operations and roadway engineering to improve multimodal safety. His knowledge of traffic operations, combined with roadway design experience and his knowledge of environmental review processes, has helped to create performance-based solutions that fulfill transportation needs. The majority of Jim's experience has been focused in Arizona. As such, he has developed professional relationships with transportation agencies throughout the state, particularly in Southern Arizona. Jim is attune to the safety needs and focus of these agencies.

Jim's primary expertise is in traffic engineering, where he is a recognized leader in freeway traffic flow and capacity. He managed the original MAGIC study that initiated the coordination of signal systems across jurisdictional boundaries in the MAG region and identified "smart" corridors. He was also involved in the MAG Freeway Bottleneck Study in Phoenix, leading the simulation modeling used to identify existing bottlenecks and evaluate cost effective mitigation measures. Jim is highly knowledgeable and accomplished in applying analytical and simulation tools for traffic flow and capacity analysis. Recently, Jim modeled the roadway network in downtown Tucson in order to evaluate the impact of a proposed bypass and conversion of one-way pairs to two-way flow.

1A. Description of Firms and Team Members

HDR

Project Role: Transit & Civil Engineering

HDR has partnered with clients to shape communities and push boundaries of what's possible since 1917. With 8,500 employees in more than 200 locations around the world, they think global and act local.

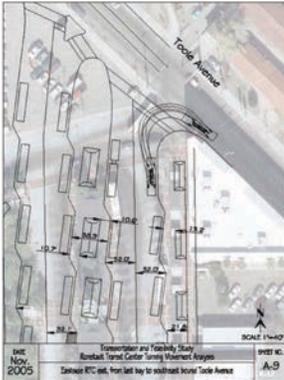
In Arizona, they have been providing professional services to municipal and other public sector clients from their offices since 1959. HDR is consistently ranked by Engineering News-Record among the top engineering firms and locally, was named No. 4 Engineering Firm by Inside Tucson Business in 2014.

In Tucson, HDR focuses much of their work on transit, roadway, utility, structural, and drainage design for public works agencies. As a result, the City of Tucson, Pima County, and the Arizona Department of Transportation (ADOT) are some of their key clients.

Mike Barton, PE, PTOE

Mr. Barton has 27 years civil engineering experience in wide variety transportation projects. His experience includes projects ranging from planning, final design, and program management of roadway and transit projects. He has served numerous clients both locally and nationwide. 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. He is Fellow of the American Society of Civil Engineers (ASCE) and the Institute of Transportation Engineers (ITE). His relevant experience includes:

- City of Tucson, Sun Link, Tucson Modern Streetcar, Program Management Consultant
- City of Tucson, Major Transit Investment Study - Alternative Analysis
- City of Tucson, Downtown Links - Stevens Avenue
- Pima County Department of Transportation, On-Call Traffic Engineering
- Pima County Department of Transportation, La Cholla Boulevard, Ruthrauff to River
- City of Tucson, Barraza-Aviation Parkway General Consultant
- City of Tucson, Broadway Boulevard, Euclid to Country Club
- City of Tucson, Congress Street Master Plan
- City of Tucson, Ronstadt Transit Center Circulation Study
- Ruthrauff Road-Wetmore Road Alignment Study/DCR
- I-10 General Plan, Tucson



1A. Description of Firms and Team Members



HOLBEN, MARTIN & WHITE

Role: Structural Engineer

Founded in 1969, Holben, Martin & White has provided quality structural engineering services on a wide diversity of projects throughout the western United States for 45 years. The firm's experience includes many transportation related projects.

As structural engineering specialists, Holben, Martin & White has completed over 5,000 projects with construction costs of \$8 billion. HMW's value engineering capabilities, in selection, analysis and design of the optimum overall solution, and the quality control procedures used in executing and documenting the design of contract documents, are felt to be among the very best in the profession.



One project of particular note is the Suntran Transit Hub at University of Arizona. This is a 280 SF restroom building with 25 feet of site wall and five free-standing canopy structures featuring two different canopy designs.

Another is the Martin Luther King Transit Center/Mixed Use Facility in Compton, California. This new transit center is a 3,000 SF replacement of the existing 30 year old facility, and includes 8 new bus bays.



HMW provided peer review for the \$120 million Bob Hope Airport Transit Center Project completed in 2014. It is comprised of a 3-story solar-powered structure base-isolated with triple-pendulum bearings that includes a consolidated rental car facility and a bus transit level.

Other experience includes structural engineering for the UA Sixth Street Residence Halls. This 328,365 SF project provided new on-campus housing for 1,088 undergraduate students. Four- to six-story buildings of brick, metal and stucco, were designed around interior courtyards to create secure private space for student circulation and gathering.



The firm also provided structural engineering services for the UA Highland District Housing project. This 191,000 SF project included three "houses" of 3- and 4-stories totaling 770 beds for undergraduate students.

HMW is also the structural engineer for the Pima County Justice Courts Complex currently completing construction in downtown Tucson.

HMW's working relationship with the City of Tucson has lasted for over forty years. During that time, they have designed many projects, including the Basket Bridge, recreation centers, parks, bridges, fire stations, and performed services on several open-end contracts.



Thomas Griffis, PE

Mr. Griffis has 32 years of structural design and project management experience, including 27 years with the firm. He earned an M.S. in Structural Engineering and a B.S. in Civil Engineering from the University of Arizona.

Warren White, PE

Mr. White has 36 years of structural design and project management experience. He will be directly involved with project meetings, design charrettes, schedule planning and commitments, and coordination between disciplines. He earned an M.S. in Structural Engineering and a B.S. in Civil Engineering from the University of Arizona.

1A. Description of Firms and Team Members



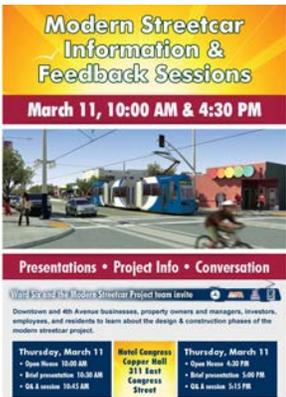
KANEEN ADVERTISING AND PUBLIC RELATIONS

Role: Public Relations

Kaneen Advertising & Public Relations, Inc. is a Tucson-based firm, founded in 1980. The firm is a woman-owned business, a certified Small Business Enterprise (SBE) in Pima County, and a certified Disadvantaged Business Enterprise (DBE) in the State of Arizona.

The firm offers the City of Tucson tremendous experience providing communications services to public, private and non-profit sector clients. They have a history of working collaboratively with the City—staff, elected officials, their constituents, business representatives, community leaders, educational institutions, and neighborhood associations—to develop communications tools and programs that engage, inform, and educate. The firm's services include:

- Public involvement
- Strategic communications planning
- Community and neighborhood relations
- Graphic design
- Social media
- Web design and content
- Facilitation
- Event planning
- Public education
- Research
- Bilingual messaging
- News media relations
- Rebranding



Kaneen also provides communications services including stakeholder and citizen involvement, open houses, property owner meetings, public hearings, and facilitating communication among the public and the project team/owner. Kaneen has vast experience successfully creating an interactive process to engage the public during the planning and design phases of large scale projects.

One example of this can be found in the virtual community that Kaneen helped to create and actively manages for the Sun Link Tucson Streetcar project. With 1,786 Facebook fans, 1,317 Twitter followers, and an electronic distribution list of 2,556 emails, the Sun Link project connects and interacts with the community on almost a daily basis. The entire project has been photo documented and posted through these forums and has allowed the public to be involved from the groundbreaking through construction and now into the vehicle testing phase.

Additionally, important project notices, construction updates and traffic alerts were communicated through social and digital media which allowed the information to be disseminated as quickly as possible. This also allowed others, such as news media outlets, to share the information that the project posted on their social media networks—greatly expanding the reach of the project throughout the community.

Kaneen also helped develop an interactive public workshop for the Broadway project that was attended by more than 200 individuals. The workshop involved 18 small group tables and three guided exercises led by a facilitator and a recorder. These were designed to garner input regarding the prioritization of performance measures and street width (cross section) design alternatives preferences. The ultimate goal was to get participants at each table to provide their top four performance measures and top three street width (cross section) design alternatives. The input provided by the public during the workshop will be critical in helping the Citizens Task Force and the Project Team decide what design alternatives to advance into further design development and detailed analysis.

Rick Kaneen

Rick has over 34 years of experience in public relations for public works projects. His skills include strong, established relationships with elected and City Officials, community leaders and news media; creative expertise for brand development; and strategic planning and implementation of public involvement campaigns. His experience with City of Tucson projects includes the Grant Road Improvement Project; Sun Link Tucson Streetcar Project; and several Tucson Water projects. Other experience includes the ParkWise Strategic Communication Plan and Rebranding; TDOT Bond Oversight Commission; and Central Arizona Project.

1B. Experience with Projects of Similar Scale and Complexity: (1) Transit Facility Planning Using Best Practices



Martin Luther King Transit Center/Mixed-Use, Compton, CA
 Completed by Holben, Martin & White, Structural Engineering Consultant

This new transit center is a 3,000 square foot replacement of the existing 30 year old facility, and includes 8 new bus bays.

Downtown Tucson Transit Center Feasibility Study
 Completed by HDR, Transit & Civil Consultant

In 2005-2006, HDR evaluated the feasibility of relocating the existing Ronstadt Transit Center in Downtown Tucson. The study 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 study considered several concurrent projects in Downtown Tucson, including bus service and frequency improvements as part of the Regional Transportation Authority (RTA) plan, the relocation of the Greyhound Bus Depot, the new 4th Avenue Underpass, and the Tucson SunLink Modern Streetcar Project. The recommended alternative consisted of a reconfigured Ronstadt Transit Center that provided additional commercial/retail frontage on Congress Street.

Ronstadt Transit Center Feasibility Study Update
 Completed by HDR, Transit & Civil Consultant

In 2007-2008, HDR developed transit center and transit mall operating concepts for a reconfigured Ronstadt Transit Center that included joint development opportunities. The concepts included a site circulation plan, number of bus bays, location of passenger amenities, and overall site configuration. The concepts also considered bus service and frequency improvements as part of the Regional Transportation Authority (RTA) plan, construction Depot Plaza, and construction of the Tucson SunLink Modern Streetcar. HDR evaluated the concepts based issues related to site access, capacity, ridership, ownership, joint development, and cost.

Tucson High-Capacity Transit Plan
 Completed by Kittleson & Associates, Transit & Traffic Consultant

In 2008-2009, KAI completed an update of the Tucson region High Capacity Transit (HCT) System Plan for the Pima Association of Governments (PAG). The HCT System Plan, initially prepared in 2003, provides a framework for long-term investments in the region's transit system and plans for added mobility options along key corridors and between major activity centers. The update focused on HCT investments for the near-term, mid-term, and long-term and included an innovative monitoring methodology to help PAG identify incremental investments in the HCT network.



Sawgrass Area Intermodal Station Planning and Design Guidelines
 Completed by Kittleson & Associates, Transit & Traffic Consultant

In 2011, KAI developed planning and design parameters for a proposed intermodal transit facility in Sunrise, Florida, and provided strategic advice for the City of Sunrise, Broward County Transit, the Broward County Metropolitan Planning Organization (MPO), and FDOT as development of the intermodal facility moves forward. The intermodal facility will function as a Gateway Hub, as defined in the Broward County MPO's 2035 Long-Range Transportation Plan, which means that the facility will support a high level of multimodal travel and transit-oriented development.

TCRP Report 153: Guidelines for Access to High Capacity Transit Stations
 Completed by Kittleson & Associates, Transit & Traffic Consultant

From 2008 to 2011, KAI prepared TCRP Report 153 which provides guidelines to assist with the planning, analysis and implementation of access to high capacity transit stations, including transit centers. Topics included the 8-step planning process; agency case studies and how the planning process is applied; station level case studies; and design guidelines for auto, feeder transit, bicycle, walk, and TOD access modes.

1B. Experience with Projects of Similar Scale and Complexity:
(2) Transit-Oriented Mixed-Use Development

**UNISOURCE
ENERGY
HEADQUARTERS**

Phil Swaim

Project Principal

Ed Marley

Project Architect

Michael Culbert

Project Manager

270,000 SF Building

360,000 SF Garage

\$60 Million

Partnership with DAVIS
Architects and Ryan
Companies

Completed 2011

AWARDS

- *Metropolitan Pima Alliance Common Ground Award, 2011*
- *NAIOP Best Office Building of the Year, 2011*

OWNER

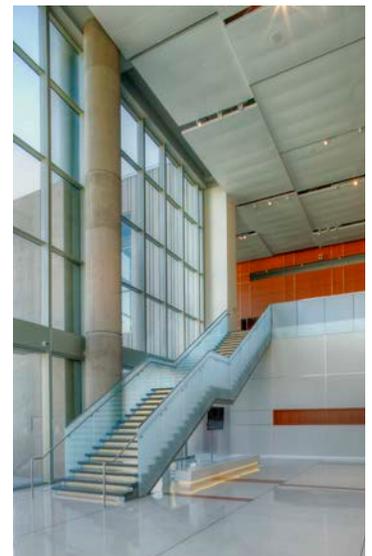
Unisource Energy

Scott Rathbun

88 East Broadway

Tucson, AZ 85701

520.917.8499



Swaim Associates partnered with DAVIS Architects and Ryan Companies to design and build the mixed-use LEED Gold Unisource Energy Headquarters which includes 270,000 square feet of offices, retail space, an energy gallery, a conference center and roof terraces. The site is located on the modern streetcar line in downtown Tucson and is planned for a future phase of housing and retail. Swaim Associates led the site development team and had a strong role in the production of the core and shell documents. Swaim led the design and documentation of the interior space planning and interior design phase of the project and served as the on-site construction administrator, working to help maintain the schedule of 24 months from start of design to occupancy. Key sustainability features include an 18" raised floor system for air distribution, high performance glazing, and a 150,000 gallon cistern under the entry plaza to store and distribute rainwater for irrigation.

1B. Experience with Projects of Similar Scale and Complexity:
(2) Transit-Oriented Mixed-Use Development

**UNIVERSITY
OF ARIZONA
HIGHLAND
COMMONS**

Ed Marley
*Project Principal,
Project Architect*

Kevin Barber
Project Manager

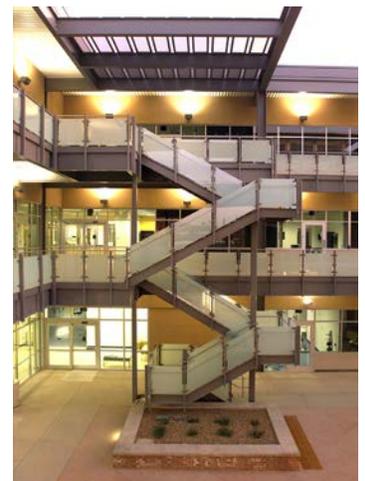
53,816 SF

\$13.5 Million

Completed 2003

OWNER

*University of Arizona
Debra Johnson, RA
P.O. Box 210300
Tucson, AZ 85721
520.626.2420*



The Highland Commons is one of several new projects included in the master plan Swaim Associates developed for this area of campus. This facility brings together the Campus Health Services and the nationally recognized Disability Resource Center, which provides integrated academic, athletic and support services to the campus and surrounding community. The design provides a separate identity for the Disability Resource Center, while providing equal and integrated access to all areas. This is achieved through the use of distinct building materials and “transparent” accessibility throughout the building. A three-story glass gallery serves as a grand entry and display space for each department’s outreach programs. These elements draw the campus community into the heart of the facility, where a landscaped courtyard provides an active gathering space for all to enjoy.

