



Agenda

Transportation, Infrastructure, and Planning Subcommittee

Wednesday, September 20, 2023

10:00 AM

City Council Chambers

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- **Register online** by visiting the City Council Meetings page on phoenix.gov **at least 2 hours prior to the start of this meeting.** Then, click on this link at the time of the meeting and join the Webex to speak:

<https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=efad1a08c097f48266bbbd4ac17c46b15>

- **Register via telephone** at 602-262-6001 **at least 2 hours prior to the start of this meeting.** noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting.** Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

At the time of the meeting:

- **Watch** the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

- **Call-in** to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2550 593 5693# (for English) or 2550 455 3753# (for Spanish). Press # again when prompted for attendee ID.

- **Watch** the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

Para nuestros residentes de habla hispana:

- **Para registrarse para hablar en español**, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2551 2550 455 3753#. El intérprete le indicará cuando sea su turno de hablar.

- **Para solamente escuchar la reunión en español**, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2550 455 3753#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- **Para asistir a la reunión en persona**, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

CALL TO ORDER

000 CALL TO THE PUBLIC

MINUTES OF MEETINGS

1 Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

Page 10

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on June 21, 2023 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Panigua and the City Manager's Office.

CONSENT ACTION (ITEMS 2-5)

2 Request to Enter into an Agreement with LeighFisher Inc. to provide Airport Consulting Services

Page 16

This item requests the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into a contract with LeighFisher Inc. to provide airport consulting services.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Mario Paniagua Deputy City Manager and the Aviation Department.

**3 Terminal 4 South 1 Concourse Food and Beverage Concessions
Phase II at Phoenix Sky Harbor International Airport Request for
Award**

Page 18

Request that the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to enter into a lease agreement with PHX S1 Restaurant Partners, LLC (PHX S1) for the development, operation, and management of food and beverage concessions in the new Terminal 4 South 1 Concourse (T4 S1) at Phoenix Sky Harbor International Airport for 10 years with no options to extend. The Aviation Department further requests authority to lease up to 1,500 square feet of additional support space in Terminal 4 for PHX S1's operational needs.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

**4 Terminal 4 South 1 Concourse Retail Concessions Phase II at Phoenix
Sky Harbor International Airport Request for Award**

Page 21

Request that the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to enter into a lease agreement with Paradies Lagardere @ PHX 2022 LLC dba Paradies Lagardere (Paradies) for the development, operation, and management of retail concessions in the new Terminal 4 South 1 Concourse (T4 S1) at Phoenix Sky Harbor International Airport for 10 years with no options to extend. The Aviation Department further requests authority to lease up to 1,500 square feet as additional support space in Terminal 4 for Paradies's operational needs.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

**5 Approval of Historic Preservation Demonstration Project Grant -
Hotel San Carlos - 202 N. Central Ave.**

Page 24

This report requests Transportation, Infrastructure and Planning Subcommittee approval of a Historic Preservation Demonstration Project Grant of up to \$500,000 for rehabilitation of the historic Hotel San Carlos at 202 N. Central Ave.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

INFORMATION ONLY (ITEMS 6-9)

**6 Metro, Regional Public Transportation Authority and Maricopa
Association of Governments Meetings**

Page 66

This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority and the Maricopa Association of Governments.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

7 Citizens Transportation Commission Meetings

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This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Street Transportation departments.

8 Freeway Program Update

Page 69

This report provides the Transportation, Infrastructure and Planning Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix. The report tracks major ADOT projects in Phoenix, and new updated information is in bold to highlight areas that have been updated since the last report.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the City Manager's Office.

9 Phoenix Convention Center Lighting Replacement Project

Page 75

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the lighting replacement project at the Phoenix Convention Center.

THIS ITEM IS FOR IS INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Managers John Chan and Manager Mario Paniagua, and the Phoenix Convention Center Department and the Office of Sustainability.

INFORMATION AND DISCUSSION (ITEMS 10-11)

10 Storm Drain and Wash Maintenance Update

Page 77

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Street Transportation Department's efforts and challenges in maintaining storm drains and washes throughout the City of Phoenix.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

11 Shared Micromobility Program Six-Month Update

Page 80

This report provides information to the Transportation, Infrastructure and Planning Subcommittee on the first six months of the Shared Micromobility Program. This report includes updates on utilization and compliance, and provides recommendations on program improvements following this six-month update.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

DISCUSSION AND POSSIBLE ACTION (ITEM 12)

**12 Contract Award for Transit Oriented Development Planning for the
Capitol / I-10 West Light Rail Corridor Study Areas**

Page 115

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to execute a contract with Ardurra Group, Inc., not to exceed \$2.5 million to provide consultant services to assist with the development and implementation of the Transit-Oriented Development Grant for the Capitol Extension and I-10 West Light Rail Extension study areas.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

000 CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 7-1-1 Friendly.

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-534-0490.

Members:

Councilwoman Debra Stark, Chair
Councilwoman Kesha Hodge Washington
Councilwoman Ann O'Brien
Councilwoman Laura Pastor



City of Phoenix

Transportation, Infrastructure, and Planning Subcommittee

Report

Agenda Date: 9/20/2023, Item No. 1

Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on June 21, 2023 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

The minutes are included for review as **Attachment A**.

Responsible Department

This item is submitted by Deputy City Manager Mario Panigua and the City Manager's Office.

**Phoenix City Council
Transportation, Infrastructure, and Planning (TIP) Subcommittee
Summary Minutes
Wednesday, June 21, 2023**

City Council Chambers
200 W. Jefferson St.
Phoenix, Ariz.

Subcommittee Members Present
Councilwoman Debra Stark, Chair
Councilwoman Ann O'Brien
Councilwoman Laura Pastor

Subcommittee Members Absent
Councilwoman Betty Guardado

CALL TO ORDER

Chairwoman Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:34 a.m. with Councilwoman Laura Pastor and Councilwoman Ann O'Brien present.

CALL TO THE PUBLIC

None

MINUTES OF MEETINGS

1. Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting

Councilwoman O'Brien motioned to approve the minutes of the May 17, 2023 Transportation, Infrastructure, and Planning Subcommittee meeting. Councilwoman Pastor seconded the motion, which passed unanimously, 3-0.

CONSENT ACTION (ITEMS 2-5)

Items 2-5 were for consent action. No presentations were planned, but City staff was available to answer questions.

2. Request to Apply for and Accept Grant Funds for the U.S. Department of Energy Buildings Upgrade Prize and Enter Related Contracts

Consent only. No Councilmember requested additional information.

3. Authorization to Issue a Request for Qualifications to Create a Qualified Vendor List for Solar Installations on City Property

Consent only. No Councilmember requested additional information.

4. Authorization to Issue a Request for Qualifications for Energy Service Companies for Energy Performance Contracting

Consent only. No Councilmember requested additional information.

5. Procurement Process for an Owner Representative for Energy Performance Contracts

Consent only. No Councilmember requested additional information.

Councilwoman Pastor motioned to approve consent items 2-5. Councilwoman O'Brien seconded the motion, which passed unanimously, 3-0.

INFORMATION ONLY (ITEMS 6-9)

6. Metro, Regional Public Transportation Authority and Maricopa Association of Governments Meetings

Information only. No Councilmember requested additional information.

7. Citizens Transportation Commission Meetings

Information only. No Councilmember requested additional information.

8. Freeway Program Update

Information only. No Councilmember requested additional information.

9. Downtown Pedestrian Safety

Information only. No Councilmember requested additional information.

DISCUSSION AND POSSIBLE ACTION (ITEM 12)

Item 12 was heard out of order.

12. Amendment to Phoenix City Code, Chapter 10, Article XVI - Short-Term Vacation Rental

Deputy City Manager Mario Paniagua introduced Deputy City Manager Alan Stephenson and Planning and Development Principal Planner Marc Thornton to present Item 12.

Mr. Stephenson stated the Arizona Legislature restricted the City's ability to regulate its short-term vacation rental properties, limiting cities to approve or deny the registration timeframe to seven days and permit fees to \$250.

Mr. Thornton discussed new amendments to the City's Short-Term Vacation Rental Code, which requires owners or their designees to obtain/apply for a permit within 30 days, notify adjacent properties, maintain a minimum \$500,000 liability insurance certificate, and register with the Maricopa County Assessor's Office. Short-term vacation rental owners or their designees must also conduct sex offender background checks on renters and pay civil penalties for any violation of their properties.

Councilwoman O'Brien asked how the City plans to enforce background checks for sex offenders.

Mr. Thornton replied the expectation is that owners or their designees will conduct that background check and keep those documents on file.

Councilwoman O'Brien asked how staff would verify that they were indeed doing that.

Mr. Thornton answered the process is complaint-driven, so if there were issues or complaints on specific properties, staff would go out and check to ensure compliance.

Mr. Stephenson added if there were complaints regarding compliance, code enforcement staff from Neighborhood Services would go out to those properties to ensure compliance with the new ordinance proposal.

Councilwoman O'Brien asked if the stakeholders understood that would be the process.

Mr. Thornton answered yes.

Chairwoman Stark stated one of the stakeholders she and staff have collaborated on this ordinance with was Kate Bauer of the Arizona Neighborhood Alliance

Councilwoman Pastor requested Short-Term Rental property owners or their designees submit Sex Offender background documents to the City.

Mr. Stephenson stated the City checks the background of the Short-Term Rental property manager as part of the application process to ensure they are not on the sex offender list.

Councilwoman Pastor asked about the enforcement process of short-term rental properties that do not comply with the new ordinance proposal.

Mr. Thornton replied they would be subject to a \$1,000 monthly penalty until they complied.

Chairwoman Pastor asked which department enforces the proposed ordinance.

Mr. Thornton answered enforcement would be a joint effort between the Police, Neighborhood Services, Planning and Development, and Law departments.

Chairwoman Stark invited Neighborhood Services Director Spencer Self to respond to how the City could proactively register short-term rental properties rather than be complaint-driven.

Mr. Self stated the Neighborhood Services and Planning and Development staff are collaborating to proactively notify registered short-term rental properties about the proposed ordinance requirements.

Chairwoman Pastor recommended police log every time they respond to a complaint from a short-term rental property.

Public Comment on Item 12

Susan Edwards of the Arizona Neighborhood Alliance expressed support for Item 12.

Councilwoman Pastor motioned to approve Item 12. Councilwoman O'Brien seconded the motion, which passed unanimously, 3-0.

INFORMATION AND DISCUSSION (ITEMS 10-11)

10. Phoenix Deer Valley Airport Land Use Plan Update

Aviation Services Director Chad Makovsky introduced Deputy Aviation Services Director Jordan Feld and Deer Valley Airport Manager Edward Faron to present item 10.

Mr. Feld discussed Deer Valley Airport's absorption or the amount of square footage occupied by new industrial development, net deliveries, and the available parcels.

Councilwoman O'Brien expressed support for Item 10.

11. New City Code Chapter 5D - Network Infrastructure Services - Fiber to the Home

Mr. Stephenson introduced Street Transportation Director Kini Knudson and Special Projects Administrator for Street Transportation Kevin Sonoda to present item 11.

Mr. Knudson discussed new fiber-optic-based communications providers that will provide residents with potentially cheaper and better internet service.

CALL TO THE PUBLIC

None.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:31 a.m.

Respectfully submitted,

Yusuf Dirow, Management Fellow

DRAFT



Request to Enter into an Agreement with LeighFisher Inc. to provide Airport Consulting Services

This item requests the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into a contract with LeighFisher Inc. to provide airport consulting services.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The airport consultant provides financial and business consulting services for the Aviation Department, including bond feasibility analyses, passenger forecasts, financial modeling, assistance with passenger facility charge applications, and support of the airline rates and charges program. The consulting services are necessary for the Aviation Department to issue bonds, provide for the capital improvement program, and pursue its business objectives.

Procurement Information

In accordance with Administrative Regulation 3.10 a Request for Proposal was issued and four proposals received were deemed responsive. The evaluation committee met on June 13, 2023 and recommended award to LeighFisher Inc.

Contract Term

The term of the contract will be five years with no option to extend.

Financial Impact

The total contract value will not exceed \$6 million for the five-year contract term. Funds are available in the Aviation Department's budget.

Concurrence/Previous Council Action

The Phoenix Aviation Advisory Board recommended approval of this item on Aug. 17, 2023, by a vote of 7-0.

Location

Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road

Council District: 8

Responsible Department

This item is submitted by Mario Paniagua Deputy City Manager and the Aviation Department.



Terminal 4 South 1 Concourse Food and Beverage Concessions Phase II at Phoenix Sky Harbor International Airport Request for Award

Request that the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to enter into a lease agreement with PHX S1 Restaurant Partners, LLC (PHX S1) for the development, operation, and management of food and beverage concessions in the new Terminal 4 South 1 Concourse (T4 S1) at Phoenix Sky Harbor International Airport for 10 years with no options to extend. The Aviation Department further requests authority to lease up to 1,500 square feet of additional support space in Terminal 4 for PHX S1's operational needs.

THIS ITEM IS FOR CONSENT ACTION.

Summary

On March 17, 2021, the Phoenix City Council authorized the Aviation Department to issue a Revenue Contract Solicitation (RCS) for food and beverage concessions in the new T4 S1 Concourse. This RCS was divided into two contract award phases.

The goals of the RCS were to optimize sales and revenue over the term of the lease, provide quality food and beverage offerings to passengers, emphasize local culture in the design of the facility, and select respondents with experience operating successful food and beverage concessions in the U.S. and/or abroad.

Procurement Information

Phase One of this RCS solicitation was issued on May 27, 2021, and contract awards were approved on Dec. 2, 2021, for two food and beverage concession operators, The Grove Inc., and Emerging Domestic Market Ventures LLC.

The Aviation Department issued Phase Two of this RCS solicitation on Sept. 21, 2022, with responses due on December 9, 2022. Three responses were received, and all responses were deemed responsive and responsible. The evaluation panel met for the initial consensus meeting on Feb. 14, 2023, and respondent interviews were held on March 20, 2023. The panel's award recommendation was published to the City's public award website on April 11, 2023. The RCS was processed in accordance with Administrative Regulation 3.10.

An evaluation panel evaluated the responses based on the following published criteria in the RCS with total points ranging from 0 to 1,000:

- Proposed concepts and menu plans for each concessions space 0-250 points
- Design and quality of tenant improvements 0-225 points
- Management, marketing, operations, and technology plans 0-175 points
- Experience and qualifications of the Respondent 0-150 points
- Proposed business plan 0-100 points
- Financial return to the City 0-100 points

The consensus score and ranking for each respondent by the evaluation panel is shown below in consideration of the above criteria:

Respondents	Points
PHX S1 Restaurant Partners, LLC.	980
SSP America, Inc.	935
High Flying Foods PHX, LLC.	900

The evaluation panel selected for award: PHX S1 Restaurant Partners, LLC.

Public Outreach

The solicitation process included all standard and required outreach efforts, including advertising in Aviation industry publications.

Contract Term

The term of the lease will be 10 years with no options to extend.

Financial Impact

The estimated annual revenue to the City will be the established Minimum Annual Guarantee (MAG) or percentage of gross sales, whichever is greater. MAG for the first year will be \$344,625. The MAG will be adjusted annually thereafter at 85 percent of the prior year's annual rent or 100 percent of MAG for the first lease year, whichever is greater.

Concurrence/Previous Council Action

The Business Development Subcommittee recommended approval of the item on Aug. 3, 2023, by a vote of 2-0 and the Phoenix Aviation Advisory Board recommended approval of the item on Aug. 17, 2023, by a vote of 7-0.

Location

Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road
Council District: 8

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



Terminal 4 South 1 Concourse Retail Concessions Phase II at Phoenix Sky Harbor International Airport Request for Award

Request that the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to enter into a lease agreement with Paradies Lagardere @ PHX 2022 LLC dba Paradies Lagardere (Paradies) for the development, operation, and management of retail concessions in the new Terminal 4 South 1 Concourse (T4 S1) at Phoenix Sky Harbor International Airport for 10 years with no options to extend. The Aviation Department further requests authority to lease up to 1,500 square feet as additional support space in Terminal 4 for Paradies's operational needs.

THIS ITEM IS FOR CONSENT ACTION.

Summary

On March 17, 2021, the Phoenix City Council authorized the Aviation Department to issue a Revenue Contract Solicitation (RCS) for retail concessions in new T4 S1 Concourse. This RCS was divided into two contract award phases.

The goals of the RCS were to optimize sales and revenue over the term of the lease, provide quality and unique retail merchandise to passengers, emphasize local culture in the design of the facility, and select respondents with experience operating successful retail concessions in the U.S. and/or abroad.

Procurement Information

Phase One of this RCS solicitation was issued on May 27, 2021, and contract awards for two retail concession operations were approved on Dec. 2, 2021 to Marshall Retail Group LLC dba Uptown Phoenix and InMotion.

The Aviation Department issued Phase Two of this RCS solicitation on Sept. 21, 2022, with responses due on Dec. 9, 2022. Two responses were received and deemed responsive and responsible. The evaluation panel met for the initial consensus meeting on Feb. 21, 2023, and respondent interviews were held on March 9, 2023. The panel's award recommendation was published to the City's public award website on April 11, 2023. The RCS was processed in accordance with Administrative

Regulation 3.10.

An evaluation panel evaluated the responses based on the following published criteria in the RCS with total points ranging from 0 to 1,000:

- Proposed concepts and merchandise plans for each concessions space 0-250 points
- Design and quality of tenant improvements 0-200 points
- Management, marketing, operations, and technology plans 0-200 points
- Experience and qualifications of the Respondent 0-150 points
- Proposed business plan 0-100 points
- Financial return to the City 0-100 points

The consensus score and ranking for each respondent by the evaluation panel is shown below in consideration of the above criteria:

Respondents	Points
Paradies Lagardere @ PHX 2022 LLC dba Paradies Lagardere	925 Points
HG PHX Concessions JV dba Hudson	835 Points

The evaluation panel selected for award: Paradies Lagardere @ PHX 2022 LLC dba Paradies Lagardere

Public Outreach

The solicitation process included all standard and required outreach efforts, including advertising in Aviation industry publications.