1B. Experience with Projects of Similar Scale and Complexity:
(2) Transit-Oriented Mixed-Use Development

AC TUCSON
MARRIOTT HOTEL

Phil Swaim

Project Principal

Ed Marley

Project Architect

Mike Culbert

Project Manager

Miguel Fuentesvilla

Design Architect

165,745 SF

\$26 Million

Scheduled to be
Completed 2016



Swaim Associates, in association with FORSarchitecture+interiors, is desinging a mixed-use development anchored by AC Marriott at Broadway and Fifth Avenue that includes 10,000 SF of retail, a 200-space parking garage, and 140 hotel rooms wrapped around the 6th floor pool overlooking Broadway Boulevard in downtown Tucson. Construction will begin in December, 2014.

1B. Experience with Projects of Similar Scale and Complexity:
(2) Transit-Oriented Mixed-Use Development

**ONE NORTH
 FIFTH/DEPOT
 PLAZA**

Type of Project
 Mixed-Use, Retail,
 Multi-family Residential

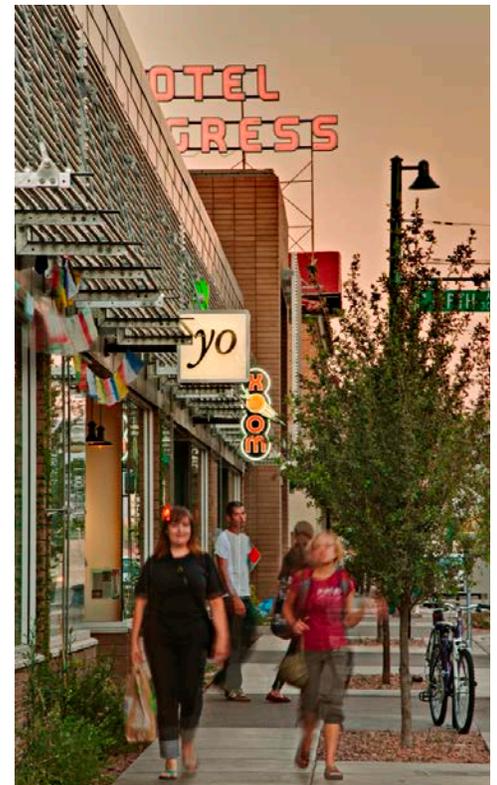
Peach's Responsibility
 Developer

Size
 161 Units

Completed
 2009



This property was scheduled to be demolished as the original use as senior housing was due to expire. Peach Properties redeveloped this building into market rate rental residences, and also built out the first new commercial retail spaces in downtown Tucson in many years. In the last two years new development has increased in pace near this location.



1B. Experience with Projects of Similar Scale and Complexity:
(2) Transit-Oriented Mixed-Use Development

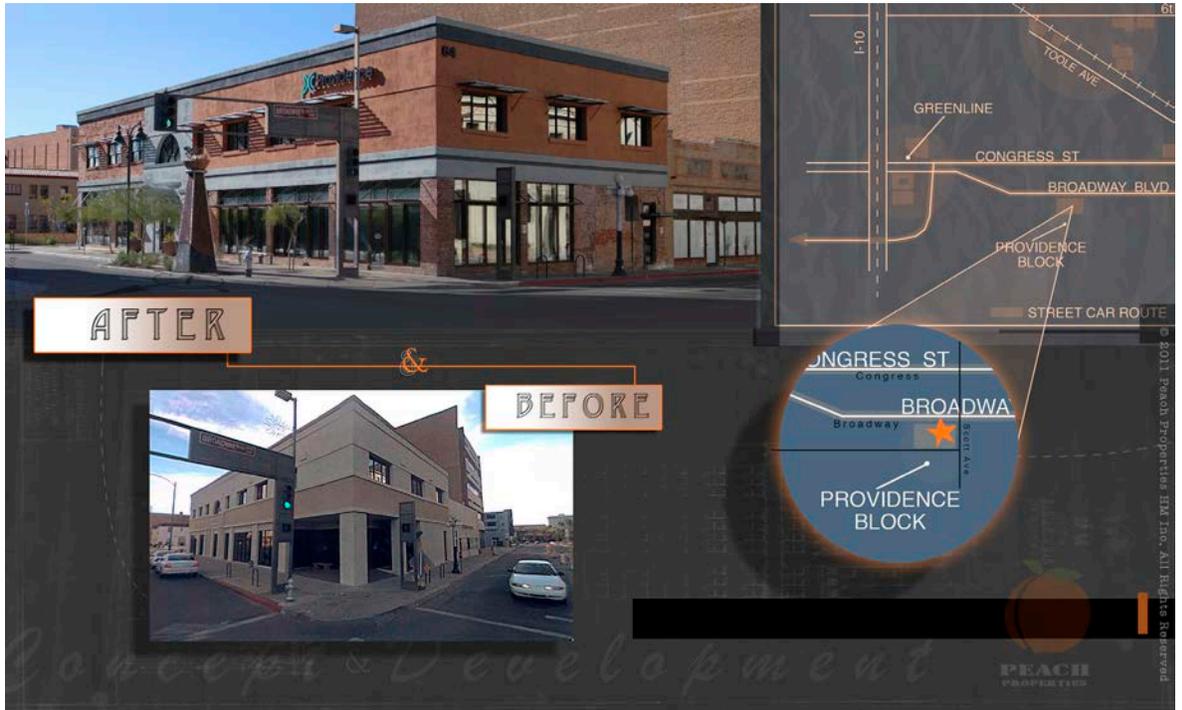
**PROVIDENCE
 BLOCK**

Type of Project
 Mixed-Use

Peach's Responsibility
 Developer

Size
 52,000 SF

Completed
 2010



- Mixed use, office, residential, restaurant, on site parking, 52,000 SF (44 – 64 E. Broadway)
- Penca Cuisine
- Office tenants including Providence Service Crop., Sonoran Desert Institute, Peach Properties
- Covered and uncovered parking
- Three residential loft condominium units (sold out)

**BROADWAY
 BREWERY BLOCK**

Type of Project
 Mixed-Use

Peach's Responsibility
 Developer

Size
 12,000 SF

Completed
 2013



Featuring the second location of Tucson's own Thunder Canyon Brewery, Cartel Coffee and 12,000 SF mixed use, this former Safeway grocery store has been renovated and is now a cornerstone of downtown Tucson's east end.

1B. Experience with Projects of Similar Scale and Complexity: (2) Transit-Oriented Mixed-Use Development

ONE NORTH CENTRAL Formerly Phelps Dodge Tower

Type of Project
Class "A" Office Tower

Reference
Ramiro Peru
Phelps Dodge
Corporation
One North Central
Avenue
Phoenix, AZ 85004
602.366.8100

Ryan's Responsibility

- Development
- Architecture & Engineering
- Construction
- Real Estate Management
- Capital Markets
- Tenant Improvements
- Legal and Environmental

Size
460,000 SF

Construction Period
18 Months

Completed
2001



Ryan created a spark in downtown Phoenix with its development and construction of the One North Central building. It was the first foray into the Phoenix downtown core for Ryan.

Working with the Phelps Dodge Corporation, the City of Phoenix and other professional firms, Ryan developed a 20-story, Class "A" office building.

The building, located on a city-owned site in the heart of Downtown Phoenix, offers large floor plates with minimal interior columns for greater interior design flexibility. The above and below grade eight-story parking garage accommodates up to 1,000 cars.

The exterior base of the building is Arizona sandstone and granite and upper floors are sheathed in copper-tinted glass curtain wall.

**1B. Experience with Projects of Similar Scale and Complexity:
 (2) Transit-Oriented Mixed-Use Development**

222 HENNEPIN

Type of Project

Mixed-Use, Retail,
 Multi-family Residential
 LEED Silver Certified

Reference

Chris Culp
 The Excelsior Group
 612-353-3304
 Mark Schoening

Ryan's Responsibility

- Development
- Architecture & Engineering
- Design-Build Construction
- Capital Markets

Size

580,000 SF; 286 units

Construction Period

18 Months

Completed

August 2013

Awards

- 2013 Best in Real Estate, Best Overall, Mixed-Use Urban Presented by Minneapolis/ St. Paul Business Journal
- Pacific Coast Builders Conference (PCBC) 2013 Golden Nugget Award, Best On-the Boards Mixed Use Project



The 222 Hennepin project is a great example of urban infill development and is evidence of Ryan's ability to get deals done where others have failed. The 580,000 square foot mixed-use project features 286 luxury apartments with spectacular river and downtown views and a Whole Foods Market – the first in downtown Minneapolis and a welcome addition to this long vacant space.

Ryan Companies co-developed the project with The Excelsior Group, specialists in multifamily development and property management. Ryan is also the architect-of-record and design-builder for the project, which will occupy a full city block at the corner of Hennepin and Washington Avenues. The corner is one of the most prominent downtown, and development challenges had kept it vacant for more than five years.

Project amenities include a fourth-floor terrace with an outdoor pool, bocce ball area, fire pit, dog walk, enclosed party room, and state-of-the-art fitness center. The terrace affords spectacular views of the downtown Minneapolis skyline. The construction of the project prioritizes sustainable building practices by cleaning up a contaminated site while incorporating an existing 300-stall parking structure, effectively wrapping the new project around the parking core and re-using it.

This project achieved Leadership in Energy and Environmental Design (LEED) Silver Certification for Mid-rise Residential.

1B. Experience with Projects of Similar Scale and Complexity:
(3) Development and Construction in Urban Setting

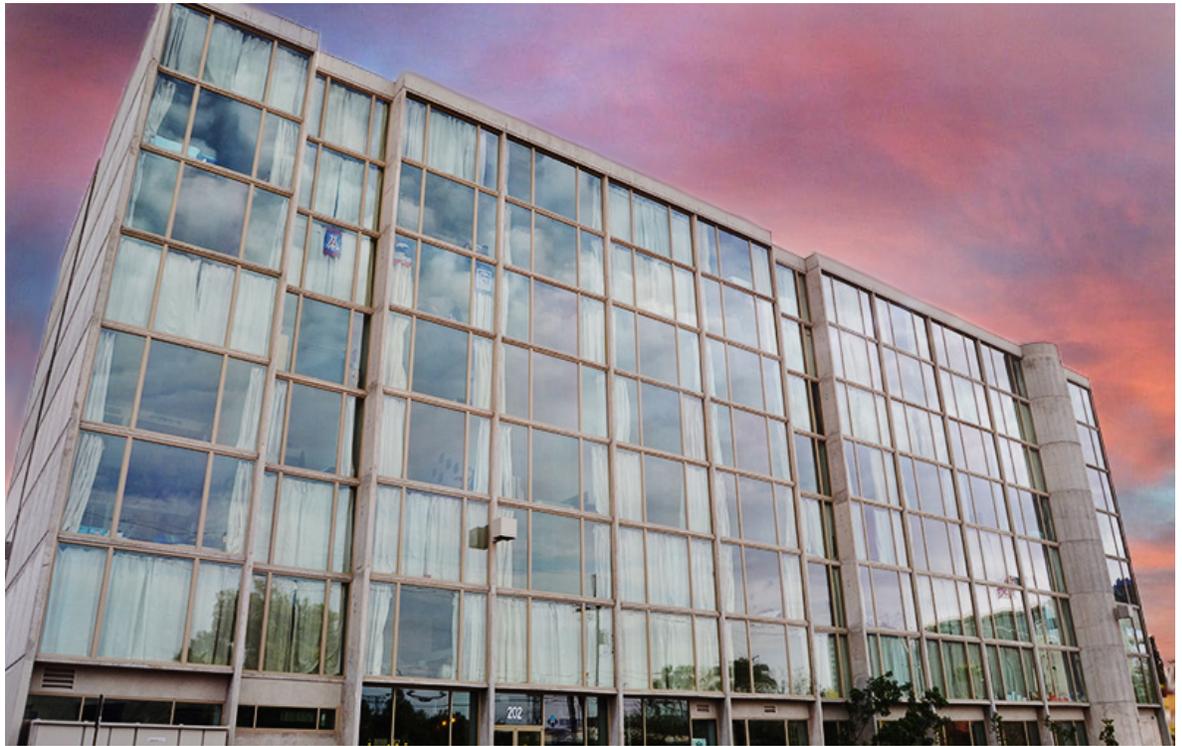
THE HERBERT

Type of Project
Urban Residential
Redevelopment

Peach's Responsibility
Developer

Size
90,000 SF
144 units

Completed
2013



In partnership with international investment company Holualoa Companies, Peach led the \$10 million redevelopment of this iconic 1970's built structure. FORSarchitecture+interiors provided design services.

The Herbert provides the best of downtown Tucson. Striking new studio and 1 bedroom rental apartments in a quiet Armory Park neighborhood location, conveniently located just one block from the modern streetcar and downtown's restaurants, bars and cultural attractions.

1B. Experience with Projects of Similar Scale and Complexity:
(3) Development and Construction in Urban Setting

Additional projects include:

- Unisource Energy Headquarters (refer to Section 1-B-2)
- UA Highland Commons (refer to Section 1-B-2)
- AC Marriott Hotel (refer to Section 1-B-2)
- One North Fifth/Depot Plaza (refer to Section 1-B-2)
- Providence Block (refer to Section 1-B-2)
- One North Central (refer to Section 1-B-2)
- 222 Hennepin (refer to Section 1-B-2)



1B. Experience with Projects of Similar Scale and Complexity:
(4) Interactive Community Planning and Public Involvement Process

UA HIGHLAND DISTRICT MASTER PLAN

Type of Project
 Master Plan

Swaim's Responsibility
 Master Planning
 Architectural Design

Size
 750,000 SF

Completed
 2001

Owner
 University of Arizona
 Debra Johnson, RA
 P.O. Box 210300
 Tucson, AZ 85721
 520.626.2420



The master plan for the Highland District includes 750,000 SF of medical, residential, retail, academic, and administrative facilities that can be implemented over five phases. Following the principles of New Urbanism, the plan promotes increased building density. An open central quadrangle provides activity space for the residents of the Highland District and the university community.

Following the initial development of the master plan, Swaim Associates coordinated their design efforts closely with AR7 Architects as the two firms simultaneously implemented the first two phases of the master plan which included Highland Commons, the Highland District Housing, and the central quadrangle.

The result is a dynamic and cohesive campus district that is the physical manifestation of the master plan document, and supports the overall planning goals of the University.

1B. Experience with Projects of Similar Scale and Complexity:
(4) Interactive Community Planning and Public Involvement Process

**SUMMERHAVEN
VILLAGE CENTER
MASTER PLAN**

Type of Project
Master Plan

**Swaim's
Responsibility**
Master Planning
Architectural Design

Size
750,000 SF

Completed
Master Plan 2004
Community Center
2007

Owner
Pima County
150 W Congress, 5th Fl.
Tucson, AZ 85701
(520) 724-3703



After the 2003 Aspen Fire devastated the town of Summerhaven on Mt. Lemmon, Phil Swaim, AIA chaired a committee of professionals and students to develop a masterplan and design guidelines and integrate the Wildlands Interface building codes to bring the community back. The year-long planning process included public visioning and planning workshops.

Oriented around the creek and surrounded by steep slopes, the mixed use village supports a community center, lodge, restaurants, retail, and condominiums. The Community Center was funded through a partnership between both public and private entities.

On July 4, 2007, the American Flag was raised to celebrate the completion of the Mt. Lemmon Community Center.

1B. Experience with Projects of Similar Scale and Complexity: (4) Interactive Community Planning and Public Involvement Process

BRANDI FENTON MEMORIAL PARK MASTER PLAN

Community planning effort coupled with a unique cooperation of public and private funding allowed this 57 acre Pima County park to fit into the Binghampton National Historic Landscape. The adaptive reuse of historical houses and agricultural structures allowed the park to meet the needs of the public without sacrificing the rich cultural fabric of this area.

Extensive discussion and consensus building with the equestrian, recreational, and agricultural communities along with Cultural Resources, Parks and Recreation and the Fenton Foundation established a balance of these diverse priorities. The community memorial garden at the heart of the park creates an environment to remember loved ones and to honor those who have donated life. The visitor center supports exhibits and the historic site.

The project received the following awards:

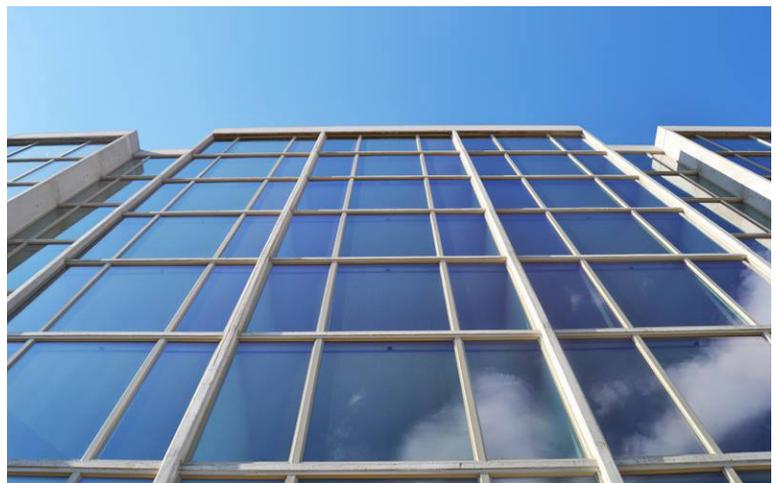
- Tucson-Pima County Historical Commission Award, 2008
- Arizona Public Works Project of the Year Award, 2007
- Metropolitan Pima Alliance Common Ground Award, 2005



THE HERBERT

When Peach Properties developed the Herbert Residential project, Peach attended numerous Armory Park Neighborhood Association and presented their plans for the site, adjusting them as possible according to their feedback.

Peach also coordinated meetings with the Neighborhood Association and the City of Tucson to provide opportunities for the City to consider changing parking and traffic flow.



1B. Experience with Projects of Similar Scale and Complexity:
(4) Interactive Community Planning and Public Involvement Process

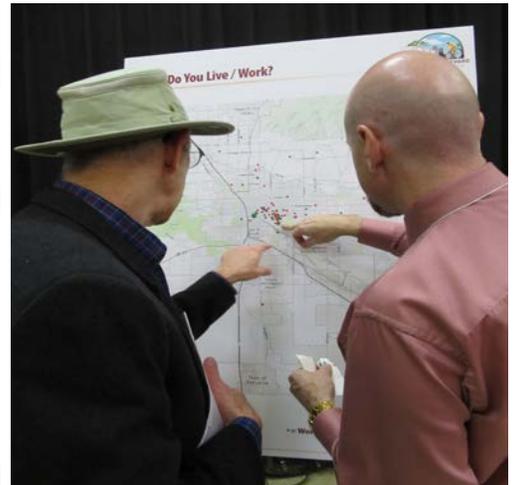
**BROADWAY
CORRIDOR**

Type of Project
Master Plan

Team Members
Swaim Associates
Kaneen Public
Relations
HDR
Kittleson & Associates

Completed
December 2014

Owner
City of Tucson



Team members Kaneen Advertising, Swaim Associates, HDR and Kittleson & Associates are participating in the Broadway Corridor planning process.

As public involvement and participation specialists, working directly with City of Tucson project manager, Kaneen is integral in the planning, development, and production of outreach materials and the communications strategy for the Citizen Task Force (CTF) and the general public. Kaneen is responsible for CTF meeting coordination; including logistics planning, facilitation planning, materials preparations, production of HTML code for eBlasts, production and distribution of project and meeting updates, drafting, finalizing and posting of Legal Action Reports and CTF meeting summaries; as well as , planning the logistics and assisting in the preparation of visual materials and the presentation for large scale community meetings.

Additionally, Kaneen helps plan and facilitate communication with businesses, property owners, and other area stakeholders. The CTF process and outreach to the surrounding area has proven to be critical to the process of narrowing down alignment options, producing consensus decisions, and facilitating compromise between the many competing interests on this project.

The Broadway project is currently 26 months into the planning and design phase. A CTF recommended alignment and Design Concept Report are expected by December 2014.

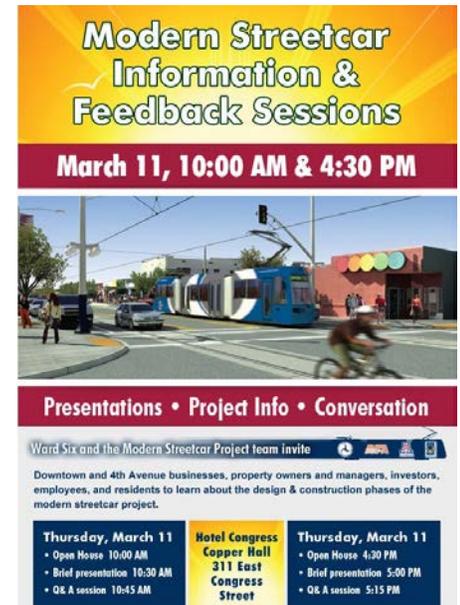
1B. Experience with Projects of Similar Scale and Complexity:
(4) Interactive Community Planning and Public Involvement Process

TUCSON MODERN STREETCAR

Team Member
 Kaneen Advertising

Completed
 2014

Owner
 City of Tucson



The roots of the Sun Link project are in public participation and community involvement. This process was consistently led by Kaneen Public Relations, starting in 2004 with public feedback garnered during the Alternatives Analysis Study and the formation of the Community Liaison Group (CLG). The CLG, made up of representatives of key stakeholder groups along the streetcar route corridor, has been instrumental in:

- Shaping the course, direction, and route of the project
- Helping to ensure awareness about the project and construction with their representative groups
- Providing information, attitudes and perceptions from various CLG stakeholder groups and the general public to the project team
- The CLG process dramatically helped garner public buy-in for the streetcar project and fostered enthusiasm and excitement for this community changing project.

Kaneen had an integral role in facilitating public involvement and community outreach during the construction phase of the project. Prior to the first jackhammer starting demolition, the project team developed an extensive, written public outreach and participation plan that addressed all phases of the project from pre-construction to the revenue service celebration. During construction, the key challenges were to keep the community apprised of project progress, shifting work zones, and potential traffic and access changes for a complex construction project lasting 475+ days along major business and traffic corridors.

Emphasizing the long term economic benefits of the Sun Link project and rallying the community to support local businesses during construction was critical. Kaneen was able to do so by creating a virtual community through utilizing digital media. Based on public and business feedback, the team launched new, more immediate methods of outreach during construction that applied to the wide demographic base that followed the project: Facebook posts, Twitter, posters, downloadable flyers, streaming videos, construction updates via email, links, web updates, and media advisories. This outreach not only helped inform the community about changing construction conditions and traffic closures, it also provided a digital forum for public participation that enabled project team members to directly and immediately respond to public concerns. This process helped shift the tide in public sentiment regarding streetcar construction from negative to positive and fostered widespread community involvement.



1B. Experience with Projects of Similar Scale and Complexity:
 (5) High Quality Architecture and Design,
 Compatibility with Historic Elements and Surrounding Area

119 EAST TOOLE



- Mixed use, courtyard, on site parking, 16,000 SF
- Borderlands Brewery
- Playfit childrens exercise center
- Cartel Coffee
- Dance performance studio

Other projects include:

- Unisource Energy Headquarters (refer to Section 1-B-2)
- UA Highland Commons (refer to Section 1-B-2)
- AC Marriott Hotel (refer to Section 1-B-2)
- Providence Block (refer to Section 1-B-3)
- The Herbert (refer to Section 1-B-2)



1B. Experience with Projects of Similar Scale and Complexity: (6) Property Leasing and Management

One North Central

Ryan Companies is the leasing manager for this building. (Refer to Section 1-B-2)

Unisource Energy Headquarters

Ryan Companies provides property management services for this building. (Refer to Section 1-B-2)

The Herbert

Peach Properties provides property management services for this building. (Refer to Section 1-B-3)

Downtown Commercial Properties

Peach Properties provides leasing and property management services for many downtown Tucson commercial properties including 210 Broadway (Cartel, Thunder Canyon, Summit Financial), 119 Toole (Playformance, Borderlands Brewery), Auto Row Block (Tap & Bottle, Joplin Landscape Architects, Exo Coffee, Spoke6 Co-Working, Santa Theresa Tile, numerous retail and office), all the Warehouse Arts Management Organization artist properties, and Providence Block.

Over 1100 Residential Units

Peach Properties provides property management services for over 1100 residential units in the Downtown Tucson and University of Arizona areas.



1C. Experience Working with FTA Joint Development Guidance and/or FTA More Generally, and Experience with NEPA



The team's civil and transit planner, HDR, provides both local and national expertise in preparing NEPA documents for FTA. This includes preparing a wide range of NEPA documents (Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions) for transit projects (light rail, streetcar, and bus) as well as transit capital facilities (transit centers, park-and-rides, and bus/rail maintenance facilities).

This NEPA expertise has required close coordination with FTA Region IX and Headquarters, as well as other FTA Regions throughout the country. Most notably, HDR prepared the Environmental Assessment (EA) for the Tucson SunLink Modern Streetcar. HDR also prepared two Supplemental EAs for the project that addressed changes to the project definition. All of these documents resulted in Finding of No Significant Impacts (FONSI) by FTA.

HDR has prepared NEPA documents for several other major transit projects in Arizona including the Valley Metro Central Phoenix/East Valley Light Rail Project, Central Mesa Light Rail Extension, and Gilbert Road Light Rail Extension. HDR has also prepared NEPA documents for a variety of transit facilities in Arizona, including the Goodyear Park-and-Ride, Mesa Superstition Springs Park-and-Ride, and Valley Metro East Valley Bus Operations and Maintenance Facility.

Nationally, HDR is a leader in FTA and NEPA environmental documentation, as demonstrated by the Kansas City Streetcar Environmental Assessment (prepared by HDR) being selected as the FTA Outstanding Achievement Award for Excellence in Environmental Document Preparation in 2013.

The team's transit and traffic planner is Kittleson & Associates. Recent local work includes the Tucson Modern Streetcar project and an update of the Tucson region High Capacity Transit (HCT) System Plan for the Pima Association of Governments (PAG).



The firm's experience with FTA includes leading the development of transit and multi-modal transportation alternatives to serve a major east-west arterial, University of Central Florida and Valencia State College in Orlando, Florida. Over 10% of the population of the Orlando Metropolitan Area works, lives, or attends school in this corridor. Kittleson contributed to the New Starts applications for several projects that received New Starts funding from the Federal Transit Administration, include the BRT line along Euclid Avenue in Cleveland, Ohio (now known as the HealthLine), the North Shore Connector Light Rail Transit line in Pittsburgh, and the Dulles MetroRail in Washington, DC.

The firm completed transit corridor and station area plans for numerous transit agencies across the country. Kittleson has worked closely with the Federal Transit Administration (FTA) to obtain NEPA, New Starts, and Small Starts approvals and funding on behalf of numerous transit agencies. They also worked as a contractor to the FTA and conducted New Starts reviews for a variety of transit projects. Their notable project experience includes the Euclid Corridor Bus Rapid Transit Project in Cleveland, Second Avenue Subway in New York, North Shore Connector in Pittsburgh, Anacostia Waterfront Transit Demonstration project in Washington, Tampa Regional Rail Study, Grand Rapids Transit Systems Plan, Central Florida Commuter Rail, and Charlotte Northeast Corridor Station Area Plans.

1D. Evidence of Successful Execution of Similar Projects and Benefits Yielded by Those Projects

PEACH PROPERTIES

Peach's development focus is on projects in and around its home base of Tucson. Since Peach's inception more than 25 years ago under the direction of Ron Schwabe, Peach has developed over 2,400 residential units, and more than 600,000 SF of commercial space (half of that being historic re-use projects).

This development experience totaling over \$155 million in projects in 5 western states, and including a wide spectrum of products from single room occupant (SRO) residential to self-storage, office, retail, and historical re-use, cast the foundation for Peach's current business model focusing on Tucson.

Following are recent projects of a similar size and nature to the Ronstadt Transit Center Joint Development Project illustrating the benefits yielded by each:



Depot Plaza/One North Fifth, 135 – 200 E. Congress, 45 N. 5th Ave, Tucson

- \$12 million residential/commercial development
- 96 residential apartments
- 20,000 SF of retail development
- 260 space parking garage

Benefits

- The first new market rate housing in the downtown core in 40 years
- New tenants and retail/restaurant, mixed use, helped start the activation of the East End of downtown Tucson



Herbert Residential, Armory Park, Tucson

- \$10 million residential development
- Partnership with Holualoa Companies transforming outdated 1970s housing into new market rate residential
- At the border of downtown Tucson and the residential Armory Park neighborhood.
- One block from Tucson Modern Streetcar, minimal onsite parking, fully leased.