Contract Term

The term of the lease will be 10 years with no options to extend.

Financial Impact

The estimated annual revenue to the City will be the established Minimum Annual Guarantee (MAG) or percentage of gross sales, whichever is greater. MAG for the first year will be \$400,000. The MAG will be adjusted annually thereafter at 85 percent of the prior year's annual rent or 100 percent of MAG for the first lease year, whichever is greater.

Concurrence/Previous Council Action

The Business Development Subcommittee recommended approval of the item on Aug. 3, 2023, by a vote of 2-0 and

The Phoenix Aviation Advisory Board recommended approval of the item on Aug. 17, 2023, by a vote of 7-0.

Location

Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road

Council District: 8

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.



Approval of Historic Preservation Demonstration Project Grant - Hotel San Carlos - 202 N. Central Ave.

This report requests Transportation, Infrastructure and Planning Subcommittee approval of a Historic Preservation Demonstration Project Grant of up to \$500,000 for rehabilitation of the historic Hotel San Carlos at 202 N. Central Ave.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The building at 202 N. Central Ave. was constructed in 1928 as the Hotel San Carlos. The seven-story building is constructed of reinforced concrete with a stucco surface made to resemble stone. The hotel was one of the first in Phoenix to include steam heat, elevators, and air cooling, making it significant in its support of tourism in the 1920s. Alterations to the main building since initial construction include the construction of a rear concrete block addition, replacement of the original storefronts and upper windows, and the addition of a rooftop pool and penthouse mechanical and storage rooms.

The property was listed in the Phoenix Historic Property Register in 1987. In 1993, the city provided \$25,000 in Demonstration Project funds for the exterior rehabilitation of the building, which included new roofing; rehabilitation of the penthouse walls, windows and doors; restoration of missing canopies, exterior lighting and signage; and cleaning of exterior walls.

The building is currently owned by Rockbridge (RB Phoenix LLC), who is undertaking a complete rehabilitation of the historic hotel. Rockbridge is seeking City assistance for exterior work, including the selective demolition of alterations and enlargements constructed outside of the building's period of significance; structural repairs; façade restoration and repair; reinstatement and unification of historically accurate window and storefront systems; roof restoration and repair; and the replacement in-kind of exterior lighting fixtures.

Financial Impact

The requested amount is \$500,000. In exchange for the grant funds, the project will

create net new jobs and tax revenues and support the further revitalization of downtown Phoenix through the increased utilization of a historic property that has been a landmark in Phoenix's history for 95 years. The property owner has also agreed to record a new 40-year conservation easement on the entire property that will replace the previous easement. Funding for the grant will be provided from the Community and Economic Development Department.

Concurrence/Previous Council Action

- The Historic Preservation Hearing Officer approved a Certificate of Appropriateness for the project on July 12, 2023.
- The Historic Preservation Commission recommended approval of the grant funding on Aug. 21, 2023, by a vote of 8-0.

Location

202 N. Central Ave.
Council District: 7

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.



August 11, 2023

City of Phoenix Historic Preservation Office
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003
(Delivered via Email)

Attention: Kevin Weight, Principal Planner; Helena Ruter, Acting Historic Preservation Officer

Dear Kevin and Helena,

RB Phoenix LLC ("Owner") of Hotel San Carlos (202 N Central Ave, Phoenix, AZ 85004), would like to formally apply for grant funding of \$500,000 through the City of Phoenix Historic Preservation Office's Demonstration Project program to finance components of the building's conservation and necessary rehabilitation. Enclosed please find the application, checklist, and related requested items. Also saved here: <https://rockbridgecapital.egnyte.com/fl/ofkQ0PdrdC>

Owner acquired the asset in October 2021 and has spent nearly two years evaluating the asset and planning a comprehensive renovation plan. As the oldest continuously operating hotel in Phoenix, Hotel San Carlos has held a prominent role in the cultural evolution of downtown Phoenix. Despite its historical and architectural significance, and its prominent location in Downtown Phoenix (at the corner of N Central Ave and W Monroe St), the property has not received necessary renovation in more recent history to maintain the building or to achieve its competitive position in the market. As a result, the property's condition and the hotel's performance have suffered. Through a nearly \$80M renovation, the 95-year-old property will not only be fully restored and maintained but also be repositioned for the future as a best-in-class hotel.

Expenses eligible for Demonstration Project funding include \$4.2M of the \$80.0M overall project cost. The project team is asking for grant funding from the City of Phoenix Historic Preservation Office's Demonstration Project program to help finance the significant rehabilitation and restoration required to successfully capture the spirit of Hotel San Carlos. These funds would help support selective demolition of alterations and enlargements constructed outside of the building's period of significance, structural repairs, façade restoration and repair, reinstatement and unification of historically accurate window and storefront systems, roof restoration and repair, conservation of architecturally significant interior components, and the replacement in-kind of exterior lighting fixtures.

We look forward to further reviewing with the City of Phoenix Historic Preservation Commission on August 21, 2023. Please advise if any further questions or if additional information needed.

Best regards,
Kerry Hsu

Vice President
Rockbridge



Demonstration Project Grant Application

In completing the application, please be as concise as possible, read all questions before answering to avoid repetition and write legibly in pen or type. You can include continuation sheets if needed. All required supplemental information must be included and be unbound.

I. APPLICANT COVER LETTER

Please include a cover letter from the property owner or authorized person submitting on behalf of the owner summarizing the request for Demonstration Project funding. Briefly describe the overall project purpose and the eligible work items. Indicate the total project budget, dollar amount for eligible work items, and the total amount requested for Demonstration Project funds.

II. APPLICANT AND PROPERTY INFORMATION

Applicant: Kerry Hsu

Legal Name of Property Owner: RB Phoenix LLC

Mailing Address: 4124 Worth Avenue, Columbus OH 43219

Phone: 614-246-2400

Email Address: klhsu@rockbridgecapital.com

Property Address: 202 N. Central Avenue Phoenix, AZ 85004

Historic District (or name of individually-listed building): Hotel San Carlos

Current Use of Property: Hotel and Ground Floor Retail

Is Property Vacant? ☐ Yes ☒ No

If Yes, Length of Time Vacant? NA

Date Current Owner Purchased Property: October 29, 2021

III. HISTORIC PROPERTY INFORMATION

- Historical/Architectural Significance.** Briefly describe the historical and/or architectural significance of your property, including the date of construction, architect/builder if known, construction method, original use of property, and subsequent uses over the years.

Completed in 1928 and designed by Los Angeles architect George Whitecross Ritchie, The Hotel San Carlos (located at North Central Avenue and Monroe Street) serves as an anchor of cultural heritage for Downtown Phoenix. Architecturally, this seven-story (with basement) Renaissance-revival style hotel is distinctly representative of the rapid growth and cultural revolution that overtook the city in the late 1920s. Constructed of reinforced concrete, the street-facing elevations are adorned with a scored terra-cotta façade that creates the appearance of masonry construction. The building was originally built for hotel use and has remained in hotel use throughout its life – serving as the sole, historic, Phoenix hotel to operate in this intended capacity today.

Historic Preservation Office Use Only:

Historic Status:

- ☐ Individually Designated
☐ Eligible / Not Currently Designated
☐ Designation in Progress

- ☐ Contributor to an Historic District
☐ Non-contributor with Potential
☐ Non-contributor without Potential

Relationship to City Revitalization Program:

- ☐ Enterprise Community ☐ Neighborhood Initiative Area ☐ Redevelopment Area

For more information or for a copy of this publication in an alternate format, contact Planning & Development at 602-262-7811 voice or TTY use 7-1-1.

2. **Property Description.** Briefly describe the primary exterior features of your property, including information on style and materials of exterior siding/finishes, roof, doors/windows, porches, and any decorative or unique features of the property. For these features, indicate whether they are original or altered/replaced, and if they were altered/replaced when this occurred (if known).

Hotel San Carlos features a painted, terra-cotta faced exterior at the street facing south and east elevations, while the secondary, interior facing elevations feature a painted, utilitarian, concrete exterior. The building encompasses a seven-story hotel tower with a two-story extension located at the west elevation. The majority of the facade is original (from 1928) but features some subsequent changes. The building features primary entrances and storefronts at the south and east elevations. Some of the storefronts are original and others feature subsequent changes. The windows throughout are modern replacement windows. Located at the southeast corner of the exterior is a large blade sign. The sign extends between floors 2-7 and is constructed of aluminum. This sign was installed in 1955 (in the original signs previous location). The building features three rooftops: atop the first floor within the interior courtyard space (an enlargement added outside the period of significance); atop the second floor at the two-story extension (original but altered beyond recognition outside the period of significance); and atop the seventh floor hotel tower (original but altered outside the period of significance). Please see Item A Historic Property Inventory Form, Item B Photos and Log Sheet, and Item I the National Parks Services Part II Submission.

3. **Historic Property Inventory Form.** Attach a copy of the Historic Property Inventory Form (if available from the City of Phoenix Historic Preservation Office) for your property.
4. **Photographs.** Attach photographs showing overall site, street views, all exterior facades, and close-up views of original/decorative features and areas where work is to be performed. Include interiors for work proposed to be funded only. Label views on back of photos (i.e., north façade, east wood casement window) or on separate photo log sheet. Original color photographs/digital images are acceptable.
5. **Property Condition.** Describe the overall condition of the property, providing descriptive information on areas that are deficient or deteriorated. If an architectural or structural assessment has been performed, please attach.

Hotel San Carlos built for hotel use in 1928, has been maintained in this capacity throughout the building's near-century-long life. Nearly all building components remain structurally sound and operable to date. However, despite its historical and architectural significance, and its prominence in Downtown Phoenix (at the corner of N Central Ave and W Monroe St), cycles of property upkeep and interior renovation typical to the hotel use class have not been maintained. As a result, the property's condition, and in turn the hotel's performance in comparison to competitive hotels within the local market, have both suffered. The property needs a significant renovation to not only preserve and maintain its historic integrity but to also reposition it for today's guest.

For further detail on specifically deficient components of the existing building, please see Item G2 – Property Condition Assessment, Item H – Structural Assessment, Item I - the National Parks Services Part II Submission.

6. **Previous Rehabilitation Work.** Briefly describe previous rehabilitation work you have already completed on your property as well as work that you are aware of that was conducted by previous owners. List the major work items and the year work was done.

Since retaining control of Hotel San Carlos on October 29th, 2021, Owner has performed no rehabilitation work on the property. The only past, sanctioned rehabilitation work to have been performed on the property (to the knowledge of Owner) occurred in conjunction with a previous preservation easement through the City of Phoenix Historic Preservation Office's Exterior Rehabilitation Program and those items submitted to the Historic Preservation Office since 1987. This preservation easement was executed between the City of Phoenix and the property's previous owner, in 1993 – encompassing the building's east façade with work performed by previous owner in exchange for \$25,000. Owner is unaware of any details concerning the extent of the rehabilitation work performed in conjunction with this previous preservation easement.

IV. PROJECT INFORMATION

1. **Project Purpose.** Describe the primary purpose and objectives for the proposed project for which Demonstration Project funds would be expended, and the extent to which the project meets the city's Preservation Philosophy.

The use of funds is intended to conserve and rehabilitate the existing building to celebrate the cultural and architectural heritage Hotel San Carlos offers Phoenix, AZ. Owner has identified approximately \$4.2M of eligible expenses related to the Demonstration Project Funds. This include selective demolition of non historic structures including existing back of house structures, existing pool, and existing mechanical and storage penthouses, improving the super structure, improving exterior skin (facade repair, storefront repair, window replacement), roofing repair, new rear addition and stairways, exterior lighting replacement, repair of marquee sign. See Item C Cost Estimate and Work Item Description and Item D Appendix A.

2. **Project Plan.** Describe how the proposed project fits into an overall plan to rehabilitate the building and the time frame for implementing the various components of this plan.

Owner intends to invest over \$80M on the reconstruction, renovation and repositioning of The Hotel San Carlos to 141 rooms (from existing 128 rooms). The overall project scope will reposition, reconstruct, and renovate the nearly 100 year old asset to not only preserve its integrity but also position the property for the future. The property will expand its food and beverage amenities including a new destination restaurant and lobby bar, a basement speakeasy, the reintroduction of the historic palm room and accompanying tea court, addition of pool and roof top amenities, and feature approx. 5,000 sf of meeting space. The renovation will also fully address modernizing all guest rooms and bathrooms, provide new mechanicals systems (HVAC, plumbing, electrical), new roofs, refinish and repair elevators. The transformational renovation will position The Hotel San Carlos as a leading hotel in the Phoenix market and gain national attention. The scope of the work has been review and approved through the COA process.

3. **Project Work Scope, Budget and Time Schedule**

- a. **Cost estimates.** Cost estimates for all work items must be provided by licensed contractors or other qualified individuals who perform the proposed work on a regular basis (not by architects/designers). Please attach the itemized cost estimates to the application form. Two cost estimates are required for each work item. The City Historic Preservation Office solely determines if the estimates are adequate.
- b. **Itemized budget.** Include an itemized project list and budget for entire proposed project (including items not to be funded with Demonstration Project funds) using the form in Appendix A.

Example of itemized budget for a project:

Eligible Demonstration Project Construction Items:

Repoint brick walls on east and south facades	\$ 8,500.00
Repair/replace 16 wood-frame double-hung windows	\$ 16,000.00
Repair stucco cracks on west façade	\$ 1,800
Repaint west facade wall	\$ 500

Eligible Architectural and Engineering Expenses:

Structural analysis to determine source of stucco cracks	\$ 1,500
--	----------

Total Eligible Expenses:

\$ 28,300.00

Architectural and Engineering expenses (limited to no more than 10% of request):

Amount: \$1,500.00 Percentage of Total Project Cost: 5.3%

Ineligible Construction Work to be Funded by Property Owner:

Plumbing upgrades	\$ 8,000.00
Refinish wood floors	\$ 2,000.00
Repair tile on three fireplaces	\$ 3,000.00
Total Ineligible Work Items:	\$ 13,000.00

- c. **Descriptions of work items.** Include narrative descriptions for all itemized work items proposed for Demonstration Project funding. Attach on a separate sheet using Appendix B. If contractor bids/cost estimates included detailed descriptions, this item may not be necessary.

Ex. of narrative description for one work item:

Repair/replace 16 wood-frame double-hung windows. *Project will replace two windows beyond repair in-kind to match existing. Fourteen windows need frame repair (new ledger, header and/or sill), sash repairs/replacement, and some new glass panes to replace missing and broken glass. Refer to attached window-by-window assessment and itemization from contractor.*

- d. **Time schedule.** Indicate when work is projected to commence, the project duration and the order in which items will be implemented.

Estimated Project Beginning Date: Q4 2023

Estimated Project End Date: Q1 2025

Sequence of Work Items:

Please see Attachment J - Preliminary Development Schedule. Detailed timing subject to change however estimated project beginning and estimated project end date remain as noted above.

4. Project Financial Information.

Provide information regarding financial capability of owner to complete the project. Such information should include: pro forma profit/loss statements for the business proposed, bank statements or other evidence that owner can obtain a loan from a bank, financial or lending institution to complete the project. If the project is proposing to use federal tax credits, grants, or other financial incentives, please provide evidence and information on the contribution of these sources and the status of these applications.

5. Drawings/Building Assessments. Please attach:

- a. **Scaled site plan** showing location of main buildings, all outbuildings, existing/proposed fences and walls, and property lines. If additions, demolitions or other site changes are proposed as part of proposed project, please indicate on site plan. Indicate all areas of proposed work on the site plan (Note: Demonstration Project funds cannot be used for site work, new additions or demolitions of historic building fabric.)
- b. **Architectural plans or elevations drawn to scale** showing all building facades on which work is to be performed, with notes depicting locations/description of specific work items. Include roof plan when structural roof work is proposed.

6. Professional assessments for structural repairs (when applicable)

For Demonstration Project funding requests for structural/foundation work proposed, include assessments from appropriate professionals verifying work is essential for protection of the resource and for city code compliance. (If this work is not funded with Demonstration Project funds, then disregard.)

V. INFORMATION ON PRIMARY LIENHOLDERS.

The city's purchase of the Conservation Easement requires the consent of all lienholders. A title report will be obtained by the City to verify all information provided. Accuracy of this information is critical. Consent from the lienholder(s) must be received prior to disbursement of any funds.

1. Primary mortgage company:	Western Alliance Bank
Contact person:	Barry Lieberman
Correspondence address:	1 East Washington Street
(Note: This is usually different than the payment address)	Phoenix, AZ
	85004
Company telephone number:	602-389-3500
Company fax number:	
Loan number:	
2. Secondary mortgage company:	
Contact person:	
Correspondence address:	
(Note: This is usually different than the payment address)	
Company telephone number:	
Company fax number:	
Loan number:	

VI. SIGNATURE

I declare that I have reviewed the Demonstration Project Program requirements and am submitting this application in accordance with those requirements. All information submitted is true to the best of my knowledge and belief. I acknowledge that any error may affect its review and approval. I understand that if I wish to change any aspect of the project after it has been approved, I must obtain the written consent of the City. I also understand that I will be required to obtain a Consent Agreement from my lienholder(s), and will sign and abide by the terms of the Demonstration Project Program Agreement and Deed of Conservation Easement. I understand and agree that the City Historic Preservation Office staff may perform necessary site visits on my property at mutually agreed upon times to facilitate their review of this proposal.

Kerry Hsu

Property Owner Signature

8/11/23

Date

Property Owner Signature

Date



HOTEL SAN CARLOS
DEMONSTRATION PROJECT APPLICATION

ATTACHMENT – A
Historic Property Inventory Form

ARIZONA STATE HISTORIC PROPERTY INVENTORY

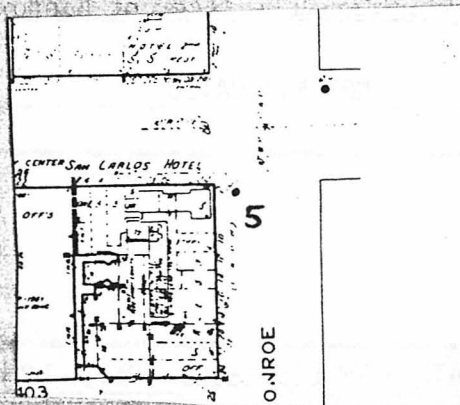
IDENTIFICATION

SURVEY AREA NAME: Phoenix CommercialHISTORIC NAME: San Carlos HotelADDRESS/LOCATION: 202 N. Central AvenueCITY/TOWN: PhoenixTAX PARCEL NUMBER: 112-21-70OWNER: Limited Partnership Dwain KantorOWNER ADDRESS: 202 N. Central AvenuePhoenix, AZ 85004HISTORIC USE: HotelPRESENT USE: HotelBUILDING TYPE: Commercial/HotelSTYLE: Renaissance RevivalCONSTRUCTION DATE: 1928ARCHITECT/BUILDER: George W. Ritchie, ArchitectINTEGRITY: Original Site/Altered MinorCONDITION: Good/Maintained

DESCRIPTION

STORIES: 7 B DIMENSIONS: L-Shaped (1) 98 (w) 138STRUCTURAL MATERIAL: concrete-reinforced 98 x 102FOUNDATION MATERIAL: concrete reinforcedWALL SHEATHING: stucco with coursing to
resemble stoneAPPLIED ORNAMENT: Neo-Classical; Broken pediments
balustrade, pilasters.

SKETCH MAP:

COUNTY: Maricopa SURVEY SITE: 28-5USGS QUAD: PhoenixT 1N R 3E S 1 / 1 OF THE 1 4

UTM Zone 12 Easting 400250 Northing 370156

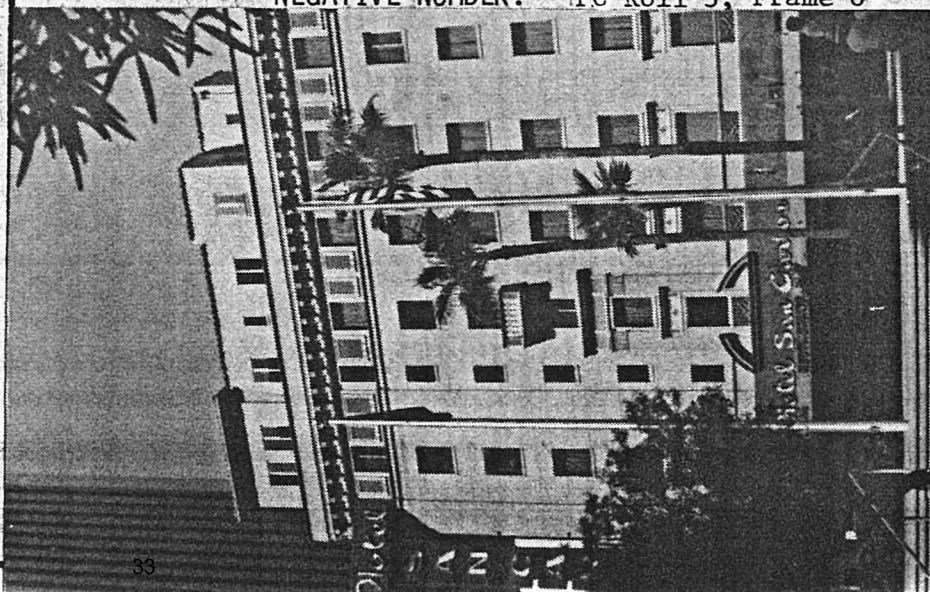
Description (contd.)

ROOF TYPE: flatROOF SHEATHING: built upEAVES TREATMENT: heavily bracketedprojecting corniceWINDOWS: single light fixedENTRY: recessed, terra cotta tilesurroundsPORCHES: metal storefront awningsSTOREFRONTS: steelframe storefrontsglazedNOTABLE INTERIOR: Copper Clad Elevator
doors - coffered ceiling, original panels
plaster molding, crystal chandelier, lobby
penthouse, original

OUTBUILDINGS: _____

ALTERATIONS: 1955 restoration, lobby-1980, 1955 pool and 3rd floor deck

PHOTOGRAPH

PHOTOGRAPHER: GarrisonDATE: August 1983 VIEW: WNEGATIVE NUMBER: PC Roll 3, Frame 8

ADDITIONAL DESCRIPTION/ANALYSIS (annotated form):

SIGNIFICANCE:

AREAS OF SIGNIFICANCE: COMMERCE ☒ COMMUNITY PLANNING _____ ECONOMICS _____
 EXPLORATION/SETTLEMENT _____ GOVERNMENTAL _____ MILITARY _____ RELIGION _____ SCIENCE _____
 THEATRE _____ TRANSPORTATION _____ TOURISM ☒ OTHER(specify) _____

HISTORIC ASSOCIATIONS (be concise):

PROMINENT OCCUPANT/HISTORIC ASSOCIATION(S) Built by Dwight B. Heard Investment Co.,
 50% owner with Charles Harris. Mr. Harris and family managed the hotel and (cont. below)

RELATIONSHIP TO LOCAL DEVELOPMENT Growth of tourism in Phoenix in the 1920s.

CULTURAL AFFILIATIONS Social gathering place for Phoenix residents and for Hollywood

ARCHITECTURAL STYLE Unique Phoenix example of Renaissance Revival architecture.

MAJOR ARCH. FORM/MATERIAL Cast structural concrete

ENGINEERING/STRUCTURAL One of first Phoenix hotels with steamheat, elevators, and
 air-cooling.

DISTRICT/STREETSCAPE CONTRIBUTION _____

DISCUSSION AS REQUIRED:

resided in the penthouse until his death in 1946. Mr. Heard was a pioneer
 businessman, central to the commercial development of Phoenix.

CONTEXT: ISOLATED/RURAL _____ RESIDENTIAL STREET _____ COMMERCIAL ☒ CENTRAL SQUARE _____
 CBD: ☒ OTHER: Highrise

BIBLIOGRAPHY/SOURCES: Arizona Weekly Gazette: 8/9/35, 9/6/35, 11/5/37
 National Register Nomination Form, 1983
 Arizona Republic: 2/15/20 2, 1:7; 11/22/26, 4; 4/4/27 1, 1:8; 4/30/27 1, 1:1;
 1/1/28 2, 1:1; 1/9/28 1, 4:8; 2/23/28 1, 6:1-2; 3/6/28 1, 7:1;
 3/6/28 1, 6:3-5; 3/11/28 3, 8:1, 3/8/28 1, 3:4; 3/20/28 1, 13:1-3;
 3/20/28 1, 9, 1-2; 5/26/28 1, 7:1; 10/15/29 2, 4:2; 1/19/30 1, 9:1

LISTING IN OTHER SURVEYS: 6/23/31 1, 1; 9/9/34 3, 3:3; 11/17/35 1, 6:2-6
 Page Survey / AIA Guide to Phoenix / National Register of Historic

NATIONAL REGISTER STATUS: Places

LISTED ☒ DETERMINED ELIGIBLE _____ DETERMINED NOT ELIGIBLE _____ NOT EVALUATED _____

COMMENTS/DEVELOPMENT PLANS/THREATS:

SURVEYOR J. Garrison et al SURVEY DATE May 1984 DATE FORM COMPLETED May 1984













Hotel
ANGARLL

Hotel Sam Carlor

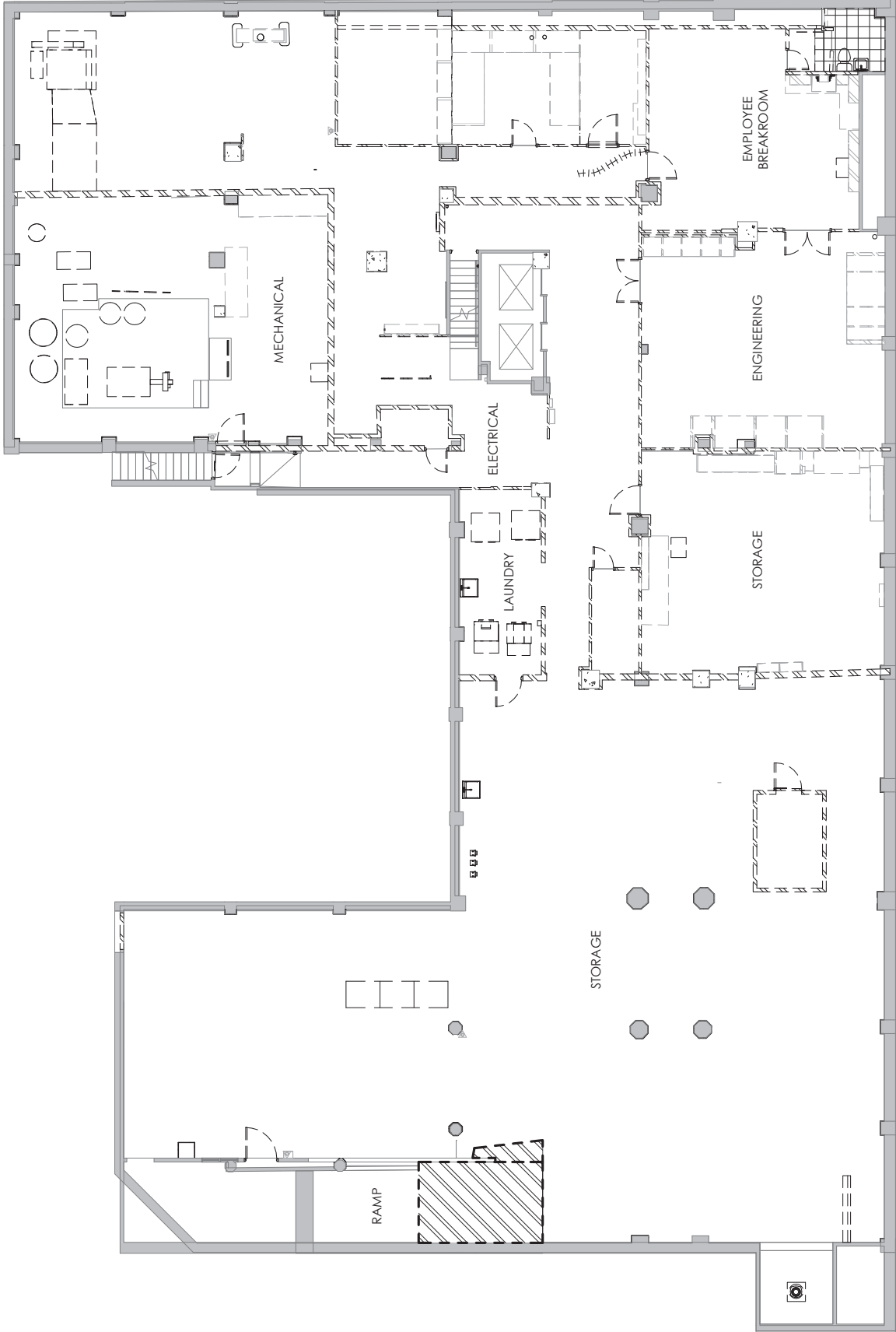
REPAIR - SERVICES - ACCESSORIES

PHONE - ANDROID - WINDOWS - MAC



LEGEND

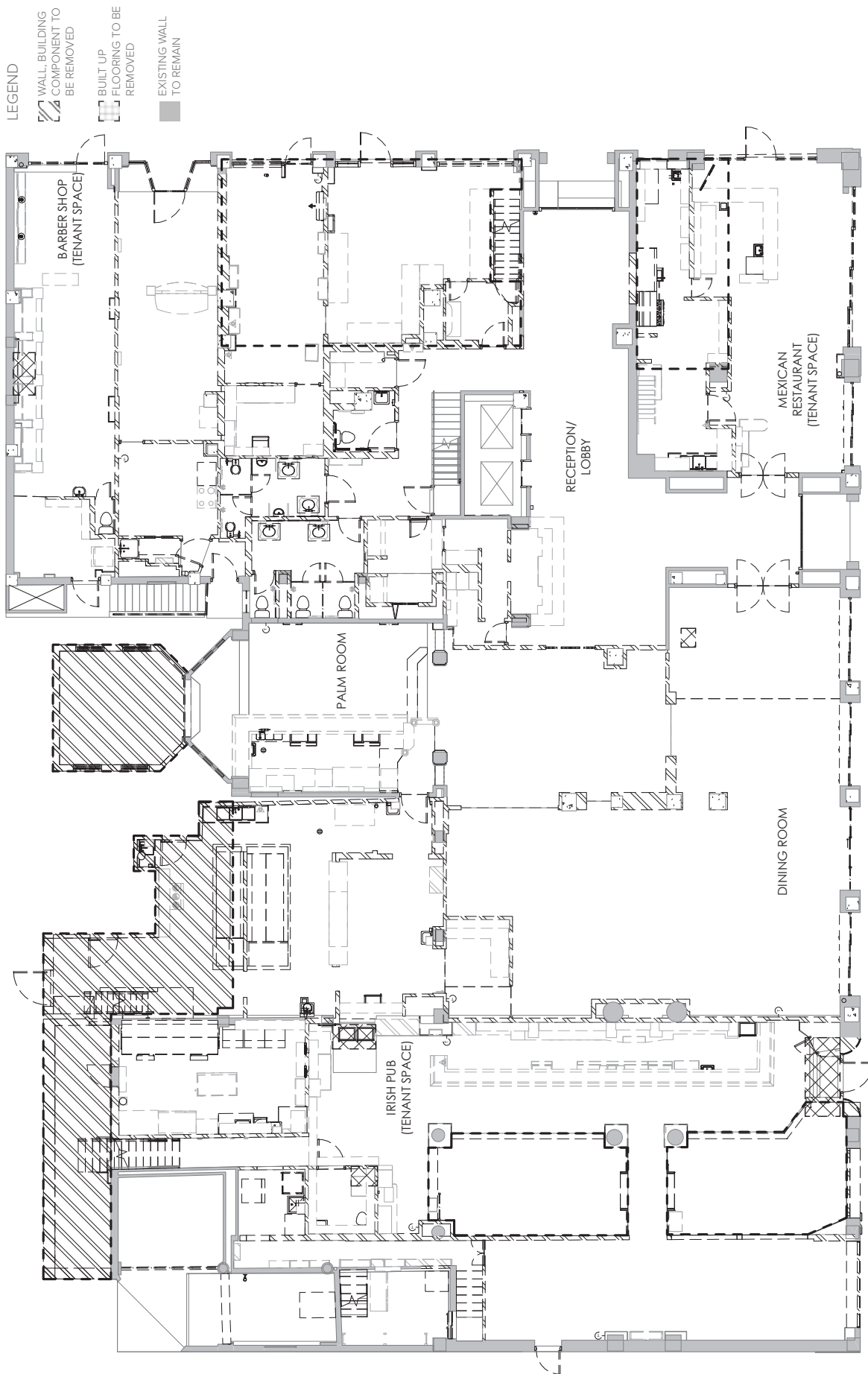
- WALL, BUILDING COMPONENT TO BE REMOVED
- BUILT UP FLOORING TO BE REMOVED
- EXISTING WALL TO REMAIN



3/32" = 1'-0"
04/28/2023
AD100.00

RBHD DEMO PLAN - BASEMENT
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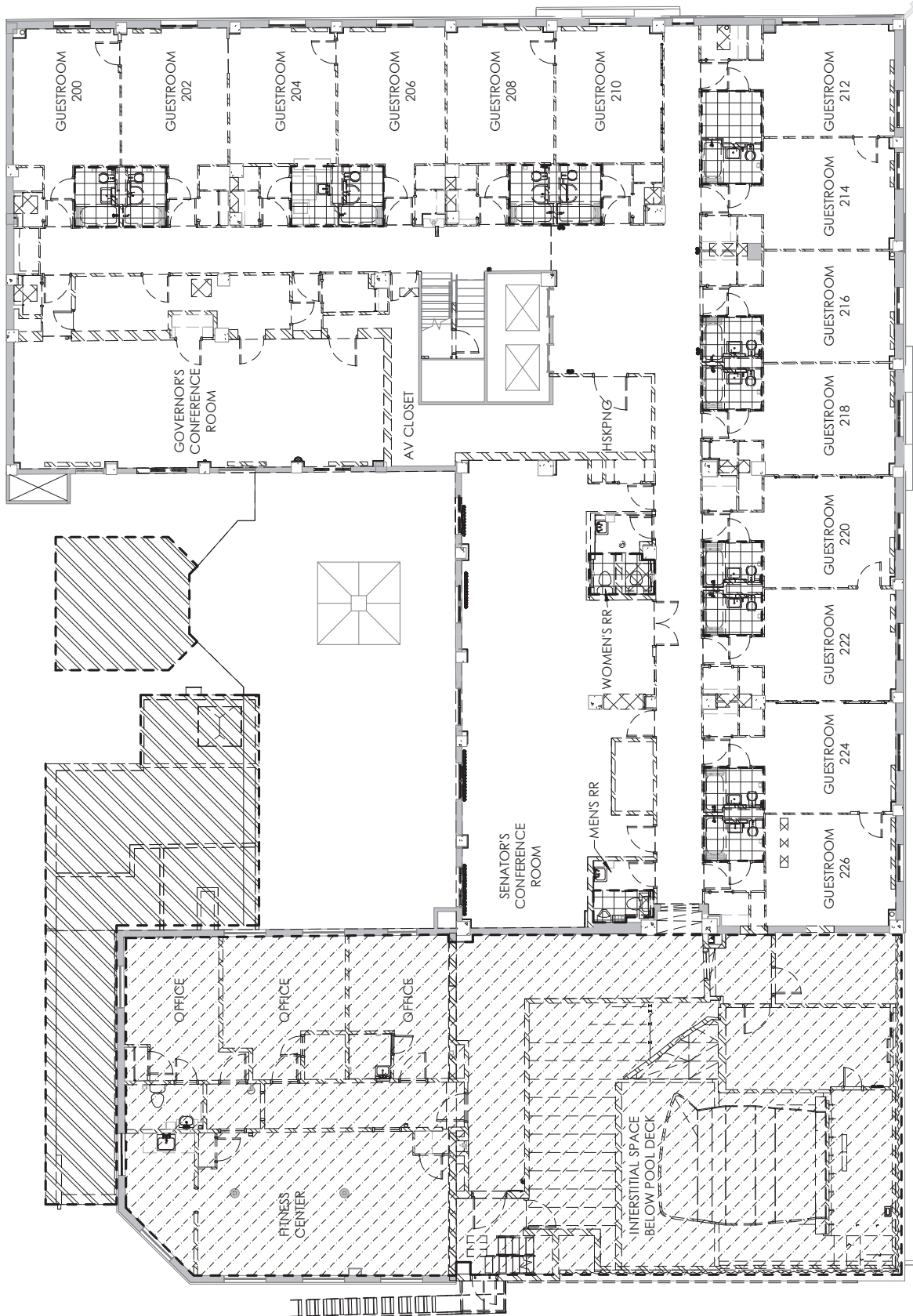