Benefits

- New market rate tenants help activate the downtown retail, restaurants and bars
- Low parking ratio encourages use of bus, streetcar, walking, bicycle and Downtown Loop

Auto Row Block, 403, 415, 439 & 440 N. 6th Avenue, Tucson

- \$7 million commercial, bar, office, retail development.
- One and one quarter City blocks transformed from glass storage and abandoned tire/car repair, into 73,000 SF of new commercial tenants use
- Includes Tucson's first successful office co-working location
- Development for restaurants, galleries, retail shops and offices

Benefits

- New tax revenue from the 2% commercial property sales tax
- Retail and restaurant sales tax
- New employees locating their business downtown
- New customers for restaurants and retail



1D. Evidence of Successful Execution of Similar Projects and Benefits Yielded by Those Projects



Providence Block, 44-64 East Broadway, Tucson

- \$9 million, 52,000 SF mixed use development with offices, residential, restaurant, and on-site parking
- Office tenants include Fortune 500 company and Peach Properties
- Covered and uncovered parking
- Three residential loft condominium units (sold out)

Benefits

- Derelict building was fully renovated and activated with residential, office and retail/restaurant uses.
- Fortune 500 company relocated here, and then purchased 44 East Broadway to complete the block



Brewery Block, 210 East Broadway, Tucson

- \$6 million, 26,000 SF mixed use development with retail, restaurants, offices

Benefits

- New office tenant integrated into mixed use development

THE FRESHWATER GROUP

For over 25 years, The Freshwater Group (TFG) has excelled at arranging for the acquisition, financing, design and repositioning of senior living properties and portfolios. Driven by their desire to create genuine communities where residents thrive as well as responsible returns for their investors, TFG and its operating partner, Watermark, are poised to build on their reputation as industry innovators and leaders. TFG aims high because the stakes are high. Its transformational approach to helping older adults live and age well is leading the industry to a more enlightened model of senior care.

Following are recent projects of a similar size and nature to the Ronstadt Transit Center Joint Development Project:



Watermark at Logan Square, Philadelphia, PA

- Center city 20+ story high rise rental
- Continuing Care Retirement Community with Independent Living, Assisted Living, Memory Care and nursing.
- Medical clinics, a dentist's office, a robust wellness clinic and exercise facility, spa, auditorium and art gallery.

Watermark at Logan Square

1D. Evidence of Successful Execution of Similar Projects and Benefits Yielded by Those Projects



Watermark at Beverly Hills

Watermark at Beverly Hills, Beverly Hills, CA

- Five-story rental boutique assisted living community
- Approximately 60 assisted living accommodations, a theater, exercise room and various other common areas.

Pacific Regent Bellevue, Bellevue, WA

- Four-story downtown high rise
- 114 age-restricted condominiums, a dining room, café, indoor pool, exercise facilities and a 54-bed skilled nursing home

The Watermark at Bayside, Emeryville, CA

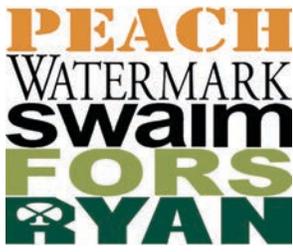
- Five-story mid-rise assisted living and memory care community
- A variety of common areas including an internal skylight garden, ground level café, fitness room, library and dining room



Pacific Regent Bellevue

Benefits

- Created a number of quality jobs
- Created much needed housing and services for seniors
- Created a tax base that is less of a burden because they are infill, so services are already essentially in place to serve the resident population; and there is no drain on schools, despite paying their share of taxes to support the school system.
- Seniors communities create less traffic than most other uses
- Synergies connected with the common areas of our seniors communities that complement the area (auditoriums for meetings that are open to the public, fitness centers are open to other seniors in the area, etc.)



1E. Evidence of Financial Capacity to Deliver Project

Peach Properties and Watermark have evidenced the resourcefulness in delivering the financing and equity partnerships necessary to carry out its plan for the Ronstadt Transportation Center, as follows:

PEACH PROPERTIES

Depot Plaza/One North Fifth, 200 Block Congress, Tucson
96 market rate/affordable residential units, 24,000 SF street retail

- \$12 million
- John and Scott Stiteler Equity
- Alliance Bank Debt
- HUD HOPE Equity

Herbert Residential, 12th Street and South Fifth Avenue, Tucson
144 market rate rentals, conversion of condemned building

- \$10 million
- Holualoa/Peach Private Equity
- Alliance Bank Debt

Brewery Block, 210 E. Broadway. Tucson
14 market rate urban residential, 18,000 SF restaurant/brewery, 6,000 SF office

- \$6 million
- Private Equity
- VantageWest Debt

Providence Block, 44 – 64 E. Broadway, Tucson
52,000 SF office, 2,000 SF street retail

- \$9 million
- Private Equity
- Providence Corporate Debt

Auto Row, 1.5 city blocks, 403 – 439 N. 6th Ave, Tucson
15 buildings, 62,000 SF mixed use retail, office, shops

- \$7 million
- Private Equity
- Alliance Bank/VantageWest Debt

WATERMARK RETIREMENT COMMUNITIES

In 1985, David Freshwater founded The Fountains and over the next two decades, he developed, owned and operated, for himself, for his investors and for third parties, a wide range of seniors housing communities recognized as both innovative and successful. During this period The Fountains grew into one of the nation's top 25 seniors housing owners and operators.

From 1991 through 1997, The Fountains' portfolio grew from a fractional share of 260 units to 100% ownership of nearly 4,000 units/beds in 14 communities, with reported assets of \$220 million, gross revenues of \$42 million and a net operating income of nearly \$4 million. During this period, The Fountains won numerous awards, including induction into the Order of Excellence by Contemporary

1E. Evidence of Financial Capacity to Deliver Project

Long Term Care magazine, selection by the American Seniors Housing Association as one of its Case Studies in Success and one of Top Six Retirement Communities in America by Money.

On July 1, 2005, with annual revenues on 4,829 units topping nearly \$200 million, producing an NOI of over \$50 million, The Fountains was acquired by Sunrise Senior Living for approximately \$500 million, one of the largest such transactions in the history of the seniors housing industry.

The sale of the company did not slow the team's extraordinary momentum. Before the end of 2005, the company co-invested with BayNorth Capital in its first senior housing portfolio consisting of five senior housing communities in the Northeast. The investment in and management of the BayNorth portfolio helped launch the new company. In 2006, the team continued to build the company that would help forge the journey ahead. In August of 2006, an affiliate of The Freshwater Group completed the purchase of 3030 Park, the first CCRC in New England located in Fairfield County, Connecticut (details below). 3030 Park was purchased out of receivership from its failed not-for-profit owner. Just one month later another affiliate of TFG completed the purchase of The Fountains at Logan Square East, a CCRC located in Center City Philadelphia. Logan Square East was one of the few assets not sold as part of the Sunrise Senior Living transaction in 2005. With these asset purchases, we launched a new brand, Watermark.

These acquisitions were also the catalyst to forge a new relationship with Fremont Realty Capital and its affiliate funds ("FRC"), our equity partners on these transactions. FRC is a private equity real estate investment firm with offices in New York and San Francisco. In 2007 Fremont, TFG and Watermark purchased another not-for-profit CCRC, The Watermark at East Hill, in Southbury, Connecticut with a plan to reposition and expand its campus (details below). When FRC committed to join forces with TFG and Watermark to purchase these three CCRCs, they made a significant financial commitment. Between the funds required to purchase, renovate and expand these three communities, the TFG/FRC ventures will invest well over \$150 million.

The next significant milestone in the TFG/Watermark history was the 2010 appointment by Arcapita to manage the 16-community Fountains portfolio. Arcapita agreed to a five-year management agreement with Watermark that includes attractive yearly and exit incentives. Over this period, Watermark also invested in three home health agencies and in June 2011 completed the closing of the Beverly Gardens portfolio with QVT Mt Auburn. The portfolio contains two properties located in Beverly Hills and Livermore, California and consists of 142 assisted living/memory care units. In August 2012, Watermark completed the closing of a portfolio in Des Moines, Iowa, consisting of 276 units of independent living, assisted living, memory care and skilled nursing (with the option to purchase two additional communities upon stabilization) with Healthcare REIT. In December 2012, Watermark completed the closing of Courtyard Fountains in Gresham, Oregon with Prudential Real Estate Investors. In each of these transactions, the owners sought qualified buyers in well circulated offerings and TFG/Watermark was selected over many other well-qualified groups.

2013-2014 has seen the team's momentum grow. In December 2013, the team purchased Pinebrook Retirement Living, a 125-unit independent living community located in Milbrook, Ohio (Cincinnati). In January of 2014, the team purchased Harvard Square, a 183-unit independent and assisted living community located in Denver, Colorado. On this particular occasion, TFG was selected to step in and save a broken transaction where the previous Buyer failed to perform. The listing broker recommended TFG as a potential "white knight" candidate. Ultimately the team closed the transaction with high praises from the Seller who has become a new industry friend through a relationship built on mutual trust. In February of 2014, the team closed on a 202-unit independent living community located in an affluent Dallas suburb, and in the summer of 2014 TFG/Watermark purchased a two asset portfolio of 182 assisted living and memory care units in the Bay area, and closed on The Cottages of Carmel, 57 units of assisted living and memory care in Carmel.



PEACH
WATERMARK
swaim
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2. General Project Approach:

(1) Overall Concept for Development of the Site and Achievement of Project Benefits

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

This is an opportunity for the new development to provide revenue generation for the transit system, including income derived from rental or lease payments, and private sector contributions to public infrastructure. In this downtown urban environment, other benefits will be efficient land use, reduced distance between transportation for other activities, economic development and improved transit connectivity for all of the people that come to the downtown.

From our assessment of the site, the following steps will be utilized in coming up with a plan for the Ronstadt Transit Center:

Step 1: Development Feasibility Analysis

The team will work with the stakeholders and review the existing studies and feedback provided by previous community outreach, and determine the best use of the opportunity provided by this RFP.

Potential uses that will be reviewed and analyzed include:

- Street Retail
- Multi-tenant office
- Flex space/Incubator space
- Institutional Space (University of Arizona, Pima Community College)
- Market Rate Apartments
- Market Rate Condominiums
- Affordable Housing
- Senior Housing
- Student Housing
- Neighborhood-serving Retail
- Hotel

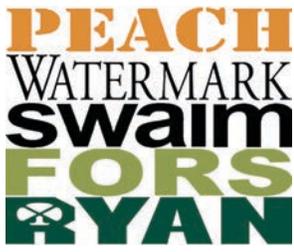
Step 2: Implementation Recommendations

Assuming that the first phase of work demonstrates the viability of a range of projects, the next phase of work will focus on implementing the recommendations that emerged that will clear the path for new development and create a financially viable approach. This work may include items like regulatory changes, modification of the infrastructure program, changes to the public financing program, or master development agreements. It is also possible that no significant changes are required, and that the second phase of work could be concise and straightforward.

Step 3: Property Development

Assuming the timely completion of the second phase of work, the property will be ideally prepared for development.

The goal is to actively market the site not for a single use, but for multiple uses/users. The team, as Master Developer, may negotiate directly with the RTC/City of Tucson for the purchase of the Property (a portion or all) or solicit, on behalf of the RTC/City, offers for purchase and development of individual development parcels.



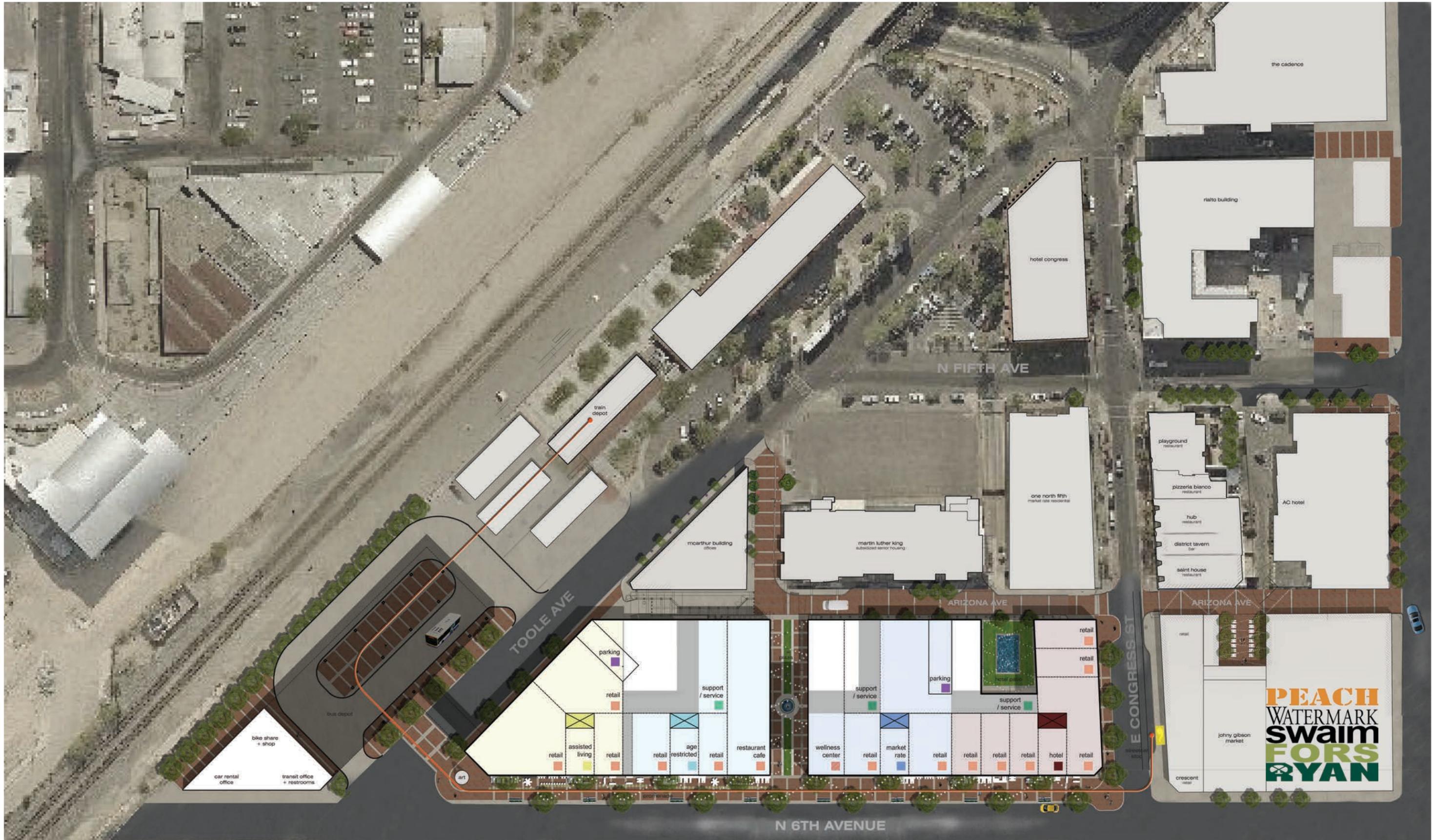
2. General Project Approach:

(1) Overall Concept for Development of the Site and Achievement of Project Benefits

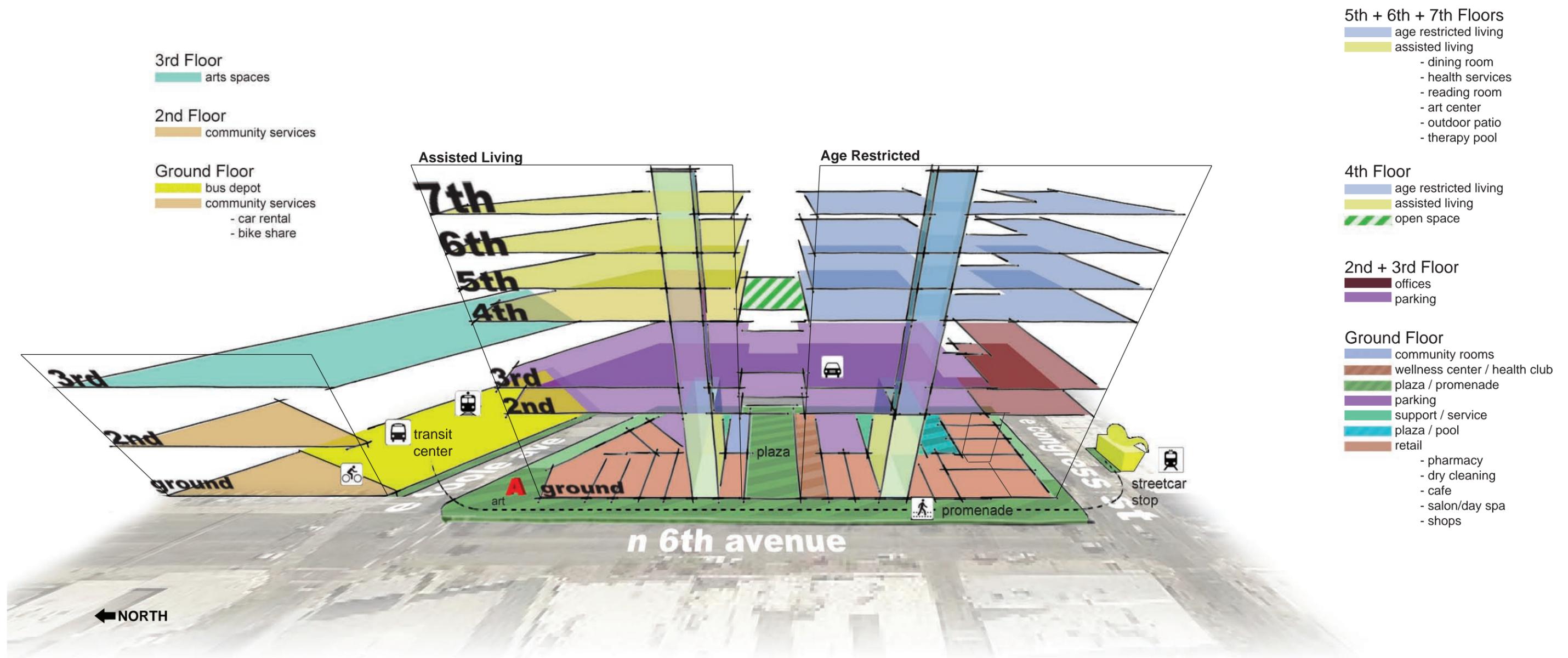
The following is a summary of the spaces in our conceptual plan:

Wellness Center	6,200 SF
Parking	207,000 SF
Support/Service	29,000 SF
Retail	31,000 SF
Transit Center	41,000 SF
Hotel	85,500 SF
Market Rate Housing	77,500 SF
Age Restricted Housing	76,000 SF
Assisted Living	86,000 SF

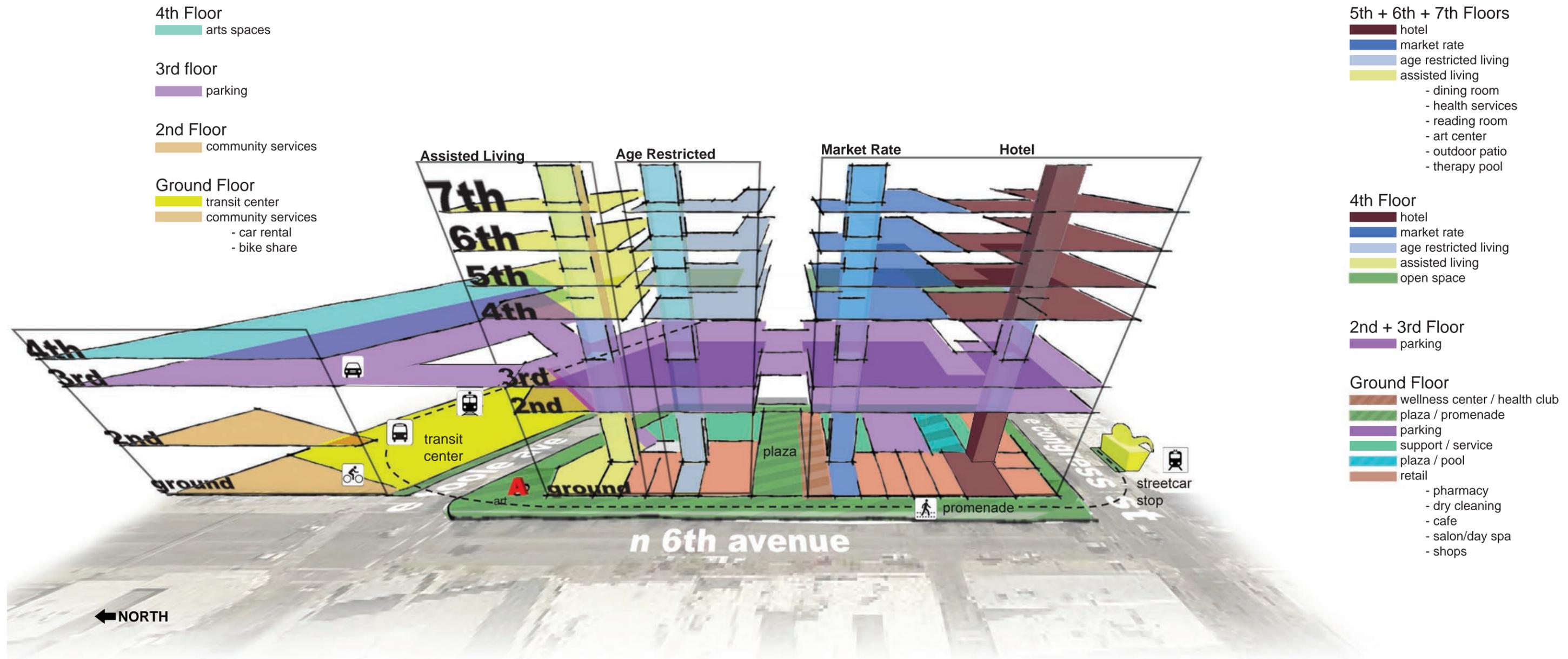
Please refer to the following pages for an overview of two preliminary concepts our team has developed for the Ronstadt Transit Center Site.



SITE PLAN



CONCEPT 1



CONCEPT 2

2. General Project Approach: (2) General Approaches to Community Engagement and Collaboration

The engagement and collaboration of the community is key to the success of our vision for the project:

- We will encourage communication, and conduct interviews and surveys to confirm the needs and priorities.
- We will utilize interactive workshops to maximize participation and build consensus.
- We will create subcommittees to focus on specific areas and inspire innovative solutions.
- We will develop partnerships to coordinate and provide services, as well as ensure an economically sustainable community.
- We will foster a team approach and an atmosphere of mutual respect.



We envision areas of interest and possible participants may include:

Transit

- Bus, bike, car, horse, train, modern street car, pedestrian
- Bus Riders Union/Brian Flagg
- Sun Tran
- City Department of Transportation

Housing

- Seniors, age restricted
- Market rate, workforce
- Affordable



Commercial

- Downtown Tucson Partnership/Michael Keith
- Downtown Merchants Association
- Businesses, Madden Media/John Hudak, Johnny Gibson Market, Drug Store/Pharmacy

Wellness

- Pima Council on Aging
- UA College of Medicine, UA Health and Wellness

Arts

- WAMO/Warehouse Arts Management Organization

Sustainability

- Energy Efficiency, TEP, Metropolitan Energy Commission
- Waste Reduction, City Environmental Services
- Water Conservation, Tucson Water
- USGBC LEED Certification



The team has engaged with the public in a number of important projects as demonstrated throughout this proposal. For this special project in the heart of Downtown Tucson, the team will hold a series of public meetings to present the plans that we will develop from the feedback collected by the previous public meetings from Poster Frost Mirto. A clear consensus should arise pointing the direction to a plan for activating and improving the use of the public bus system, as well as accommodating the long standing ridership.

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

August 21, 2014



Imago Dei
Middle School

Dear Evaluation Committee of the Ronstadt Transit Center Joint Development Project:

I am most honored to write a letter of support on behalf of The Watermark Retirement Communities and Peach Properties in response to their proposal to create a vibrant community in the heart of downtown Tucson that would appeal to the next generation of active, older adults who seek an innovative, urban experience with amenities nearby.

This proposal is of great interest in that I represent a private, tuition-free school located directly across the street at 55 N. 6th Avenue. Our school, Imago Dei Middle School, is one of 60 schools nationwide committed to breaking cycles of poverty through education. Experience has shown nationwide that older adults and children can bring great joy and loving support to each other through intergenerational activities. We can imagine young people and old learning from each other, and shaping the city and world in which we live.

The leadership of The Watermark Retirement Communities and Peach Properties have supported Imago Dei Middle School for years and they have expressed interest in strengthening our community partnership by developing programs that will benefit our community as a whole.

In Chicago during the early 90's, the area directly north of the Chicago River, known as River North, was revitalized under the leadership of Mayor Daley. The development of attractive, modern housing, similar to the buildings owned and developed by Peach Properties, was a critical factor in attracting established adults to move downtown, and to foster daily city life. The development of the infrastructure, such as a grocery store, dry cleaner, flower shop and drug store, were important as well.

I am grateful to the leaders of Tucson who have developed our city in such a way that young people have been drawn to live downtown. I am also of the belief that in order for Tucson to grow even stronger, housing and amenities for people of all ages will be necessary to sustain and build the foundation that has taken hold.

On behalf of Imago Dei Middle School, I am beyond excited about the possibilities that exist with the redevelopment of the Ronstadt Transit Center under the direction of The Watermark Retirement Communities and Peach Properties. Tucson is home by choice to these two well-established, successful businesses that create and design communities by developing innovative properties. They have the collective knowledge and experience to create a very special community in the heart of Tucson for the entire City.

Thank you for your time and consideration. Please contact me if I can provide assistance.

With Kind Regards,

A handwritten signature in black ink, appearing to read "Anne Sawyer".

The Rev. Anne Sawyer
Head of School and Co-founder

**Armory Park Senior Center
220 South 5th Avenue
Tucson, AZ 85701
(520) 791-4865**

August 25, 2014

City of Tucson
Department of Procurement

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

Dear Committee Members:

As the Supervisor of Armory Park Senior Center, I am writing this letter in support of the Ronstadt Transit Center Joint Development Project proposal submitted by Peach, Watermark, Swaim, Fors and Ryan. This project is an exciting collaboration to assure that the heart of our city is a great place to grow up and a great place to grow old. The idea of independent and assisted living, combined with retail, restaurant and an art studio teaching location downtown that would serve the seniors as well as the general public, demonstrates the forward thinking approach that will enrich the standards of a city that values and supports people as they age. This project supports all ages and reflects the national conversation on what truly constitutes a livable city for aging across the life span.

For over forty years the Armory Park Senior Center has worked closely with the elders throughout the Tucson community, and we are now supporting our neighbors at the renovated Herbert Apartments, managed by Peach Properties. When the former Armory Park Apartments residents moved out, the Armory Center refined our purpose to include service to our elder communities, while enhancing the quality of life for all members of the Armory Park Neighborhood. The Herbert Residential Team has been an outstanding partner during this transition in the core of our great City and Peach Properties has demonstrated integrity in the community process to assure the needs and desires of the neighborhood were considered at every phase of development I am confident that David Freshwater's Watermark, with 25 years of proven success creating thriving residential communities, together with Peach Properties' demonstrated understanding of building a strong City core, is a recipe for success that will combine housing, transportation, work force development and recreation to enhance our unique downtown environment.

In my experience with Peach Properties they have committed to the goal of defining how to most effectively serve our downtown community. Across the country, "senior centers" are being challenged to focus and adapt to changing urban demands. We have been most fortunate to have Peach Properties as an effective partner during this transition. As part of this effort, the Armory Park Center has been revitalized to serve people across the age continuum by offering programs and activities to new generation of residents, while continuing to serve our lifelong elder members. Peach Properties Staff is also committed to educating downtown residents about the amenities offered at Armory Park Center, and is working together to improve community involvement and enhance programming to meet the growing demands of the "Baby Boomer" generation. Programming includes volunteer opportunities, fitness and educational programs, and more. Most importantly, we are working together to provide an enriched venue where the community gathers, shares and bonds.

I grew up in the downtown area (A Mountain) and attended grade school downtown. I am excited and proud to view a community that respects and understands the growing needs of our elders. This proposal combines that vision with a proven record of development to deliver a property that supports and respects our aging community, while stimulating the heart of our City for all ages.

Sincerely,



Robin McArdle-Landers
Center Services Supervisor
City of Tucson Armory Park Center
520-791-4865

Arizona Center on Aging
1821 E. Elm Street
Tucson, AZ 85719



Phone: (520) 626-5800
FAX: (520) 626-5801

August 26, 2014

RE: Ronstadt Transit Center Redevelopment Project, Tucson, Arizona

Dear Evaluation Committee:

It has come to our attention that Watermark Retirement Communities and Peach Properties have come together to submit a response to the City of Tucson's Request for Qualifications for the redevelopment of the Ronstadt Transit Center. We understand that this team's plan is to include senior housing and a wellness center in their redevelopment proposal. While the Arizona Center on Aging has no experience working with Peach Properties, we do have a long and gratifying history working with David Freshwater and his firm, Watermark Retirement Communities and its predecessor, The Fountains.

We endorse the concept of providing senior housing and a wellness center in downtown Tucson with the hope that it will enhance the wellbeing of the aging population of Tucson.

If you have any questions, please feel free to contact us.

Sincerely,

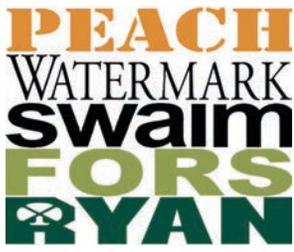
A handwritten signature in black ink, appearing to read "Mindy Fain".

Mindy Fain, MD
Co-Director

A handwritten signature in black ink, appearing to read "Janko Nikolich-Zugich".

Janko Nikolich-Zugich, MD, PhD
Co-Director





2. General Project Approach:

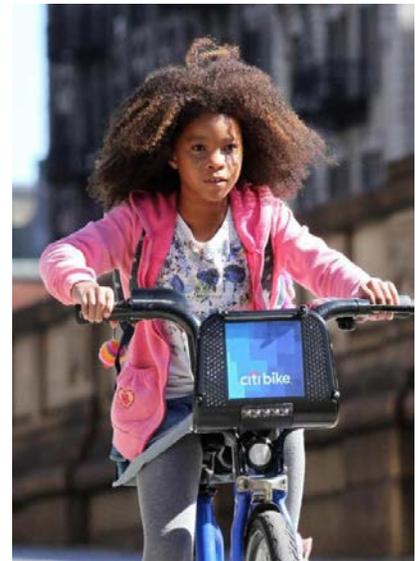
(3) Conceptual Execution of the Joint Development, Including General Funding/Financing Approach and Estimated Project Timeline

After community engagement and stakeholder feedback, the next step in the redevelopment process will be to establish a range of economically viable development projects that can be undertaken on the site, including the types and amounts, if any, of public investment that may be required on the site to support private development activity. We would anticipate that an initial six month process, undertaken in partnership with the RTC, City, and potential development partners, would be required in order to arrive at a preferred direction for the project. We would assume that any development scenarios analyzed as part of this phase would be consistent with the stakeholder feedback provided about the location.

Once we have determined market viability and ensured the development vision has been agreed upon, we would either be prepared to work with the RTC/City on the purchase or lease of a portion or all of the property, or prepare specific offerings to take to the market for the development of the property, consistent with the stakeholders vision for the project.

Our proposed timeline is as follows:

Project Timeline	2014				2015				2016				2017			
	1st	2nd	3rd	4th												
					A											
					W											
					A											
					R											
					D											
FTA Compliance			■	■	■	■	■	■								
Community/Stakeholder Engagement			■	■	■	■	■	■								
Architecture/ Engineering																
Development Concept Scenarios			■	■	■	■										
Concept Refinement				■	■											
Final Concept					■	■										
Planning/Design							■	■	■							
Construction Documents								■	■	■						
Zoning/Entitlements						■	■	■	■							
Intermodal Lease						■	■									
Financing																
Equity						■	■	■								
Debt								■	■	■						
Construction																
Phase One - New Transit Center									■	■	■					
Phase Two - New Development												■	■	■	■	■
Marketing/Contracts													■	■	■	■
Operations															■	■



PEACH
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PHASE I SUBMITTAL

TO THE CITY OF TUCSON:

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

For clarification of the Phase I submittal, contact:

Peach Properties
Company Name

Name: Ron Schwabe

44 E. Broadway, Suite 300
Address

Title: President

Tucson AZ 85701
City State Zip

Phone: 520.798.3331



Signature of Person Authorized to Sign

Fax: 520.798.1288

Ron Schwabe
Printed Name

E-mail: ron@peachprops.com

President
Title

CITY OF TUCSON

REQUEST FOR PROPOSAL

REQUEST FOR PROPOSAL NUMBER: 140983
PROPOSAL DUE DATE: APRIL 29, 2014 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 TRAINSIT CENTER JOINT
DEVELOPMENT PROJECT : PHASE I

PRE-PROPOSAL CONFERENCE DATE: MARCH 20, 2014
TIME: 12:45 PM
LOCATION: CITY HALL, 1ST FLOOR CONFERENCE ROOM
255 W. ALAMEDA, 1ST FLOOR, TUCSON, AZ 85701
SITE VISIT IMMEDIATLEY FOLLOWING

CONTRACT OFFICER: DAN LONGANECKER, CPPB
TELEPHONE NUMBER: (520) 837-4125
Dan.Longanecker@tucsonaz.gov

A copy of this solicitation and possible future amendments may be obtained from our Internet site at: <http://www.tucsonprocurement.com/> by selecting the Bid Opportunities link and the associated solicitation number. The City does not mail out Notices of available solicitations via the U.S. Postal Service. Email notifications are sent to those interested offerors who are registered with us and who have selected email as their preferred delivery method. To register, please visit www.tucsonprocurement.com, click on Vendors, then click on Vendor Registration. To update an existing record, click on Vendors, click on What's New?, and read the section titled "Notice of Solicitations." You may also call (520) 791-4217 if you have questions.

Competitive sealed proposals for the specified material or 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

PUBLISH DATE: FEBRUARY 28, 2014

Introduction

The City intends to select a Joint Development Partner for the 4.7-acre Ronstadt Transit Center Project Area using a two-phased Request for Proposals (RFP) evaluation process as follows:

Phase I: Submission of Statements of Qualifications: The City will evaluate Offeror's Statements of Qualifications (SOQs) and experience in providing similar services and general project approach. The Proposal Evaluation Requirements within this RFP state the information that the City is requesting as a basis for evaluation in Phase I. Phase I evaluation may include interviews.

It is the City's sole discretion to proceed to Phase II. If the City proceeds into Phase II, a shortlist of those Offerors who are deemed most qualified and experienced will be invited to participate in Phase II. At the conclusion of Phase I, the list of all Phase I offerors will be made public. Offerors invited to proceed to Phase II will be identified. Contents of submittals and evaluation information from Phase I will be made public at this time.

Phase II: Submission of Detailed Project Proposals: If the City proceeds into Phase II, successful Phase I Offerors will be provided with detailed scope of services and evaluation requirements. The City may also further define any other Terms and Conditions for a development agreement which may include, but not be limited to, Insurance, Performance Surety and/or Fidelity Bonds, Key Personnel, Conflict of Interest, Federal Transit Administration (FTA) Joint Development requirements, etc. Offerors will be given sufficient time in which to prepare and submit a proposal response.

The Phase II selection process may include, but is not limited to: written proposal response, site visits, discussions, interviews, negotiations, public presentation(s) and a design competition.

Phase II will be evaluated separately from Phase I. There will be no carry forward of scoring or ranking. The evaluation committee from Phase I will also evaluate Phase II.

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. Award is contingent upon approval of the negotiated agreement by the Tucson Mayor and Council and the FTA.

Estimated Project Timeline:**

Issuance of Phase I Document: March 1, 2014

Completion of Phase I Evaluation and Shortlist: June 1, 2014

Issuance of Phase II Document: July 1, 2014.

Due Date for Phase II Responses: October 1, 2014.

Completion of Phase II Evaluation: January 1, 2015.

Negotiations and Recommendation for Award to Mayor and Council: March 1, 2015.

****Dates are approximate only****

Project Overview

The City of Tucson seeks a qualified development team to plan, design, construct, and own, lease, and/or manage components of an integrated 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. (See Project Site Map attached.) The first phase of the RFP process is focused on identifying a short list of qualified development teams, while Phase 2 will focus on project specifics and design.

The project will need to be developed per Federal Transit Administration (FTA) guidance on joint development, including the provision that the City will need to maintain satisfactory continuing control over the joint development project by ensuring that it continues to have a public transportation purpose. (See links to FTA guidance documents.)

Project Purpose & Goals

To create a distinctive, multi-modal transit center and mixed-use development that contributes to an active, economically robust downtown.

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 housing, 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.

Transportation & Infrastructure

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.

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.

Financial & 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.

Communication & Participation

The project team should be committed to regular, collaborative meetings and communication with the City and other agencies, and community engagement with stakeholders. (Links regarding stakeholder outreach are included.)

Planning Guidance

Plan Tucson, the City's General and Sustainability Plan approved by voters in November 2013, provides policy direction relevant to this project. For example, the first policy in the Land Use, Transportation, & Urban Design Element is:

Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to natural resources and neighborhood character.

Imagine Greater Tucson, a regional visioning process undertaken in 2011/2012, articulates support for investment in downtown and mixed-use, transit-oriented development.

A recently completed Urban Land Institute Advisory Service Panel focusing on downtown Tucson provided additional data and recommendations in support of development in the RTC project area.

Links to these and other relevant plans and initiatives are provided.

Tucson Context

As a continuously inhabited settlement for the last 12,000 years, Tucson's history and culture run deep. Spanish, Mexican, Native and Old West influences are evident in the architecture, lifestyle, traditions and cuisine. Tucson was formally founded in 1775, about the time the nation's forefathers were signing the Declaration of Independence. Locally, the city is still called the Old Pueblo for the adobe fortress or "presidio" that marked its early borders. Over the past three centuries, Tucson has grown from a Native American farming community, to Spanish outpost, to dusty frontier town, to bustling territorial days' railroad hub, to today's Southwestern metropolis of one million people. The city is rich and diverse. with many attractions for the whole family, close proximity to an international border, 350 days of sunshine for outdoor adventures and recreation, an extensive art and cultural scene, world class accommodations and spas, and a burgeoning culinary scene.

Site Context

Tucson's downtown core is the place to experience the boundless cultural and outdoor festivals of the city, such as the Gem, Mineral and Fossil Show; All Souls Procession; El Dia de San Juan Festival; Festival of Books; Fourth Avenue Street Fair; and Tucson Meet Yourself. Downtown Tucson boasts a vibrant community with numerous museums, including the Tucson Museum of Art, the Children's Museum, and

the Museum of Contemporary Art. The Downtown Arts District includes theaters, restaurants and performance spaces. Downtown supports a ballet, a symphony, an opera company and a jam-packed calendar of live music and performing arts choices.

Downtown Tucson has a unique role to play in the 21st-century development of the region. In addition to being the financial, governmental, administrative, legal, cultural and entertainment center, downtown also offers the most convenient and extensive transit connections supported by higher density housing, compact development, and a pedestrian-oriented environment.

Beginning this summer, a 3.9-mile modern streetcar route will connect downtown's major activity centers: The University of Arizona (UA), Arizona Health Sciences Center, University Main Gate Business District, Fourth Avenue Business District, Congress Street. Shopping and Entertainment District, and the Mercado District. More than 100,000 people live and/or work within a block of the modern streetcar line. The streetcar project has already triggered transit-oriented development, including new retail, office and residential development and redevelopment. To date, more than \$800 million has been invested by the public and private sectors. Fifty (50) new restaurants, bars and cafes; over 1,500 new multi-family housing units (including 68 units at the new MLK Apartments for the disabled and elderly just east of the RTC); and 58 new retail businesses have been constructed along the route over the past two years. Additionally, there has been significant corporate business expansion near the streetcar route, including a new headquarters for UNS Energy Corporation, with more than 500 employees; Providence Service Corporation; and Mister Carwash Headquarters. Also multiple co-working and start-up spaces have been established or are planned in the downtown area.

Along with undertaking the streetcar project, the City has promoted downtown redevelopment through a variety of infrastructure projects and economic development incentives, such as property tax abatements, permit fee waivers, and regulatory relief. Combined with an overall push to enhance business ties south of the international border, downtown Tucson is full of new business opportunities. An estimate of investment in the downtown area as of February 2014 is over \$600 million by the public sector and over \$300 million by the private sector.

Site Specifics

The project area site is composed of three City-owned parcels located at the northeast corner of the intersection of Congress Street and Sixth Avenue, in the heart of downtown Tucson. The largest of the three parcels serves as the Ronstadt Transit Center (RTC), an FTA-funded property located directly adjacent to the new modern streetcar route, situated in the middle of the City's entertainment district. A second, triangle-shaped parcel (Triangle Lot), which is also an FTA-funded property, sits to the north of the RTC at the southeast corner of the intersection of Sixth and Toole avenues and provides paved surface parking for a nearby business. The third property (Toole Lot), in which Highway User Revenue Funds (HURF) are invested, lies directly north of the Triangle Lot and west of the Historic Train Depot within the Historic Warehouse Arts District. The parcel is currently used as unpaved surface parking. The size of the total project area is 4.7 acres, with the RTC 2.3 acres, the Triangle Lot 0.98 acres, and the northern parcel 1.42 acres. The zoning for all three parcels is OCR-2, which allows for a wide number of commercial and residential uses. (See links regarding OCR-2 zoning.) The maximum building height allowed is 300 feet.

The project area site, with prominent northern views, is located in the section of downtown Tucson that has received the greatest amount of recent public and private investment. It is bordered by multi-story residential and commercial to the east, Congress Street with its new streetcar line and popular restaurant and nightlife destinations to the south, commercial along Sixth Avenue to the west, the Union Pacific Railroad and future Downtown Links four-lane roadway project directly to the north, and the Historic Train Depot and heavy rail station to the northeast. The Historic Train Depot, which lies to the east of the Toole

Lot, was built in 1907 by the Southern Pacific Railroad. In 1998, the City purchased the entire depot property from the Union Pacific Railroad, which had absorbed the Southern Pacific. Restoration of the main depot building and the three adjacent buildings to their 1941 modernized Spanish Colonial Revival architectural style was completed in 2004. The Depot currently is home to Tucson's Amtrak station, shops, offices, the Southern Arizona Transportation Museum, and a restaurant.

The project area site conditions include:

Existing Transit Center: In 1991, the RTC opened as part of a city-wide network of transit centers. After a substantial community process, the current complex was constructed with its arcade of brick salvaged from the storefronts that were demolished to make room for the center. (Link with RTC Photos provided.) The RTC serves as a major destination and transfer point to and from other parts of the city. The center includes a currently unstaffed information booth, covered waiting area, restrooms, and other amenities. Ronstadt is open 365 days a year, with hours of operation on weekdays from 4:45 a.m. to 12:00 a.m., and weekends and holidays from 5:45 a.m. to 9:30 p.m. Recently, a variety of facility improvements was completed to improve safety, security and comfort for the center's users.

In 2004, \$1.4 million of FTA grant funds were allocated for improvements within the Historic Depot and RTC areas. A change in scope has allowed these funds to be used on adjacent street improvements that will upgrade and enhance the existing transit center. The first phase of the enhancement process is the two-way conversion of 6th Avenue, including new asphalt and striping on 6th Avenue between Toole Avenue and Congress Street and new signals and ADA ramps at the Pennington Street and Toole Avenue intersections. The second phase, which is still in design, will realign the Pennington Street/Toole Avenue intersection at 90 degrees for better bus access and will include new traffic signals, ADA ramps, and crosswalks for improved connectivity to and from the Toole Avenue lot. (Link regarding these RTA improvements provided.)

Utilities: Due to the age of utilities in the downtown area, there are potential unknowns as to the exact location and condition of existing utilities. Any redevelopment needs to consider utility relocations, access to utilities, fire flow and metering capacity in addition to space allocation for metering equipment. There are water lines on the east and west side of the existing RTC. A section of water line in the Toole Avenue area has not been upgraded. Wastewater lines are located within the streets surrounding the site, including 6th Avenue, Congress Street, Arizona Avenue, and Toole Avenue. There is a Tucson Electric Power line along Arizona Avenue.