LEGEND

WALL, BUILDING COMPONENT TO BE REMOVED

BUILT UP FLOORING TO BE REMOVED

EXISTING WALL TO REMAIN



RBHD DEMO PLAN - 2ND FLOOR

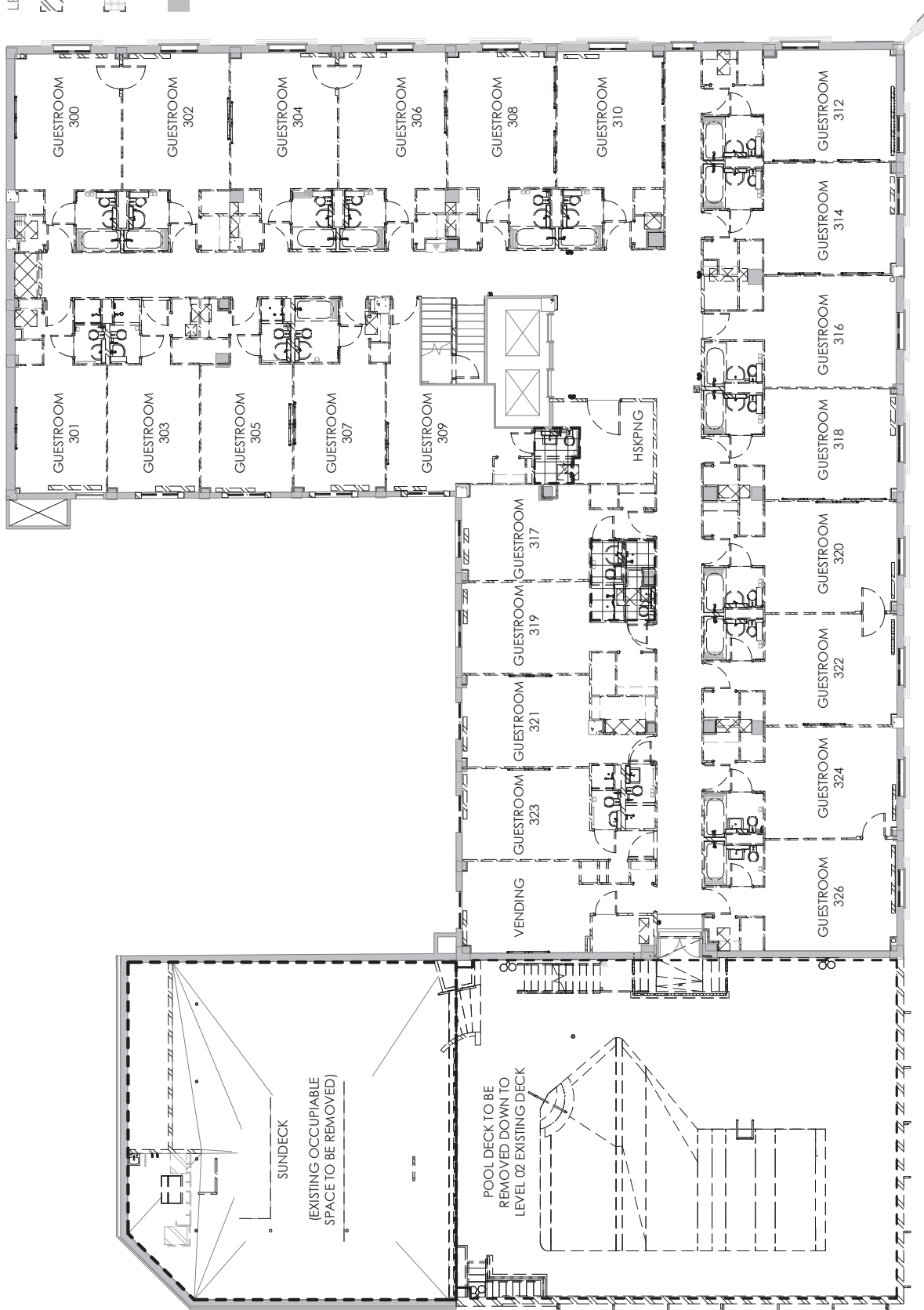
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AD102.00

- LEGEND
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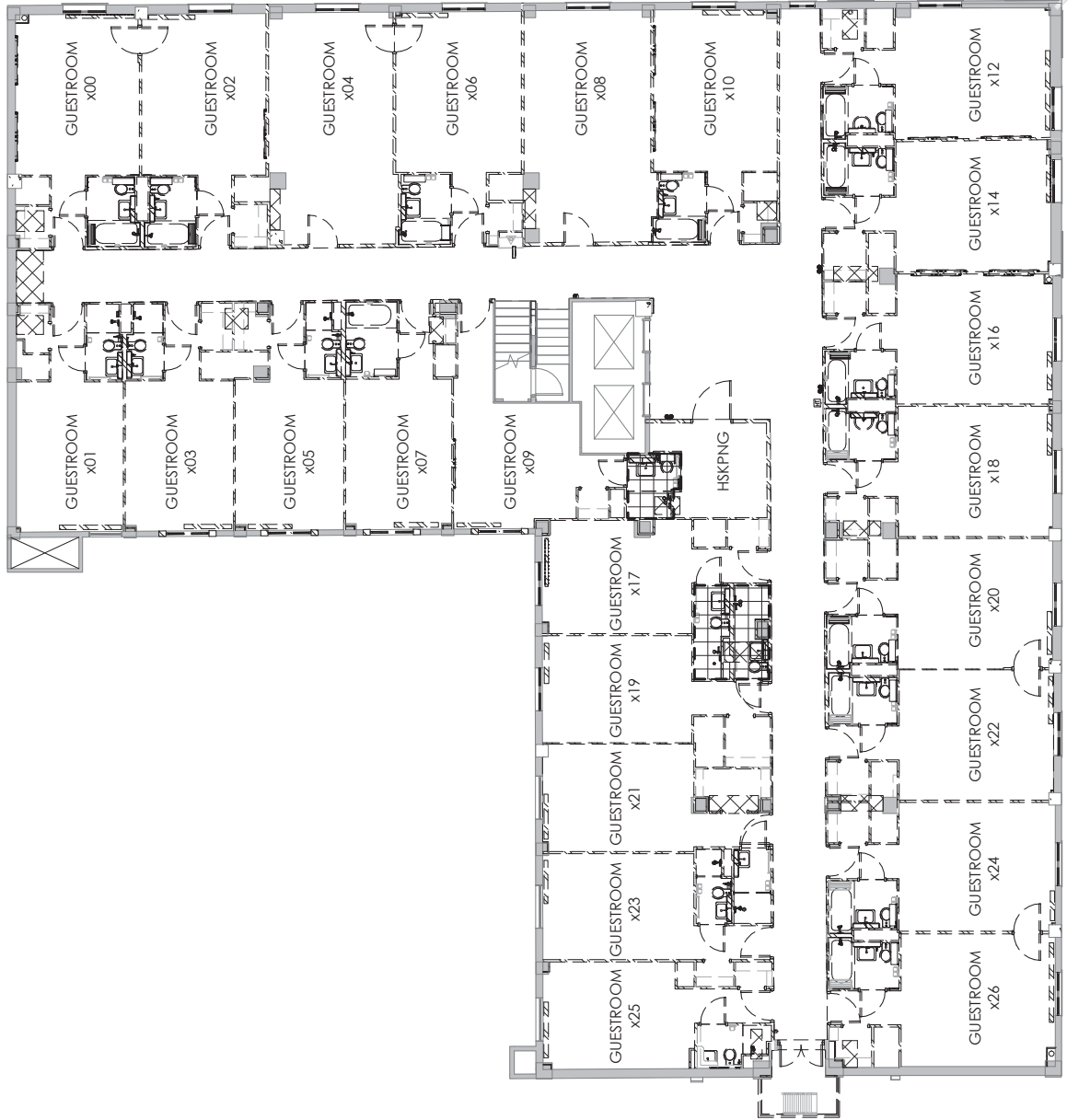


3/32" = 1'-0"
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DEMO PLAN - 3RD FLOOR
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- LEGEND
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 - BUILT UP FLOORING TO BE REMOVED
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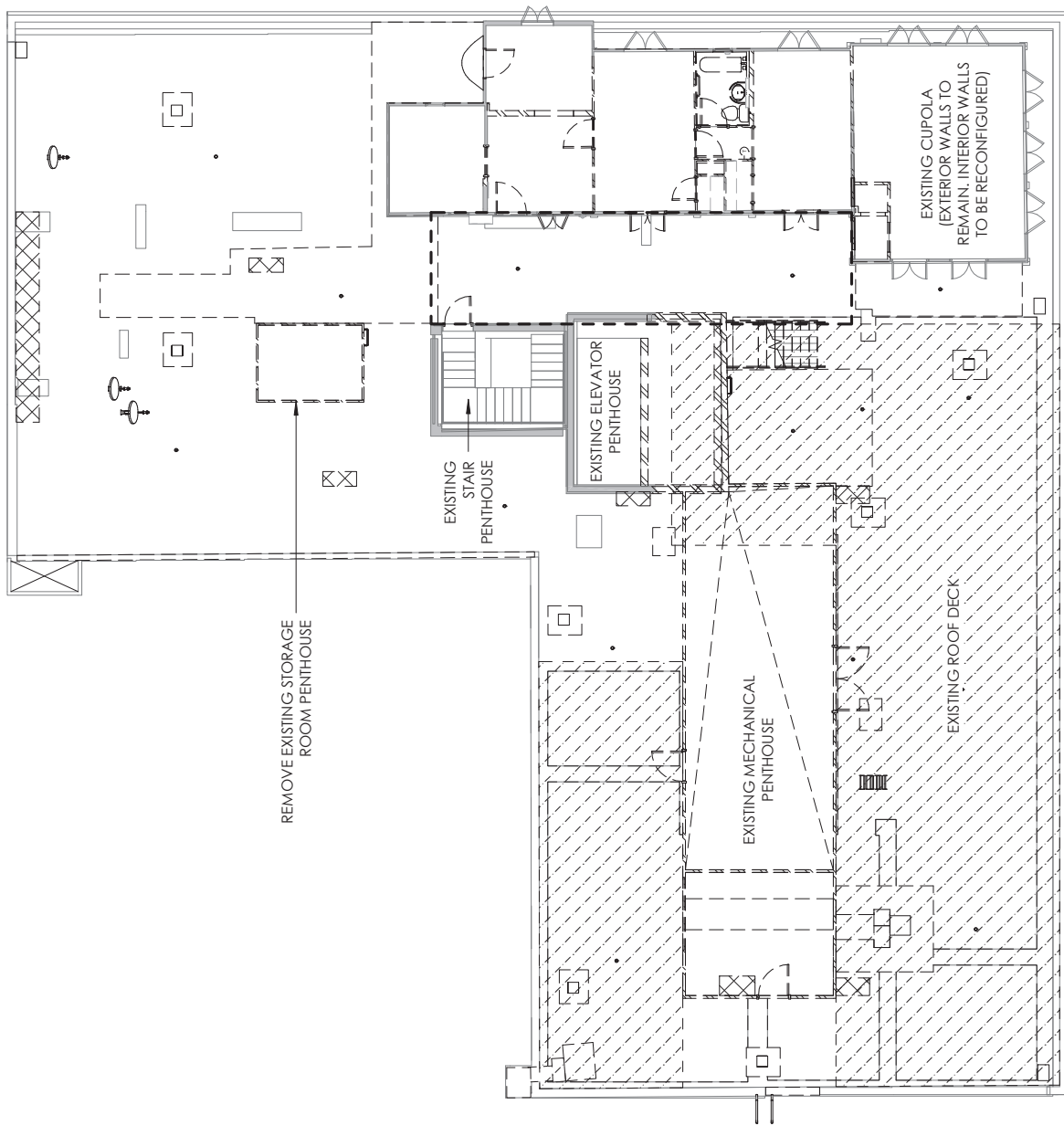


3/32" = 1'-0"
04/28/2023
AD104.00

RBHD DEMO PLAN - 4TH TO 7TH FLOOR
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- LEGEND
- WALL, BUILDING COMPONENT TO BE REMOVED
 - BUILT UP FLOORING TO BE REMOVED
 - EXISTING WALL TO REMAIN



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AD108.00

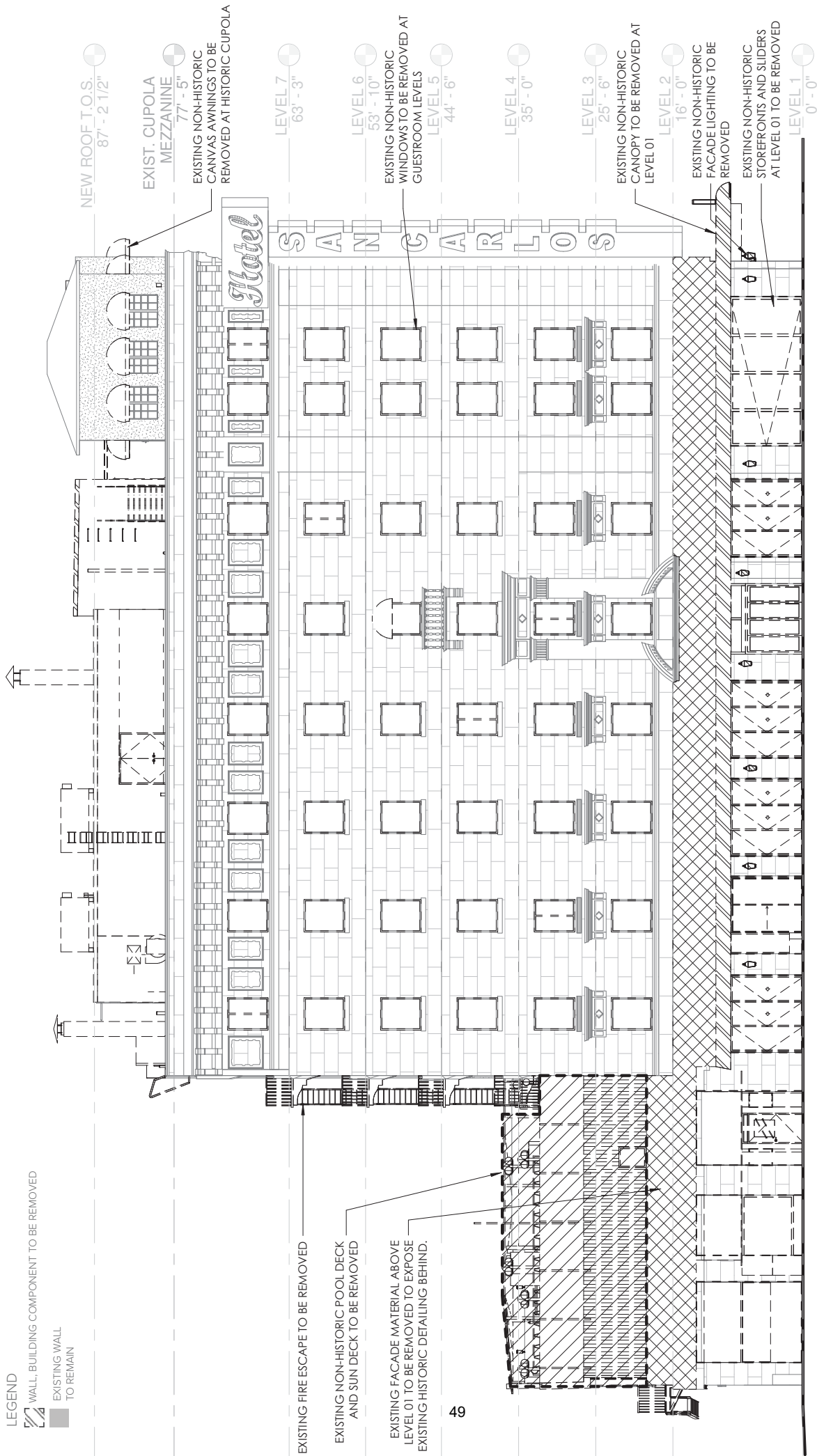
RBHD DEMO PLAN - ROOF
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LEGEND