Environmental: As part of the City's due diligence, all three parcels have been assessed environmentally, and links for the environmental reports are provided. During any future construction, impacted soil and groundwater may be encountered. Both the RTC and the Triangle Lot, which were historically the location of automotive shops and a gas station, have had underground storage tanks removed. In addition, there is a perched aquifer in the project area where diesel impacted groundwater may be encountered between 30 and 60 feet below ground surface. Handling of potentially contaminated soil and groundwater needs to be considered when developing construction scopes. The adjacent property (MLK Apartments) encountered diesel impacted soil and groundwater at approximately 40-60 feet below ground surface depending on the location. When caissons were drilled, impacted soil and groundwater was removed to enable rebar to be placed and concrete to be poured. This media was then sampled and stored onsite prior to disposal. Environmental monitoring of the site during construction, in addition to the handling and disposal of the impacted soil and groundwater, totaled approximately \$600,000. A soil vapor survey is also recommended to assess the potential for vapor intrusion from volatile compounds into structures.

Archaeological: RTC has been archaeologically cleared for development - no further investigations are needed. The Toole Lot was partially excavated in 2006, but there still remains a strong possibility that significant archaeological remains are present. It is recommended that an archaeological monitor be

present during ground disturbing activities. The Triangle Lot has not been cleared archaeologically. It is recommended that an archaeological site records check and excavation plan be prepared before development of this lot proceeds.

Historic Resources: Platted in 1872, sections of Blocks 83 and 92, now housing the current RTC, were annexed as part of the original two-square-mile City of Tucson. They remained largely undeveloped until the arrival of the Southern Pacific Railroad in 1880. Following the arrival of the railroad, Tucson's central business district experienced rapid growth, particularly in areas around and adjacent to the Southern Pacific Railroad Depot. As a result, the surviving architecture within and around the RTC traces the transformation of downtown Tucson in less than a century from a Mexican crossroads town of vernacular adobe row houses to an Anglo-American commercial center of modern concrete and glass towers.

Circulation and Transit: Existing transit service in downtown is provided by Sun Tran, Cat Tran, the Downtown Loop, and very soon by Sun Link. Sun Tran is the regional transit provider and offers a variety of services, including fixed local and express bus service and paratransit. Sun Tran's service in downtown is characterized by local bus service operating on the street network and express bus service operating to and from downtown Tucson and the UA. Most service to downtown utilizes the RTC, which has been in operation since 1991. The RTC currently handles approximately 7,800 boardings daily and 7,300 alightings daily for a total of approximately 15,100 passenger trips daily serving over 20 routes from Sun Tran. (Link to 2014 Sun Tran Comprehensive Operational Transit Analysis provided.)

Cat Tran service is provided by the UA Department of Parking and Transportation Services on five routes that circulate to, from, and within the UA campus. Access to some of the Cat Tran routes is restricted to permit holders and UA affiliated area residents with "courtesy" passes. The Downtown Loop is a shuttle circulator that operates in downtown Tucson and provides service Monday to Friday from 6:30 a.m. to 6:30 p.m. Service is free and is funded by the City of Tucson ParkWise program.

Roadway facilities in downtown range from Interstate 10 (I-10) to the principal street grid network made up of Congress Street and Broadway Boulevard, Church Avenue, Stone Avenue, 6th Avenue, Granada Avenue, and Toole Avenue; and 6th Street, Alameda Street, and Cushing Street. I-10 is located on the west side of downtown and provides north/south service through the central core until changing to a northwest/southeast direction south of downtown. Access to downtown from I-10 is primarily provided by the Congress Street/Broadway Boulevard one-way couplet. These roadways provide a direct connection between I-10 and the Barraza-Aviation Parkway, which extends southeast from downtown parallel to I-10.

North/south circulation through downtown is provided by Stone and 6th avenues, which in addition to 4th Avenue, offer grade separated north/south connections underneath the Union Pacific Railroad.

City Development Process

The project site area is located within the Rio Nuevo District Overlay Zone (RND), as well as the Downtown Core Subdistrict of the Infill Incentive District (DCS-IID). Development within the RND is required to comply with the RND standards provided in the Unified Development Code (UDC) Section 5.11. Projects within the DCS-IID may utilize the Modification of Development Regulations (MDR) process to obtain waivers for certain development standards. The City will assign a staff member from the Planning and Development Services Department (PDSD) to shepherd the project through the review and permitting process.

Potential City Incentives

Following are City incentives currently available to developers if they meet certain requirements:

Government Property Lease Excise Tax (GPLET): The GPLET can provide up to eight (8) years of property tax abatement. This incentive is available for projects located in the Central Business District that

result in a property value increase of at least 100%. The amount abated cannot exceed the economic benefit created by the project. To become "government property," the City will take ownership of the property for the duration that the owner wishes to be relieved of tax obligations

Primary Jobs Incentive: The Primary Jobs Incentive assists Tucson in its efforts to bring quality jobs and investment into the region. The incentive provides up to a 100% credit of construction sales tax to qualifying expenses such as job-training, the project's public infrastructure improvements, and/or offsets to impact fees. The City will also waive building permit fees. Eligible projects must invest a minimum of \$5 million in facilities or equipment and create 25 jobs that pay average wages of at least \$52,400, and cover at least 75% of employee health insurance premiums.

Site Specific Sales Tax Incentive: The City may apply project-generated tax revenues to qualifying public expenses such as job training or public infrastructure improvements. Projects must create significant and quantifiable economic benefits to be considered. The amount of sales tax revenue applied cannot exceed the economic benefit created by the project.

Tucson Community Development Loan Fund: The City of Tucson has a \$20 million Housing and Urban Development (HUD) 108 loan fund that can be used as gap financing for projects that create jobs for low and moderate income persons, eliminate blight, or meet urgent community needs. Tucson Community Development loans carry highly competitive interest rates with fixed terms up to 20 years. Eligible activities include real property acquisition, rehabilitation of real property, relocation, clearance and demolition, site preparation, public facilities improvements, issuance costs, capitalized interest, and reserves.

Tucson Industrial Development Authority (TIDA) Bonds and Loans: The TIDA may provide financing of projects whenever appropriate and where traditional sources of funding may not be available. Projects must serve a public purpose and meet eligibility requirements of the TIDA. The TIDA places an emphasis on new and expanding businesses where sources of traditional capital are not available.

Downtown Infill Incentive District: A \$10,000 building permit fee waiver per project and a construction sales tax credit for public right-of-way improvements are available for developments in this district. Flexible development options in the Greater Infill Incentive Subdistrict relieve property owners from parking, loading, and landscaping standards as well as from certain other dimensional requirements and allow height increases up to 60 feet in more restrictive zones if the development supports transit- and pedestrian-oriented development. Developers can also benefit from a streamlined Planned Area Development rezoning process. Developments in the Downtown Core Subdistrict may receive up to 100% reduction in parking requirements as well as loading, setback, and landscaping reductions.

Other Potential Incentives

Following are incentives from sources other than the City that may be available to developers if they meet certain requirements

New Market Tax Credit: New Market Tax Credits (NMTC) are offered to qualifying projects in distressed and severely distressed areas through Certified Community Development Entities. ("Severely distressed" is when the income is less than 60% of the AMI, poverty above 30%, and unemployment over 1.5 times the national rate.) The RTC project area lies within an area designated as "severely distressed." Projects can receive tax credits under the NMTC program of 39% of qualifying expenses including acquisition costs. Generally NMTCs are appropriate for projects that are predominantly commercial in scope and for which expenses exceed \$5,000,000. (As defined by the tax code, no exclusively residential housing projects fit under this program, but projects with over 20% of the income derived from commercial sources are acceptable.) "Sin" businesses such as bars are excluded from this tax credit.

Low Income Housing Tax Credit: The Low Income Housing Tax Credit (LIHTC) Program is an indirect Federal subsidy used to finance the development of affordable rental housing for low-income households through HUD. Federal housing tax credits are awarded to developers of qualified projects. Developers then sell these credits to investors to raise capital (or equity) for their projects, which reduces the debt that the developer would otherwise have to borrow. Because the debt is lower, a tax credit property can in turn offer lower, more affordable rents. Provided the property maintains compliance with the program requirements, investors receive a dollar-for-dollar credit against their Federal tax liability each year over a period of 10 years. The amount of the annual credit is based on the amount invested in the affordable housing.

Other funding, loans and/or joint ventures with Rio Nuevo and Pima County IDA may also be explored by the developer.

INSTRUCTIONS TO OFFERORS

1. DEFINITION OF KEY WORDS USED IN THE SOLICITATION:

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

City: The City of Tucson, Arizona

Contract: The legal 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 Representative: The City employee or employees who have specifically been designated to act as a contact person or persons to the Contractor, and is 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 a 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.

2. PRE-PROPOSAL CONFERENCE: If scheduled, the date and time of a Pre-Proposal conference is indicated on the cover page of this document. Attendance at this conference is not mandatory. Written minutes and/or notes will not be available, therefore attendance is encouraged. If an Offeror is unable to attend the Pre-Proposal Conference questions may be submitted in writing. Offerors are encouraged to submit written questions, via electronic mail or facsimile, at least five days prior to the Request for Proposal due date to the Contract Officer listed above. The purpose of this conference will be to clarify the contents of this Request for Proposal in order to prevent any misunderstanding of the City's position. Any doubt as to the requirements of this Request for Proposal or any apparent omission or discrepancy should be presented to the City at this conference. The City will then determine the appropriate action necessary, if any, and may issue a written amendment to the Request for Proposal. Oral statements or instructions will not constitute an amendment to this Request for Proposal.

3. INQUIRIES: Any question related to the Request for Proposal shall be directed to the Contract Officer whose name appears above. 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 facsimile, at least five days prior to the proposal due date. Any correspondence related to a solicitation should refer to the appropriate Request for Proposal number, 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.

4. AMENDMENT OF REQUEST FOR PROPOSAL: The Offeror shall acknowledge receipt of a Request for Proposal Amendment by signing and returning the document by the specified due date and time.

5. 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.

6. PREPARATION OF PROPOSAL:

A. All proposals shall be on the forms 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.

B. At a minimum, your proposal should include the signed Offer and Acceptance form, signed copies of any solicitation amendments, completed Price Page and your response to all evaluation criteria.

- C. 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. Offeror shall submit any additional requested documentation, signifying intent to be bound by the terms of the agreement.
 - D. The authorized person signing the proposal shall initial erasure, interlineations or other modifications on the proposal.
 - E. In case of error in the extension of prices in the proposal, unit price shall govern when applicable.
 - F. Periods of time, stated as a number of days, shall be in calendar days.
 - G. 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 due date and time.
 - H. The City shall not reimburse the cost of developing, presenting, submitting or providing any response to this solicitation.
 - I. Offeror must list any subcontractors to be utilized in the performance of the services specified herein. For each subcontractor, details on respective qualifications must be included.
7. **TAXES:** The City of Tucson is exempt from federal excise tax, including the federal transportation tax.
8. **PROPOSAL/SUBMITTAL FORMAT:** An original and 12 copies (13 total) of each proposal should be submitted on the forms and in the format specified in the RFP. Offerors shall also submit one electronic copy of the proposal on cd, disc or zip disc in MS Office 2003 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 RFP. **The sections of the submittal should be tabbed, clearly identifiable and should include a minimum of the following sections: the completed Offer and Acceptance Form, all signed Amendments, a copy of this RFP document and the Offeror's response to the Evaluation Criteria including the completed Price Page.** Failure to include the requested information may have a negative impact on the evaluation of the offeror's proposal.
9. **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.
10. **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.
11. **CERTIFICATION:** By signature on the Offer and Acceptance page, solicitation Amendment(s), or cover letter accompanying the submittal documents, Offeror certifies:
- A. The submission of the offer did not involve collusion or other anti-competitive practices.
 - B. The Offeror shall not discriminate against any employee or applicant for employment in violation of Federal or State law.
 - C. The Offeror has not given, offered to give, nor intends to give at any time hereafter, any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, meal or service to a public servant in connection with the submitted offer.
 - D. 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.
12. **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 Notice of Request for Proposal 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.
13. **LATE PROPOSALS:** Late proposals will be rejected.
14. **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 ninety (90) days after the proposal due date and time.

- 15. 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.
- 16. 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.
- 17. 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.
- 18. 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.

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 City's 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.

- 19. 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:
- A. The name, address, and telephone number of the protestant;
 - B. The signature of the protestant or its representative;
 - C. Identification of the Request for Proposal or Contract number;
 - D. A detailed statement of the legal and factual grounds of protest including copies of relevant documents; and
 - E. The form of relief requested.

PHASE I: SUBMITTAL REQUIREMENTS

I. PROPOSAL SUBMITTAL REQUIREMENTS (listed in relative order of importance)

1. Qualifications and Experience
2. General Project Approach

II. PHASE I REQUIREMENTS SPECIFIC TO EVALUATION CRITERIA: The narrative portion and the materials presented in response to this Request for Proposal should be submitted in the same order as requested and must contain, at a minimum, the following:

1. Qualifications & Experience

- A.** Description of firm(s) and team members (include resumes)
- B.** Demonstration of experience with projects of similar scale and complexity that include such elements as:
 1. Transit facility planning using best practices
 2. Transit-oriented, mixed-use development
 3. Development and construction in urban setting
 4. Interactive community planning and public involvement processes
 5. High quality architecture and design; compatibility with historic elements and surrounding area
 6. Property leasing and management
- C.** Indicate experience working with FTA joint development guidance and/or FTA more generally, and experience with NEPA
- D.** Evidence of successful execution of similar projects and benefits yielded by those projects
- E.** Evidence of financial capacity to deliver project

2. General Project Approach

Description of the team's (1) overall concept for development of the site and achievement of project benefits, (2) general approaches to community engagement and collaboration, and (3) conceptual execution of the joint development, including general funding/financing approach and estimated project timeline.

PHASE I: EVALUATION CRITERIA

2. Proposer's Qualifications & Experience:

- A.** Do the development team and the specific individuals assigned to the project have the technical and management expertise and experience to successfully undertake the project?
- B.** Have the proposed development team members worked together on prior projects similar to this joint development project?
- C.** Is transit facility planning experience clearly demonstrated?
- D.** Does the team have a track record of successfully financing, developing, constructing, and managing comparable projects?
- E.** Has the team provided evidence of financial capacity to undertake this project in a timely manner?

3. Proposer's General Project Approach:

- A.** Is the proposed overall project concept consistent with the City of Tucson's goals for the development?
- B.** What are the likely public transportation benefits of the joint development concept?
- C.** What are the likely economic development benefits of the joint development concept?

III. GENERAL

A. Shortlist:

Phase I: The City reserves the right to shortlist the offerors on Qualifications and Experience. However, the City may determine that shortlisting is not necessary. At the City's discretion, shortlisted firms may be invited to participate in Phase II.

Phase II: Will be defined in Phase II.

B. Interviews:

The City reserves the right to conduct interviews with some or all of 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.