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 EXISTING WALL TO REMAIN

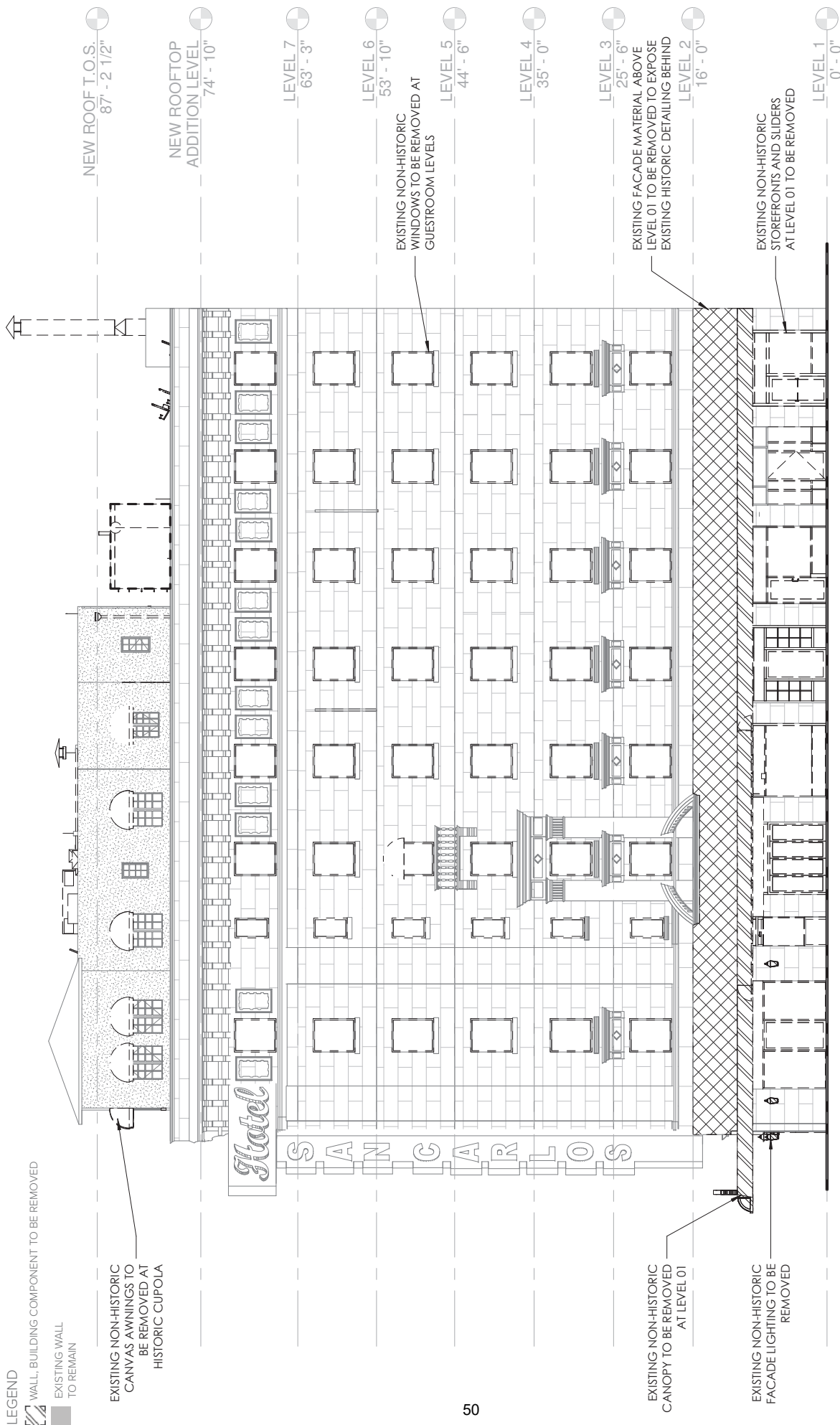


RBHD DEMO ELEVATION - SOUTH

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3/32" = 1'-0"
 04/28/2023
 AD300.00



LEGEND

WALL, BUILDING COMPONENT TO BE REMOVED

EXISTING WALL TO REMAIN

EXISTING NON-HISTORIC CANVAS AWNINGS TO BE REMOVED AT HISTORIC CUPOLA

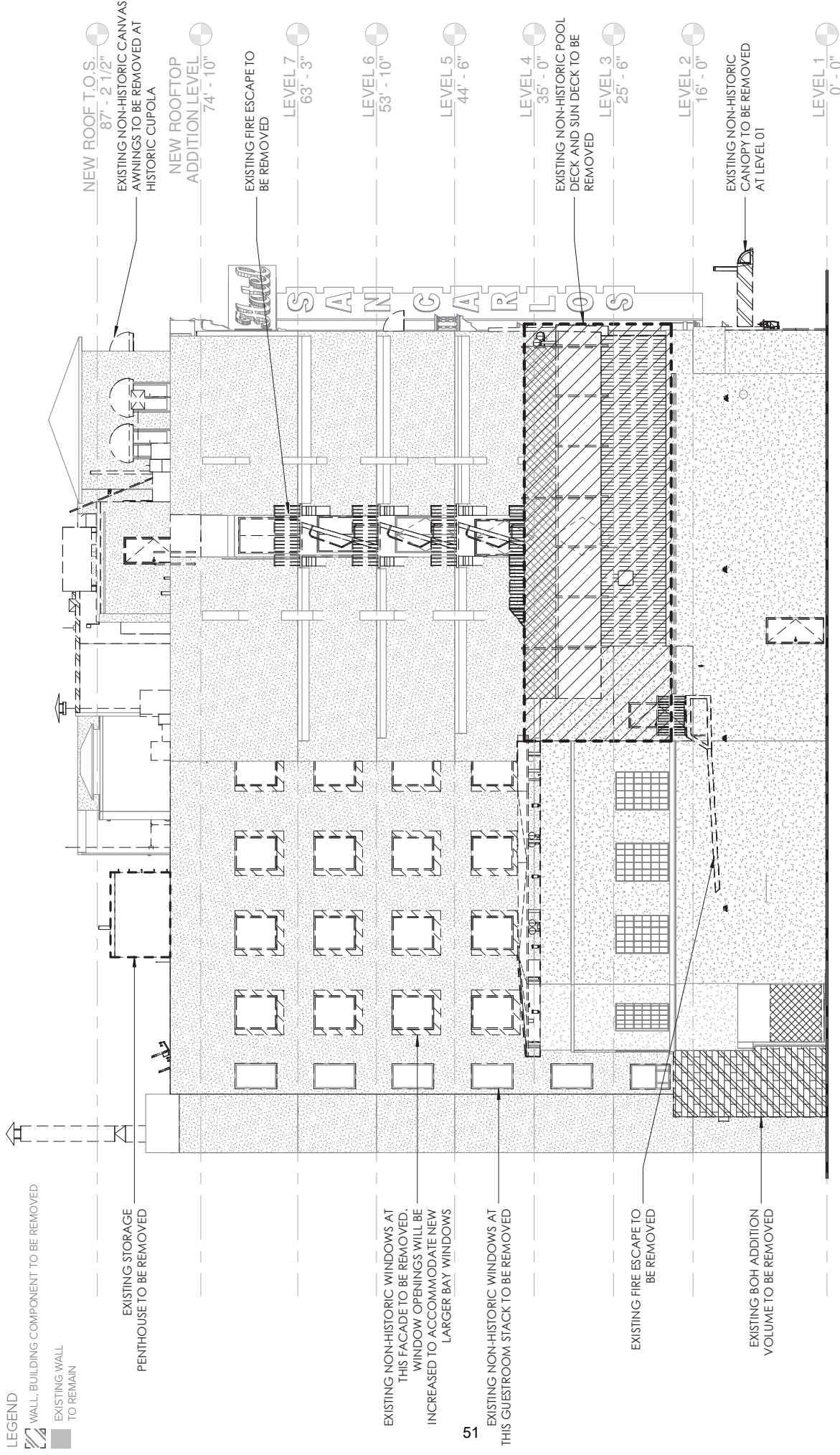
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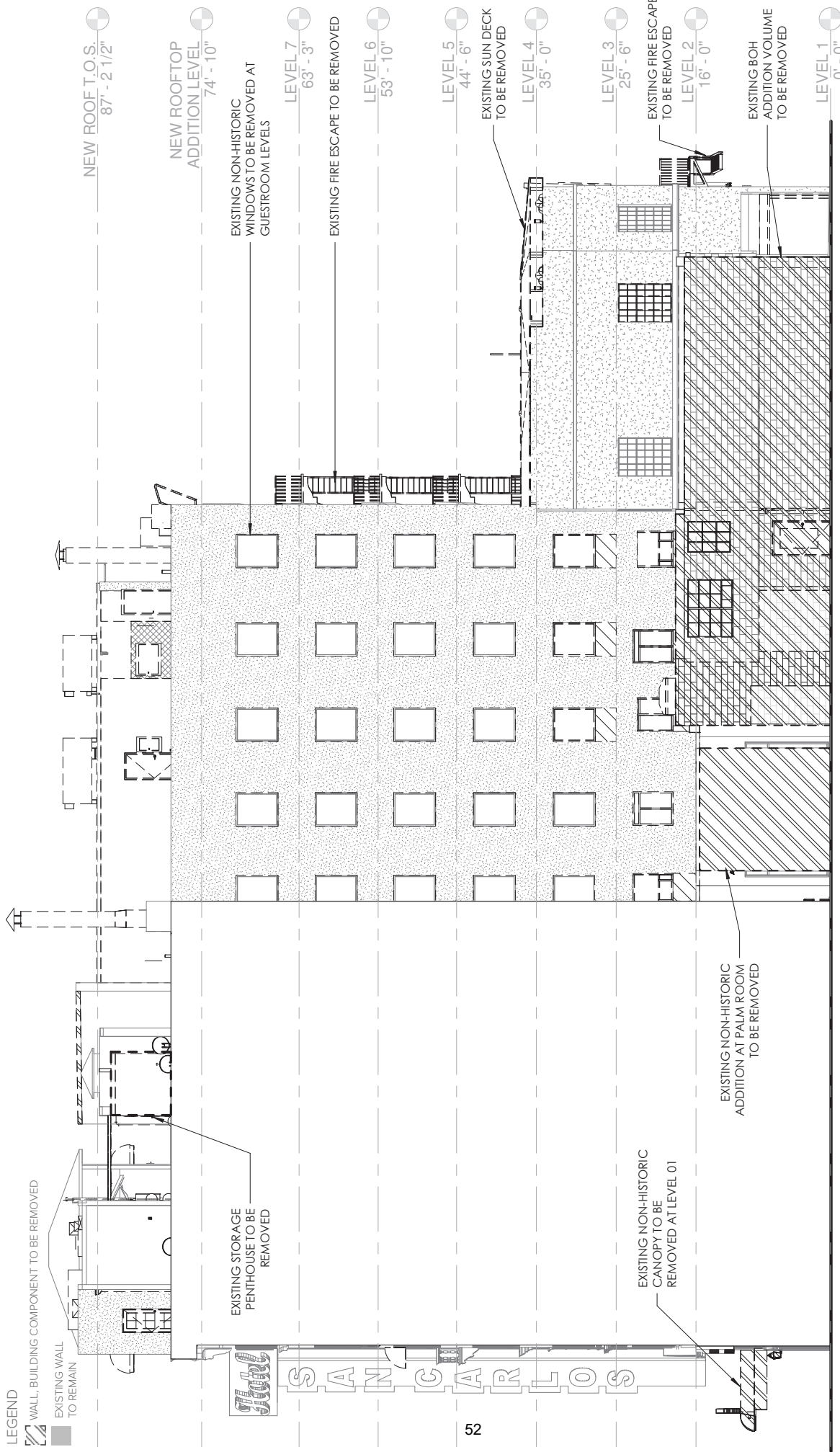
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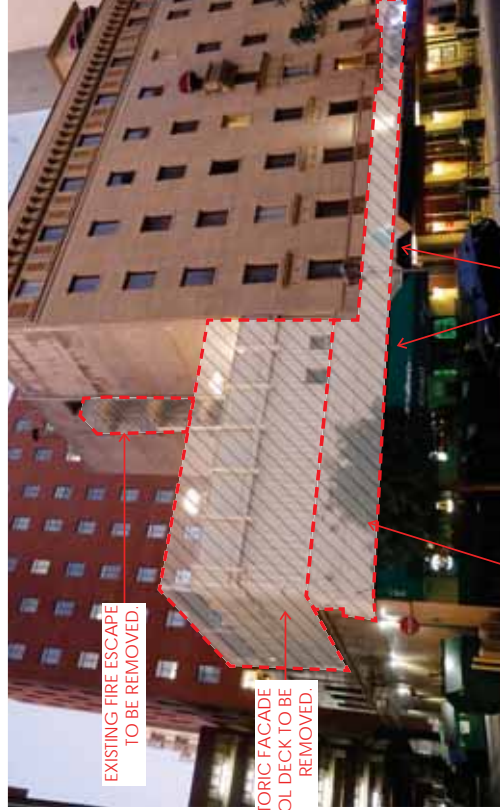
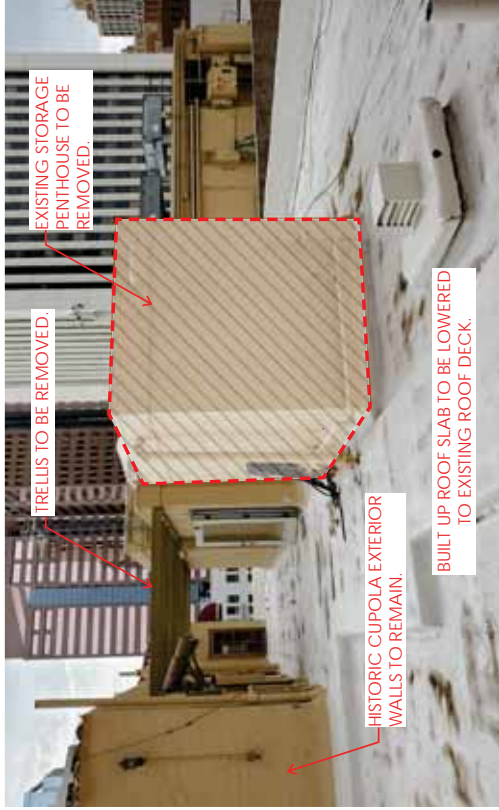
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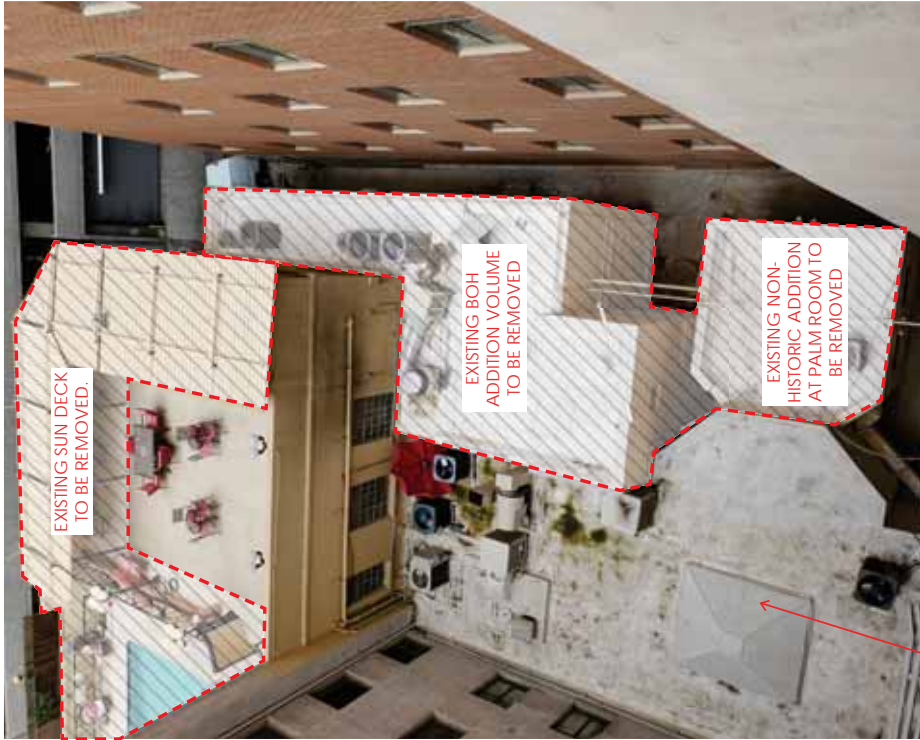
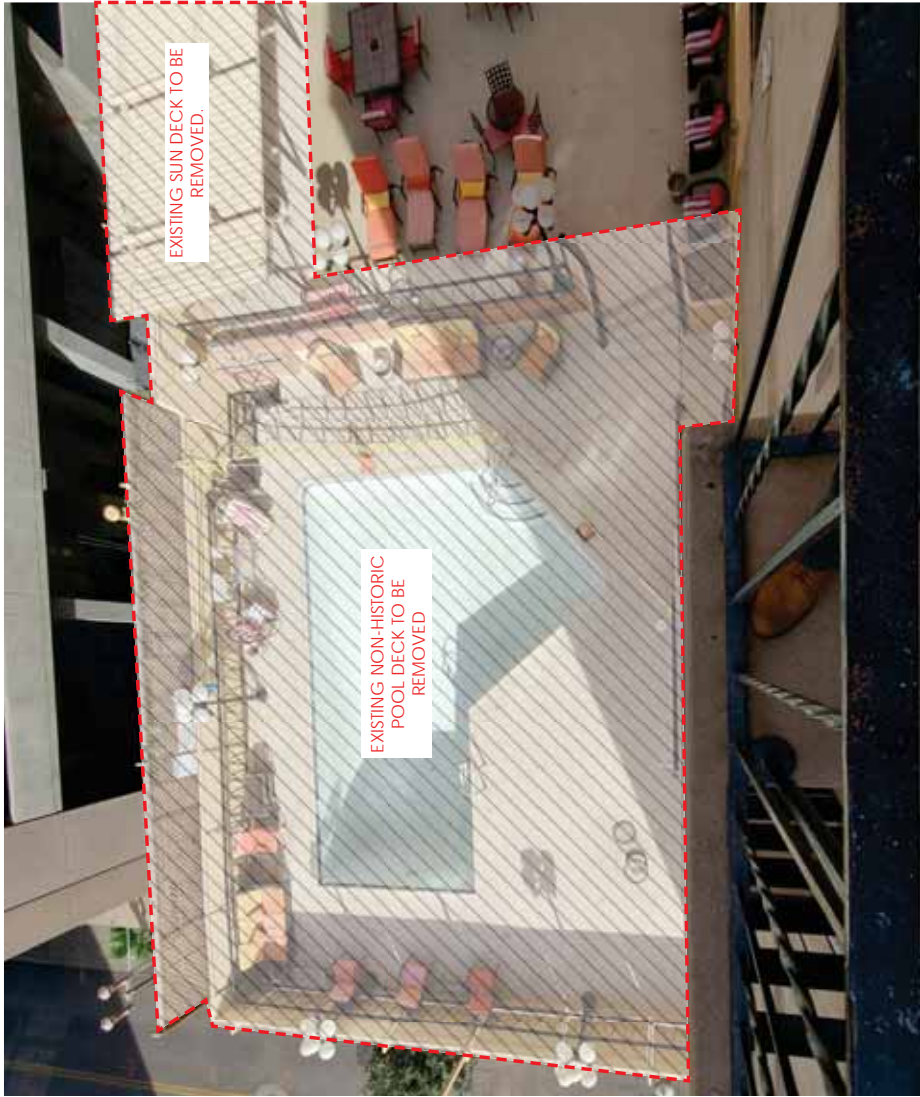
EXISTING FACADE MATERIAL ABOVE LEVEL 01 TO BE REMOVED TO EXPOSE EXISTING HISTORIC DETAILING BEHIND

EXISTING NON-HISTORIC STOREFRONTS AND SLIDERS AT LEVEL 01 TO BE REMOVED

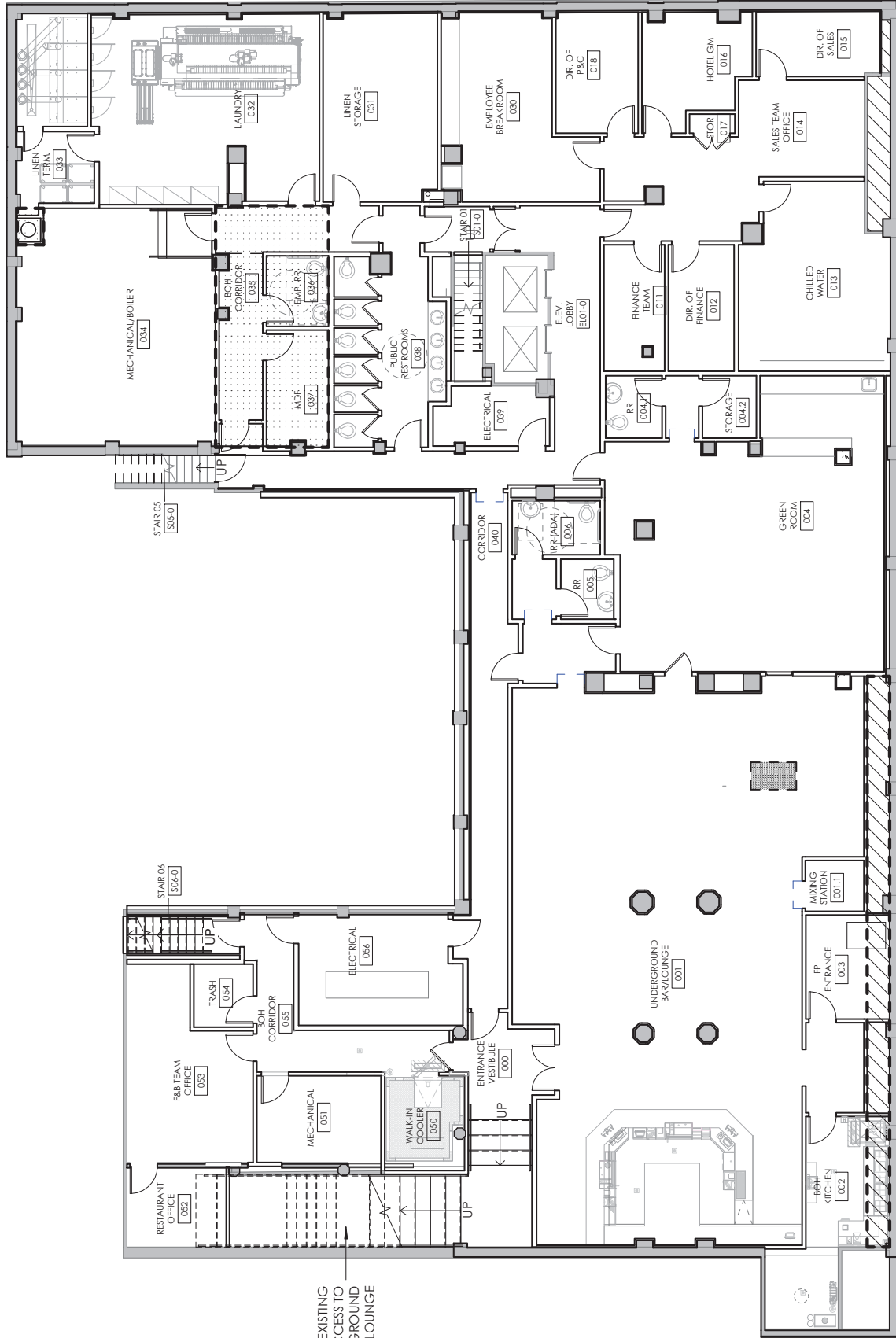


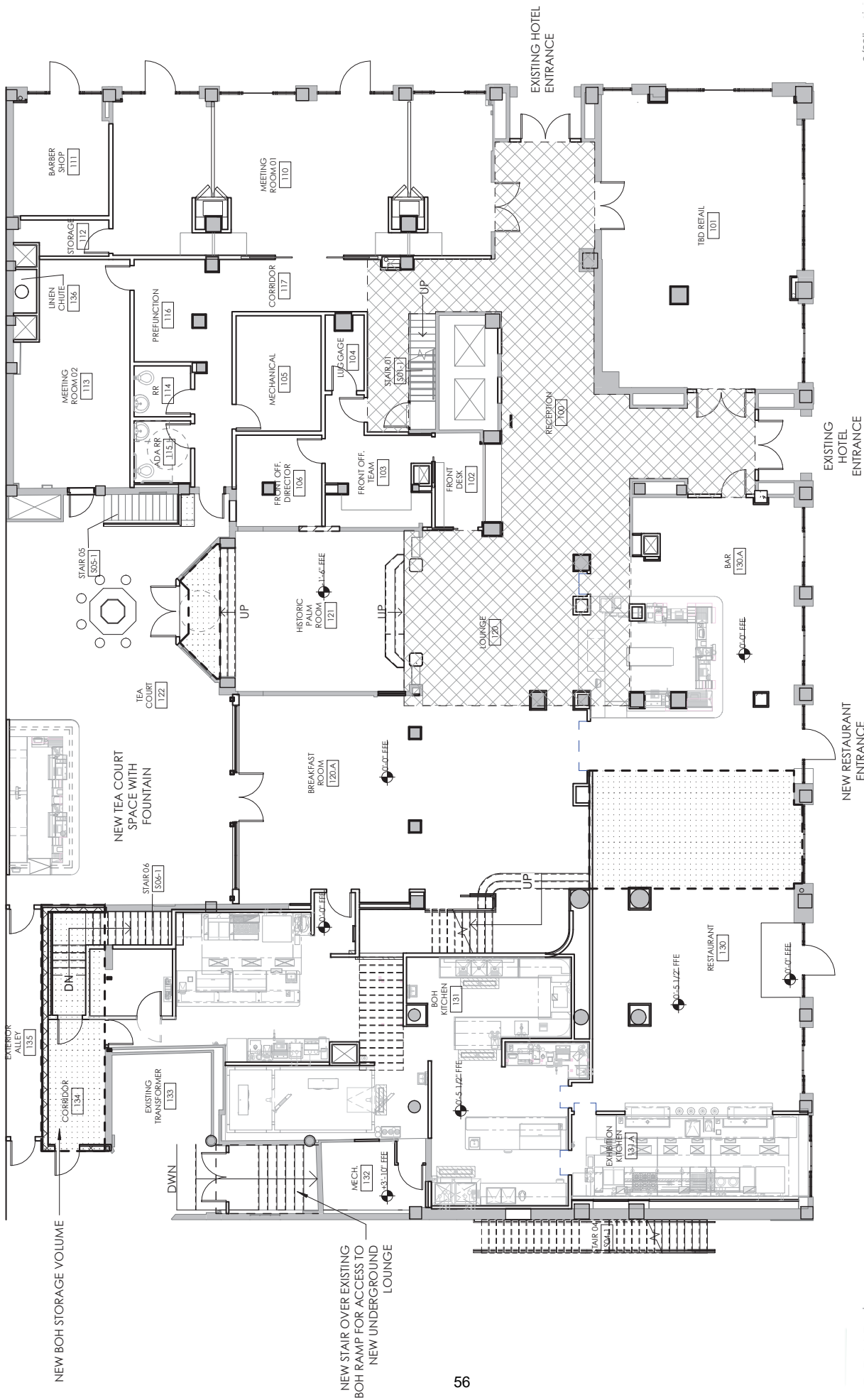


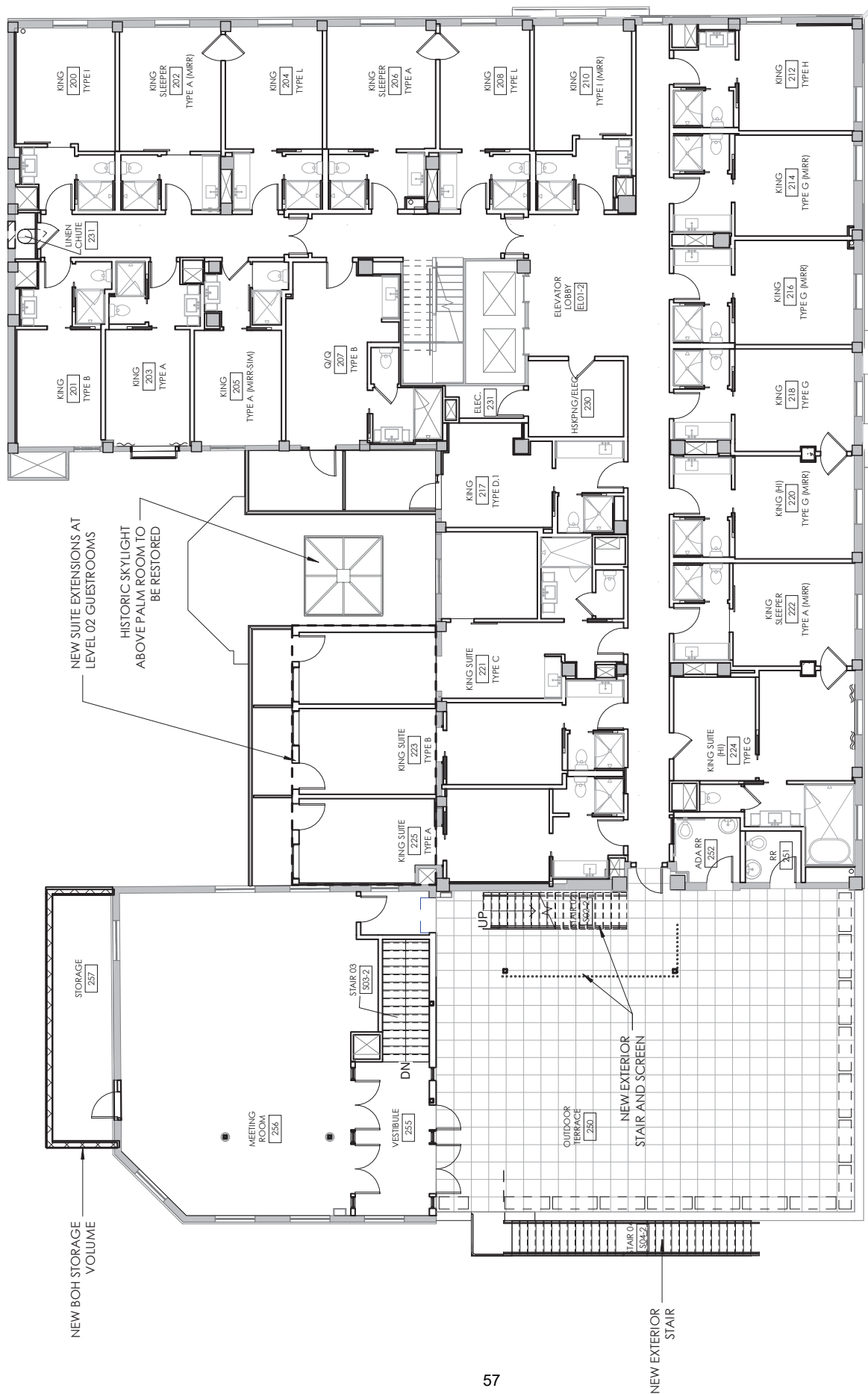


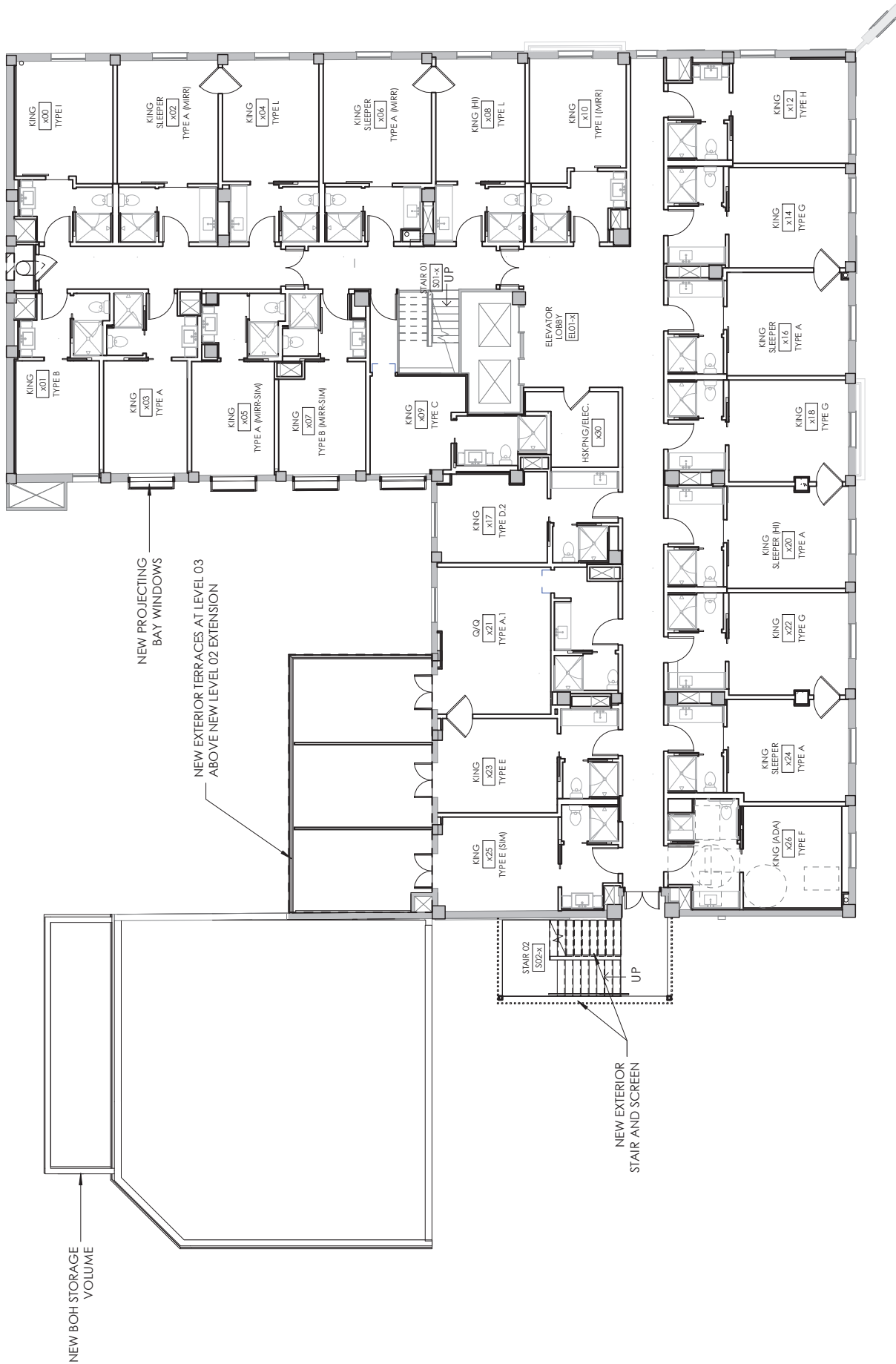


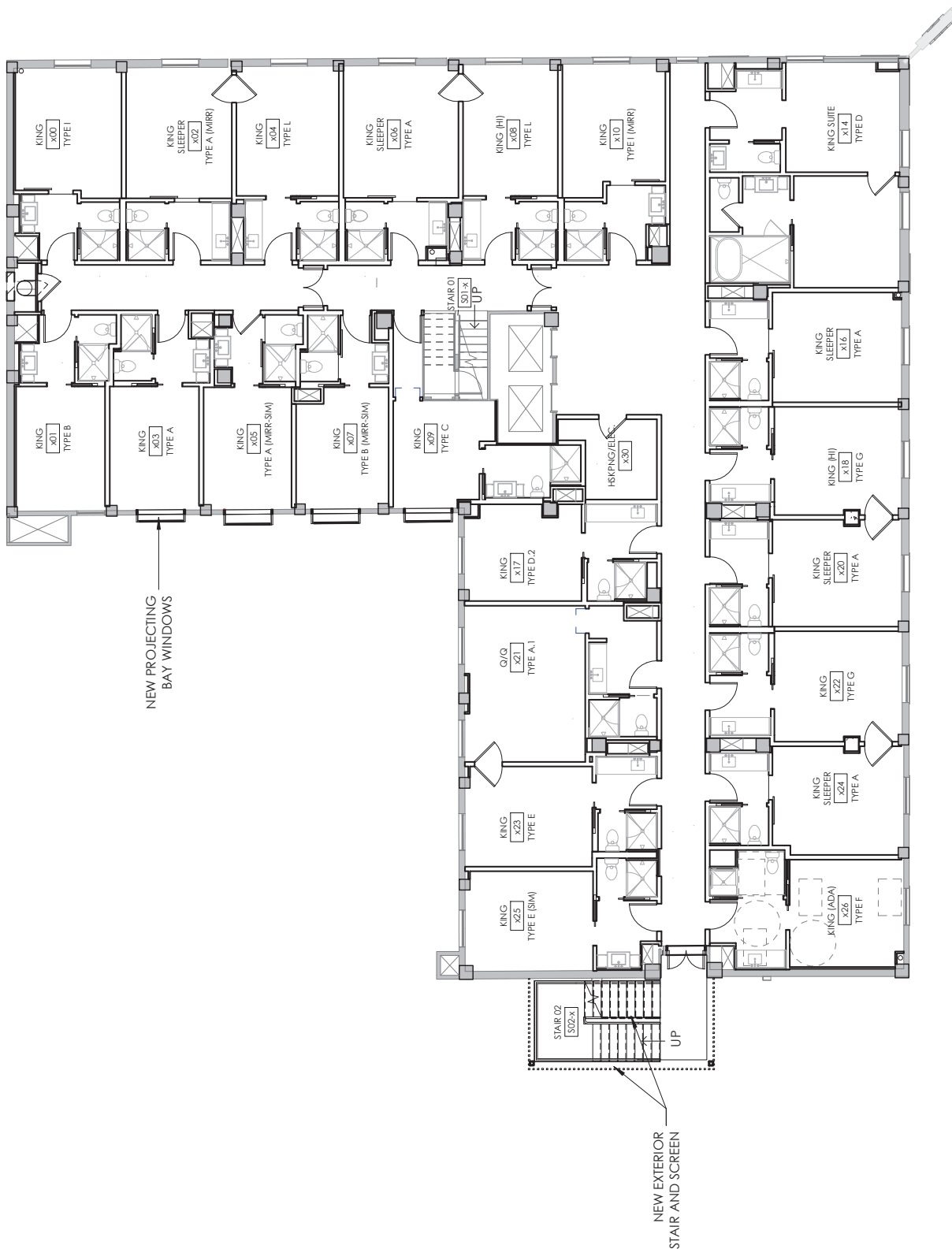
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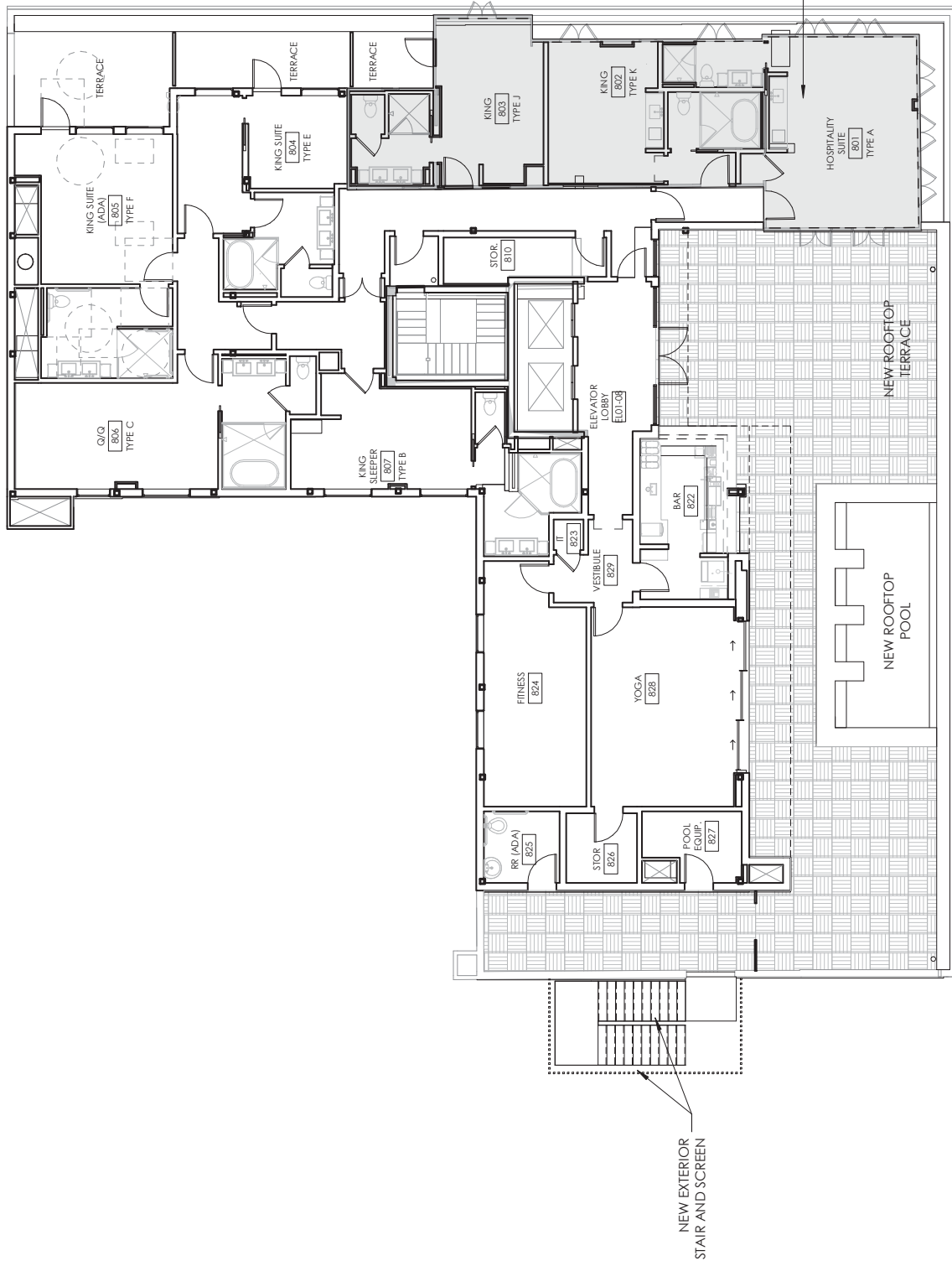