C. 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.

D. 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.

E. Multiple Awards:

To provide adequate contract coverage, at the City's sole discretion, multiple awards may be made.

PHASE I SUBMITTAL

TO THE CITY OF TUCSON:

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

For clarification of the Phase I submittal, contact:

Company Name

Address

City State Zip

Signature of Person Authorized to Sign

Printed Name

Title

Name: _____

Title: _____

Phone: _____

Fax: _____

E-mail: _____

ATTACHMENTS AND LINKS

Attachment

Project Site Map

Links

The links for the following documents are provided together on the City of Tucson Office of Integrated Planning website at www.tucsonaz.gov/OIP. Click on "Project and Activities" in the left-hand column, and then click on Ronstadt Transit Center project link in the middle column. For direct access to the RTC project page and the reference links, click on <http://www4.tucsonaz.gov/integrated-planning/joint-development-ronstadt-transit-center-project-area>

Federal Transit Administration

FTA Guidance on Joint Development, Circular, 2013

FTA's Notice of Final Agency Guidance on Eligibility of Joint Development Improvements under Federal Transit Law (72 FR 5788, Feb. 7, 2007)

FTA's Policy on Transit Joint Development (62 FR 12266, Mar. 14, 1997)

FTA Circular 5010.1D - Grants Management Requirements

FTA Circular 9300.1B - Capital Investment Program Guidance and Application Instructions:

FTA Circular 4220.1F - Third Party Contracting Guidance

Public Participation

Community Planning Process, Ronstadt Transit Center Redevelopment, City of Tucson, May 24, 2013, prepared for the City by Poster Frost Mirto

Meeting summaries, handouts, and list of contacts and participants for the Stakeholder Meetings, Dec. 2013 - February 2014, on the Joint Development of the Ronstadt Transit Center Project Area

Relevant Plans & Initiatives

Plan Tucson, City of Tucson General & Sustainability Plan, approved by voters in 2013

Imagine Greater Tucson, a vision for the Greater Tucson Region, based on more than two years of input and participation by over 10,000 people in the community.

Urban Land Institute Briefing Book and Final Report, documents produced for and by an Urban Land Institute Advisory Service Panel focused on downtown Tucson, 2013

Modern Streetcar, an approved four-mile modern streetcar line connecting the University of Arizona to the 4th Avenue commercial district, downtown and the redevelopment area west of downtown.

Streetcar Land Use Plan Charette Results

Historic Warehouse Arts District Master Plan, plan for area nearby RTC, 2004.

Downtown Links, an improvement project that will provide multi-modal 'links' between Barraza-Aviation Parkway and Interstate 10, Broadway Boulevard and the 4th Avenue shopping district, and Downtown and neighborhoods to the north.

Downtown Tucson Intermodal Plan, a draft of a report prepared in 1999 as an urban revitalization plan for an area that included among other properties the Ronstadt Transit Center.

Existing Zoning (Office Commercial Residential - 2)

OCR-2 Purpose Statement

OCR-2 Permitted Use Table

OCR-2 Development Standards

Ronstadt Transit Center Photos

Ronstadt Transit Center Improvements, Project Update, 2014

Environmental Reports

Phase II Soil Investigation Report, Southern Pacific Transportation Company, Passenger Depot Proposal Sale Parcel Site, Tucson, Arizona, 1998

Limited Site Investigation Report, Former Union Pacific Railroad Depot, 400 North Toole Avenue, Tucson, Arizona, Parcel No. 117-06-081D, 2006

Phase I Environmental Site Assessment, Ronstadt Transit Center, 215 East Congress Street, Tucson, Arizona, 2007

Phase I Environmental Site Assessment, Pennington Triangle Property, APN 117-06-083A, 126 North 6th Avenue, Tucson, Arizona, 2008

Underground Storage Tank Closure Report, Pennington Triangle Property (APN 117-06-083A), 126 North 6th Avenue, Tucson, Arizona 2009

Sun Tran Comprehensive Operational Analysis, 2014

Ronstadt Transit Center Planning Area



- RTC Planning Area
- Modern Streetcar
- Historic Southern Pacific Railroad Depot Properties
- Downtown Links Alignment
- Streetcar Stop



Created: 2/5/14

CITY OF TUCSON

DEPARTMENT OF PROCUREMENT

REQUEST FOR PROPOSAL NO. 140893

Ronstadt Transit Center Joint Development Project: Phase I AMENDMENT NO. ONE (1)

DATE ISSUED: Tuesday, March 25, 2014

The referenced document has been modified as per the attached Amendment No. One (1).

Please sign this Amendment where designated and return the executed copy with the submission of your proposal. This amendment is hereby made part of the referenced proposal as though fully set forth therein. Any questions regarding this amendment should be addressed to Dan Longanecker, CPPB, Principal Contract Officer at (520) 837-4125.

REQUEST FOR PROPOSAL AMENDMENT

CITY OF TUCSON DEPARTMENT OF PROCUREMENT
255 W. ALAMEDA, 6TH FLOOR, TUCSON, AZ 85701
P.O. BOX 27210, TUCSON, AZ 85726
PHONE: (520) 837-4125/FAX: (520) 791-4735
ISSUE DATE: Tuesday, March 25, 2014
Dan.Longanecker@tucsonaz.gov

REQUEST FOR PROPOSAL NO.: 140893
RFP AMENDMENT NO.: One (1)
PAGE 1 Of 1
RFP DUE DATE: Tuesday, April 29, 2014 @ 4:00 P.M., Local AZ Time
PRINCIPAL CONTRACT OFFICER: DAN LONGANECKER, CPPB

A SIGNED COPY OF THIS AMENDMENT MUST BE SUBMITTED WITH YOUR SEALED PROPOSAL.
THIS REQUEST FOR PROPOSAL IS AMENDED AS FOLLOWS:

Ronstadt Transit Center Joint Development Project: Phase I

ITEM ONE (1): RFP DUE DATE:

Remains: April 29, 2014 at 4:00 pm Local AZ Time.

ITEM TWO (2): PRE-PROPSOAL CONFERENCE ATTENDANCE:

The following firms and organizations were represented at the pre-proposal conference of March 20, 2014.

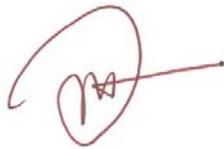
Engberg Anderson	Transit TF
Breckenridge Group	Bus Friends Forever
DLR Group	Shenkarow Realty
Kaneen Advertising	JACOBS
DKP Architecture Consulting	Stantec
Lizard Rock Designs	HMW Structural
Hensel Phelps Construction	Gensler
Lloyd Construction	Sun Tran
Kittelson	Southwest Construction
COREBANE	Concord General Contracting
Ninyo&More	AVI-SPL
Speedie & Associates	Poster Frost Mirto
Swaim Associates	Norris Design
BWS Architects	FORS Architecture
PSOMAS	Sentinel Peak Ventures
GLHN Architects & Engineers	Bus Riders Union
A23 Studios	

ITEM THREE (3): MODIFICATIONS / CLARIFICATIONS / ADDITIONAL INFORMATION:

► Information on Tucson Department Transportation's project near the RTC site at 6th Avenue and Toole Avenue can be found online at:

<http://www.tucsonaz.gov/projects/downtown-intermodal-center-pedestrian-safety-and-bus-access-improvements>

ALL OTHER PROVISIONS OF THE REQUEST FOR PROPOSAL SHALL REMAIN IN THEIR ENTIRETY.
VENDOR HEREBY ACKNOWLEDGES RECEIPT AND UNDERSTANDING OF THE ABOVE AMENDMENT.



8/27/14

Signature Date
Ron Schwabe, President

Print Name and Title

Peach Properties

Company Name
44 E. Broadway, Suite 300

Address
Tucson AZ 85701

City State Zip

CITY OF TUCSON
DEPARTMENT OF PROCUREMENT

REQUEST FOR PROPOSAL NO. 140983

Ronstadt Transit Center Joint Development Project: PHASE I
AMENDMENT NO. TWO (2)

DATE ISSUED: Friday, April 25, 2014

The referenced document has been modified as per the attached Amendment NoTwo (2).

Please sign this Amendment where designated and return the executed copy with the submission of your proposal. This amendment is hereby made part of the referenced proposal as though fully set forth therein. Any questions regarding this amendment should be addressed to Dan Longanecker, CPPB, Principal Contract Officer at (520) 837-4125.

REQUEST FOR PROPOSAL AMENDMENT

CITY OF TUCSON DEPARTMENT OF PROCUREMENT
255 W. ALAMEDA, 6TH FLOOR, TUCSON, AZ 85701
P.O. BOX 27210, TUCSON, AZ 85726
PHONE: (520) 837-4125/FAX: (520) 791-4735
ISSUE DATE: Friday, April 25, 2014
Dan.Longanecker@tucsonaz.gov

REQUEST FOR PROPOSAL NO.: 140983
RFP AMENDMENT NO.: Two (2)
PAGE 1 Of 1
RFP DUE DATE: Thursday, August 28, 2014 @ 4:00 P.M., Local AZ Time
PRINCIPAL CONTRACT OFFICER: DAN LONGANECKER, CPPB

A SIGNED COPY OF THIS AMENDMENT MUST BE SUBMITTED WITH YOUR SEALED PROPOSAL.
THIS REQUEST FOR PROPOSAL IS AMENDED AS FOLLOWS:

Ronstadt Transit Center Joint Development Project: PHASE I

ITEM ONE (1): RFP DUE DATE:

Has been **CHANGED to: August 28, 2014** at 4:00 pm Local AZ Time.

ITEM TWO (2): MODIFICATIONS / CLARIFICATIONS / ADDITIONAL INFORMATION:

A.) The City has decided to extend the deadline for submission of proposals to Thursday, August 28, 2014 in order to allow additional time for offerors to prepare proposals and to provide for further information relevant to the development of the site. New information is anticipated during the extension period about the development potential of the site, such as the following:

- Sun Tran's Comprehensive Operational Analysis (COA) recommendations for adjustments to routes.
- Private development(s) in the area, such as the recent announcement of a new grocery market to be located south of the project site.
- Commencement of service of the Tucson Modern Streetcar (Sun Link) scheduled for July 25, 2014 and the potential influence on market demand.
- Construction methods for soil conditions, evaluation of utility capacity, and archaeological assessment of triangle parcel.
- Pro forma financial statements for prototype mixed use developments downtown (being prepared the Downtown Tucson Partnership).

As relevant additional Information becomes available, it can be provided in a future amendment(s) issued to this RFP.

B.) Instructions to Offerors 8: Proposal/Submittal Format: a Price Page is **not** included in this RFP and is **not** a submittal requirement.

ALL OTHER PROVISIONS OF THE REQUEST FOR PROPOSAL SHALL REMAIN IN THEIR ENTIRETY.
VENDOR HEREBY ACKNOWLEDGES RECEIPT AND UNDERSTANDING OF THE ABOVE AMENDMENT.



8/27/14
Signature Date
Ron Schwabe, President

Print Name and Title

Peach Properties
Company Name

44 E. Broadway, Suite 300
Address

Tucson AZ 85701
City State Zip

CITY OF TUCSON
DEPARTMENT OF PROCUREMENT

REQUEST FOR PROPOSAL NO. 140983

Ronstadt Transit Center Joint Development Project: Phase I

AMENDMENT NO. Three (3)

DATE ISSUED: Friday, August 08, 2014

The referenced document has been modified as per the attached Amendment No. Three (3).

Please sign this Amendment where designated and return the executed copy with the submission of your proposal. This amendment is hereby made part of the referenced proposal as though fully set forth therein. Any questions regarding this amendment should be addressed to Dan Longanecker, CPPB, Principal Contract Officer at (520) 837-4125.

CITY OF TUCSON
DEPARTMENT OF PROCUREMENT

REQUEST FOR PROPOSAL NO. 140983

Ronstadt Transit Center Joint Development Project: Phase I

AMENDMENT NO. Four (4)

DATE ISSUED: Friday, August 08, 2014

The referenced document has been modified as per the attached Amendment No. Four (4).

Please sign this Amendment where designated and return the executed copy with the submission of your proposal. This amendment is hereby made part of the referenced proposal as though fully set forth therein. Any questions regarding this amendment should be addressed to Dan Longanecker, CPPB, Principal Contract Officer at (520) 837-4125.

REQUEST FOR PROPOSAL AMENDMENT

CITY OF TUCSON DEPARTMENT OF PROCUREMENT
255 W. ALAMEDA, 6TH FLOOR, TUCSON, AZ 85701
P.O. BOX 27210, TUCSON, AZ 85726
PHONE: (520) 837-4125/FAX: (520) 791-4735
ISSUE DATE: Monday, August 11, 2014
Dan.Longanecker@tucsonaz.gov

REQUEST FOR PROPOSAL NO.: 140983
RFP AMENDMENT NO.: Four (4)
PAGE 1 Of 1
RFP DUE DATE: Thursday, August 28, 2014 @ 4:00 P.M., Local AZ Time
PRINCIPAL CONTRACT OFFICER: DAN LONGANECKER, CPPB

A SIGNED COPY OF THIS AMENDMENT MUST BE SUBMITTED WITH YOUR SEALED PROPOSAL.
THIS REQUEST FOR PROPOSAL IS AMENDED AS FOLLOWS:

Ronstadt Transit Center Joint Development Project: Phase I

ITEM ONE (1): RFP DUE DATE:

REMAINS: August 28, 2014 at 4:00 pm Local AZ Time.

ITEM TWO (2): MODIFICATIONS / CLARIFICATIONS / ADDITIONAL INFORMATION:

- A. Updated link to review additional information relevant to the project:

<http://oip.tucsonaz.gov/integrated-planning/ronstadt-transit-center-multi-modal-mixed-use-development-opportunity>

ALL OTHER PROVISIONS OF THE REQUEST FOR PROPOSAL SHALL REMAIN IN THEIR ENTIRETY.
VENDOR HEREBY ACKNOWLEDGES RECEIPT AND UNDERSTANDING OF THE ABOVE AMENDMENT.



Signature Date 8/27/14
Ron Schwabe, President

Print Name and Title

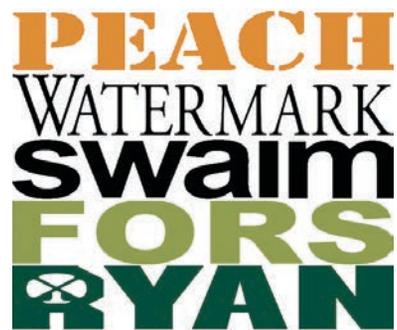
Peach Properties

Company Name
44 E. Broadway, Suite 300

Address
Tucson AZ 85701

City State Zip

PEACH
WATERMARK
swaim
FORS
RYAN



Peach Properties | 44 E. Broadway Boulevard, Suite 300 | Tucson, AZ 85701
Watermark Retirement Communities | 2020 W. Rudasill Road | Tucson, AZ 85704
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