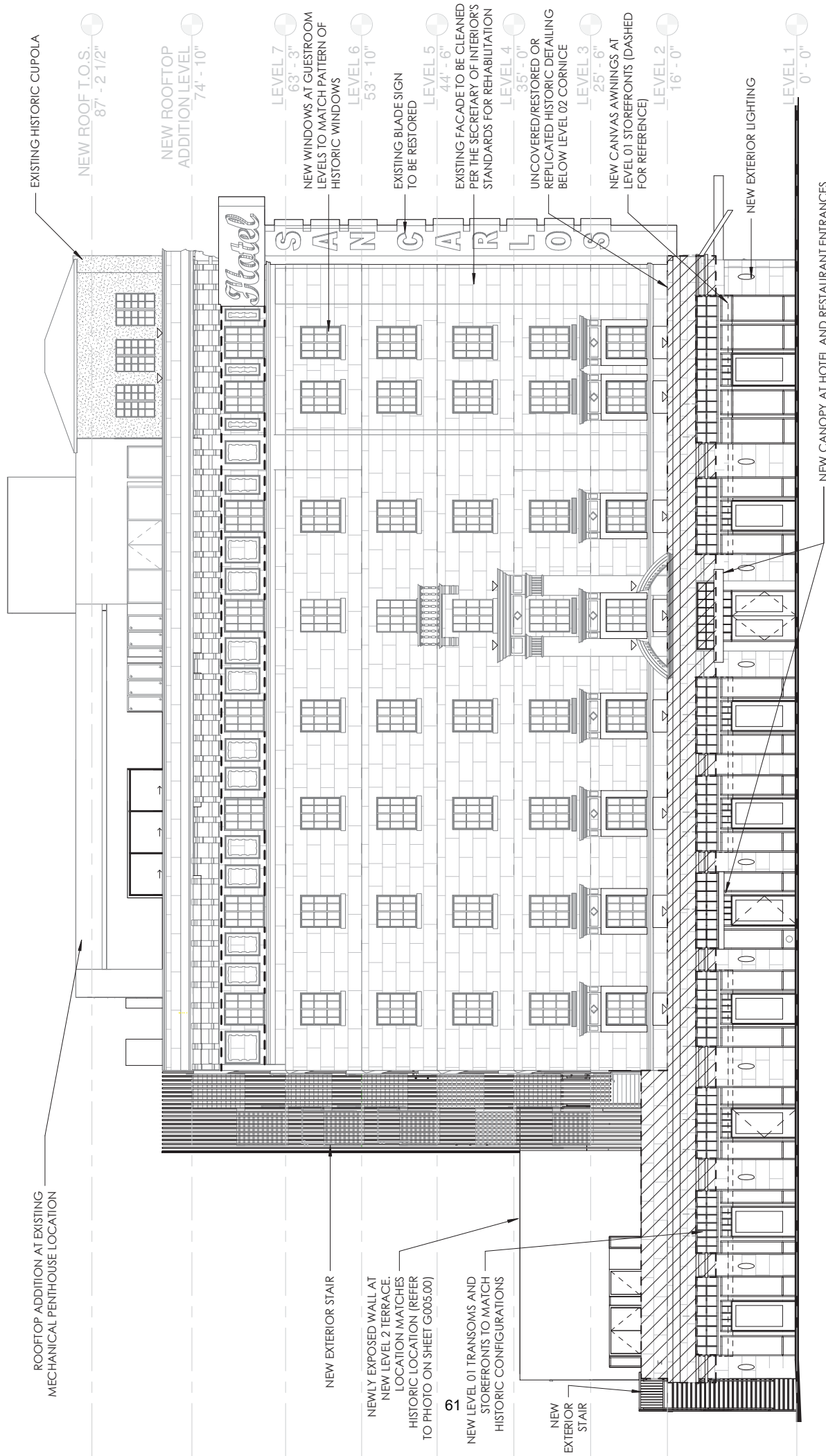


ROOFTOP ADDITION FLOOR PLAN

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 04/28/2023
 A108.00

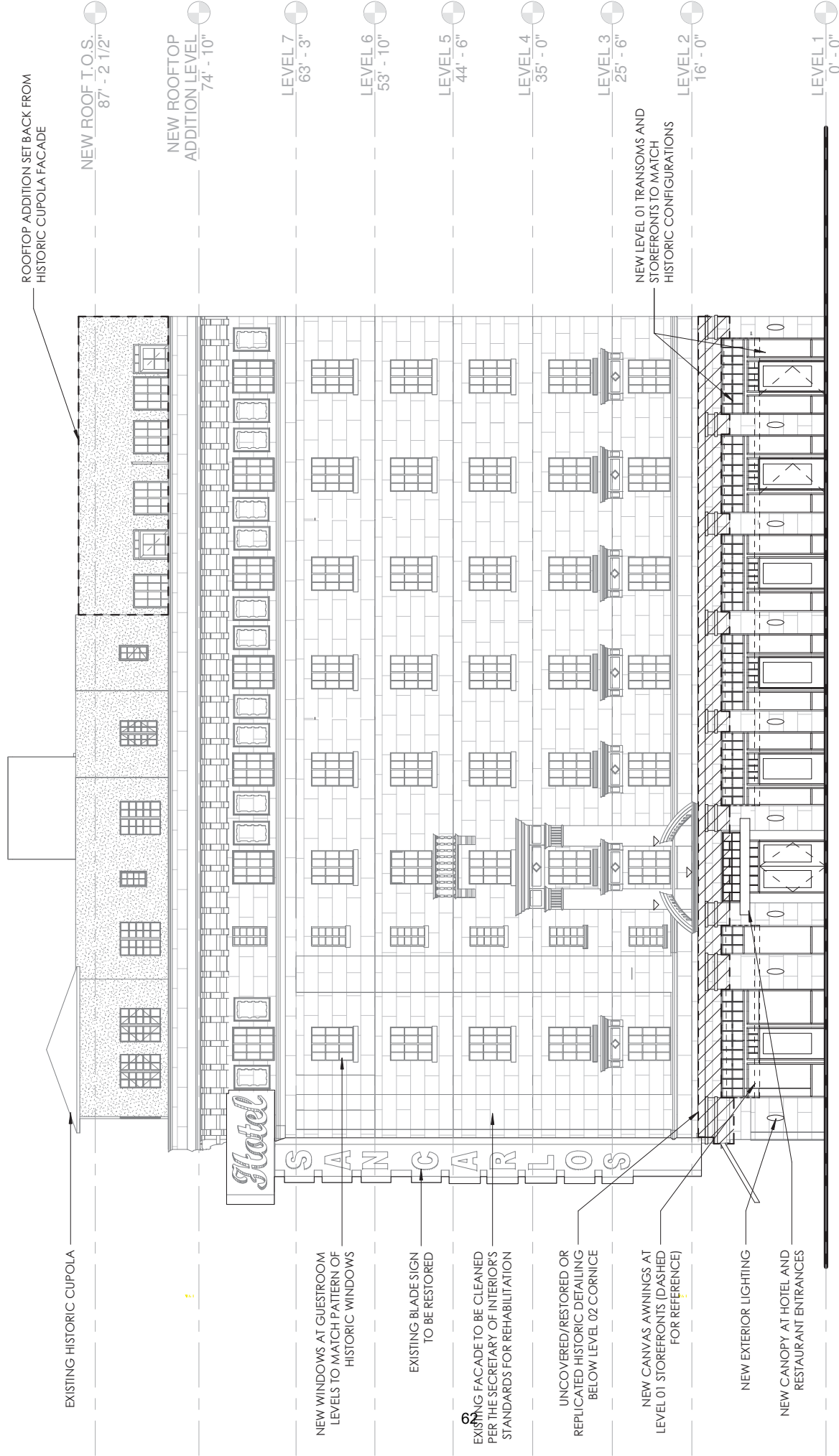


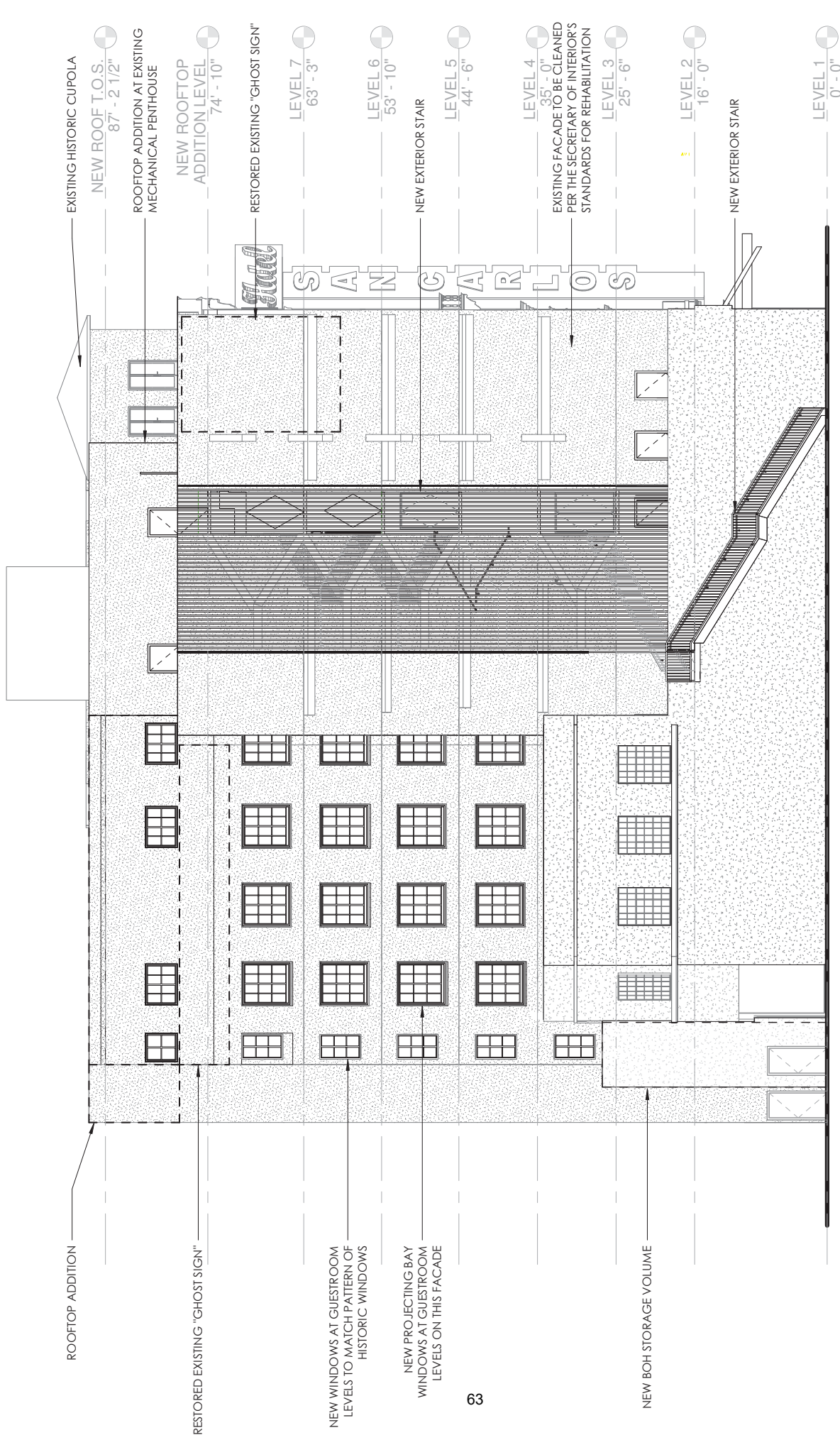


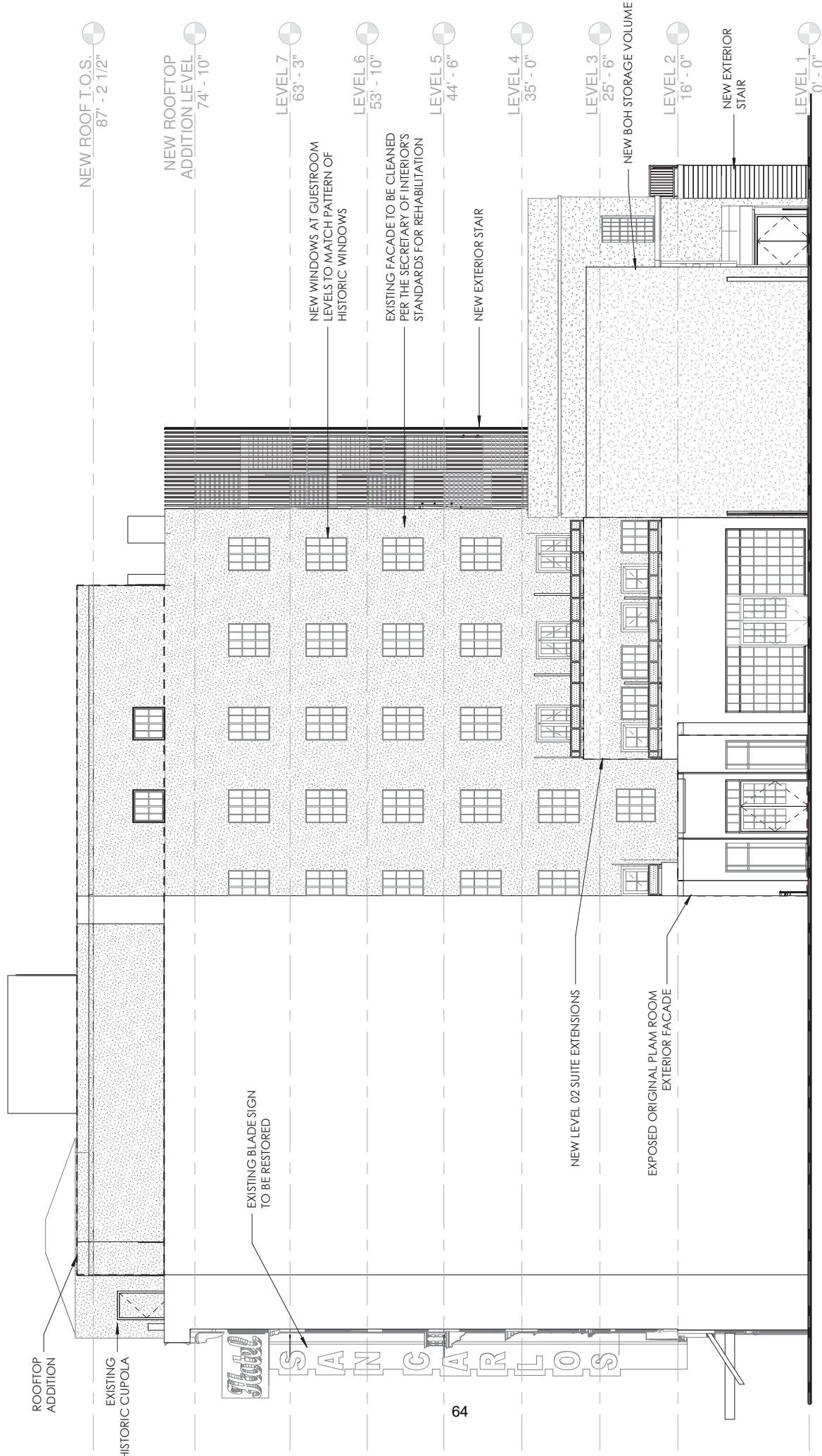
RBHD ELEVATION - SOUTH

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1/16" = 1'-0"
 04/28/2023
 A300.00



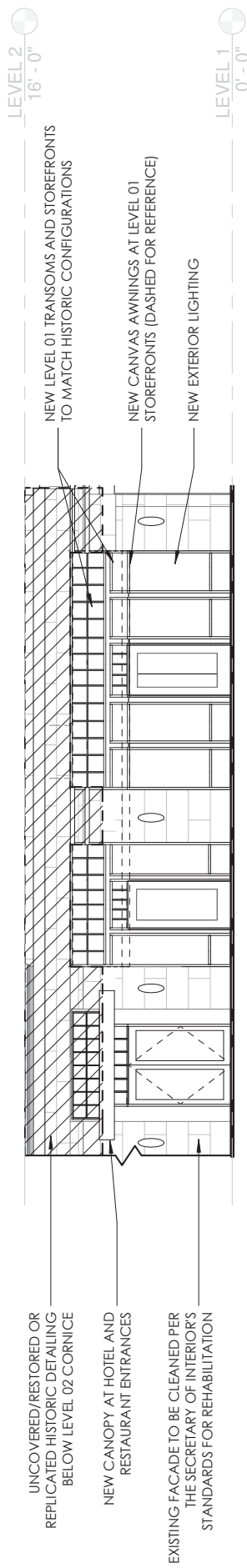
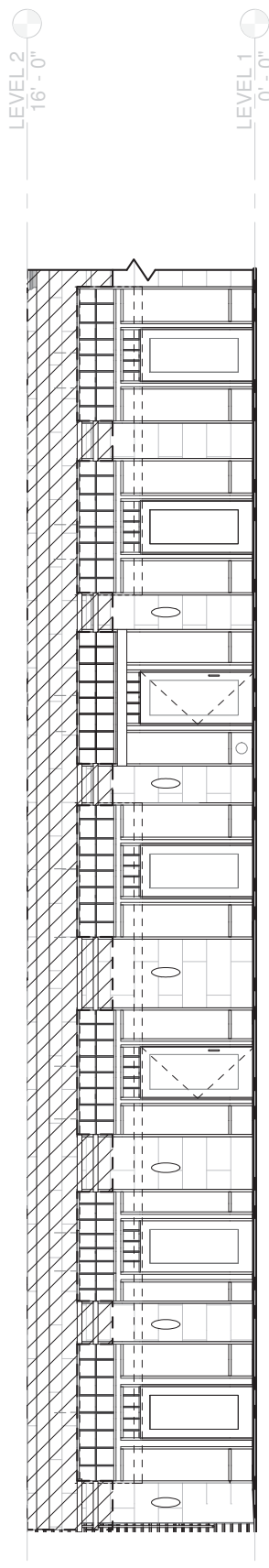




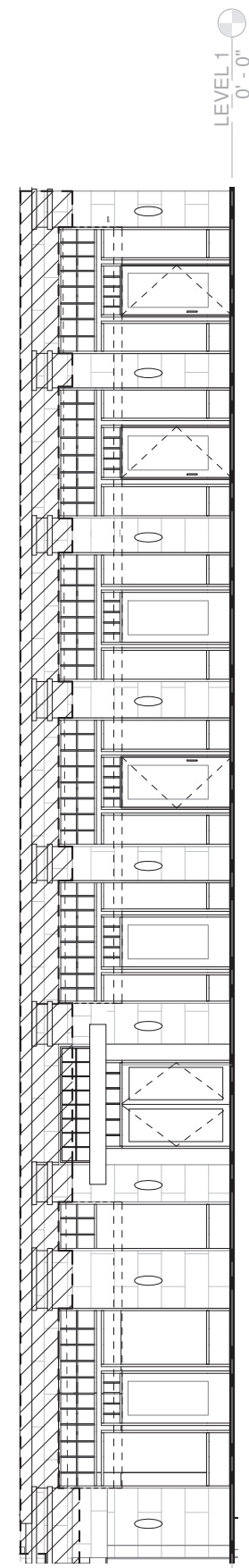
ELEVATION - NORTH

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 04/28/2023
 A303.00



ENLARGED EXTERIOR ELEVATION AT 1ST FLOOR - SOUTH FACADE



ENLARGED EXTERIOR ELEVATION AT 1ST FLOOR - EAST FACADE



Metro, Regional Public Transportation Authority and Maricopa Association of Governments Meetings

This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority and the Maricopa Association of Governments.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

Within Maricopa County, there are several agencies with different charges relating to public transit and transportation planning.

Valley Metro/Regional Public Transportation Authority (RPTA): In 1993, the RPTA Board adopted the name Valley Metro as the identity for the regional transit system in metropolitan Phoenix. Under the Valley Metro brand, local governments fund the transit system which the public sees on Valley streets today. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix Queen Creek, Scottsdale, Surprise and Tempe.

METRO: METRO is the brand name for Valley Metro Rail Inc., a nonprofit, public corporation charged with the design, construction and operation of the light rail system. The cities that participate financially in the light rail system each have a representative on the METRO Board of Directors. Cities on the board include Chandler, Glendale, Mesa, Phoenix and Tempe. METRO is structured on a "pay to play basis," with voting power allocated based on investment in the system.

The Maricopa Association of Governments (MAG): MAG is a council of governments that serve as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and policy development on a regional scale. Issues such as transportation, air quality and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated Metropolitan Planning Organization (MPO) for transportation planning

in the Maricopa County region.

The goal of staff is to provide the Transportation, Infrastructure and Planning Subcommittee with agendas for future meetings of these bodies. At times, meeting dates do not coincide and agendas are not available until close to the meeting date. However, prior to reach each Board of Directors meeting, most agenda items are reviewed by staff committees which include City of Phoenix members.

Meeting agendas and/or additional information for previous and upcoming METRO, RPTA and MAG meetings will be distributed to Transportation, Infrastructure and Planning Subcommittee members at the meeting.

These materials can also be found via the pages below:

MAG - <https://www.azmag.gov/About-Us/Calendar>

Valley Metro - <https://www.valleymetro.org/news-events>

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



Citizens Transportation Commission Meetings

This report provides the Transportation, Infrastructure and Planning Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Citizens Transportation Commission advances transparency, public input, and government accountability by reviewing appropriations provided by the Phoenix Transportation 2050 plan (T2050), as approved by the voters on Aug. 25, 2015.

The Commission reviews T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of T2050 funds, as well as funding from other sources; conducts public meetings; and formulates and presents recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by T2050.

Meeting agendas and/or additional information for previous and upcoming Citizens Transportation Commission meetings will be distributed to Transportation, Infrastructure and Planning Subcommittee members at each Subcommittee meeting.

Meeting minutes can be found through a search via the City of Phoenix Public Records Search page below:

<https://www.phoenix.gov/cityclerk/services/public-records-search>.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Street Transportation departments.



Freeway Program Update

This report provides the Transportation, Infrastructure and Planning Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix. The report tracks major ADOT projects in Phoenix, and new updated information is in bold to highlight areas that have been updated since the last report.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Maricopa Association of Governments (MAG) Regional Transportation Plan reflects numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded from the voter approved Proposition 400 half-cent sales tax as well as from state and federal revenue sources. City of Phoenix staff are embedded with ADOT on these major construction projects to ensure coordination of all construction activities with City departments. This report is an overview of the current major freeway projects. A monthly report will be provided to the Transportation, Infrastructure and Planning Subcommittee reflecting project changes as well as new projects.

Interstate 10 (I-10) - Broadway Curve Reconstruction Update

The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/Interstate 17 (I-17) Split Traffic Interchange and the South Mountain Freeway/Congressman Ed Pastor Freeway Loop 202 near Pecos Road. The project encompasses one of the most heavily traveled segments of freeway in the Valley. Traffic volumes within this 11-mile section of I-10 exceed 250,000 vehicles per day and include vital connections to I-17, State Route (SR) 143, US-60 and Loop 202.

The proposed improvements include:

- Adding general purpose and High Occupancy Vehicle (HOV) lanes;
- Adding a collector-distributor (CD) road system to reduce the number of lane changes on the freeway;
- Improving connections between I-10 and the SR 143 and Broadway Road to improve HOV lane connections;

- Improving connections of I-10 and US-60 (Superstition Freeway);
- Constructing new bridges to accommodate new interchange facilities and additional lanes;
- Building retaining and sound walls; and
- Constructing pedestrian bridge crossings to improve pedestrian access across the freeway.

Construction began in late 2021 and is scheduled for completion in 2024.

Update:

SR 143 and the I-10 bridges are further complete and making notable visible progress. There will be reoccurring full weekend closures September through October 2023, except on Columbus Day. The 32nd Street eastbound I-10 on ramp and 40th Street eastbound I-10 off ramp will both open at the end of September.

I-17 Frontage Road Drainage Improvement

This ADOT project will replace the existing pump stations at the I-17 traffic interchanges at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona Canal Diversion Channel (ACDC). The purpose of the project is to improve the drainage facilities that remove storm runoff from the cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

The project includes the installation of 30- to 90-inch diameter reinforced concrete pipe along the I-17 frontage road, two detention basins at the I-17 and Thunderbird Road traffic interchange, pavement replacement on the frontage road, signing, striping, improvements to ADA features within the project area, and removal of the four existing pump stations.

Update:

As of July 2023, the new I-17 regional drainage system between Dunlap Avenue and Greenway Road in north Phoenix is fully operational in time for this summer's monsoon. Construction started in summer 2020. The benefits of the drainage system are the removal of the existing pump stations and the simplification of the drainage at the cross streets. ADOT maintenance does not have to rely on mechanical means to remove storm water from the underpasses. The dependability of the drainage infrastructure has significantly increased, given that gravity will be the main drive of the system. Although the upgrades are designed to reduce the potential for flooding, a large amount of rain in a short period of time can tax any drainage system on state highways or local

roads.

Loop 101 - I-17 to 75th Avenue Widening

The scope of this project is to add one general purpose lane in each direction to Loop 101/Agua Fria Freeway from I-17 to 75th Avenue. The project includes bridge widening of existing structures to accommodate the new general-purpose lanes. The project work includes diamond grind surface treatment, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, and signing and striping.

I-10 Deck Park (Hance Park) Tunnel Repair

The Deck Park Tunnel is an underpass that carries the I-10 freeway beneath downtown Phoenix between 3rd Avenue and 3rd Street. The tunnel consists of a series of 19 side-by-side bridge structures. Construction of the facility began in 1983 and opened to traffic on Aug. 10, 1990. The tunnel carries approximately 230,000 vehicle trips per day and provides a critical link for regional connectivity and mobility.

Leaks in the ceiling structure of the Deck Park Tunnel have occurred in the past and continue to appear. The water infiltration caused by the leaks can lead to deterioration of the tunnel infrastructure and impacts the ventilation and electrical systems, which could force closure of the tunnel to traffic. There is also concern that any damage could produce a need for repairs that would require excavation of Margaret T. Hance Park, which is undergoing a major, \$100 million revitalization expected to begin in March 2020.

ADOT, MAG and the City of Phoenix initiated an I-10 Deck Park Tunnel Waterproofing Study in May 2019 because of concern with the integrity of the tunnel.

The study recommended that all joints that have not been repaired in the last five years be replaced, which comprises 15 of the 19 total joints. ADOT intends on working closely with the City of Phoenix to coordinate construction activities of the joint work with the Hance Park revitalization project to minimize cost and public disturbance.

Construction began in March 2020.

Grand - 35 Study

ADOT and the Federal Highway Administration (FHWA), in coordination with the BNSF Railway, City of Phoenix and MAG, are initiating a Draft Environmental Assessment (EA) and initial DCR for the US-60 (Grand Avenue), 35th Avenue and Indian School Road intersection.

The study proposes that improvements need to be made to the US-60 corridor functionality, arterial street network multimodal opportunities (e.g., expansion of bicycle lane network), and BNSF Railway corridor capacity. These improvements would reduce traffic congestion, improve pedestrian and vehicular safety, and enhance multimodal transportation options.

Update:

ADOT anticipates releasing the Draft EA early October 2023 and finalizing the study in January 2024. If a Build Alternative for interchange improvement is selected, the following tentative schedule has been identified:

- **Design and Right of Way Acquisition - programmed FY 2024**
- **Construction - programmed FY 2025**

I-10: Papago Tunnel to the I-10/I-17 System Interchange Corridor Study

This study is led by MAG and in partnership with ADOT and the City because of the regional significance of the freeway corridor and its influence over downtown Phoenix and Sky Harbor area. This study will determine strategies to mitigate, and address existing, and expected operational issues. The project team is looking at traffic demand and operations. The next steps include outreach to the public.

State Route (SR) 303: 43rd and 51st Avenues Traffic Interchanges

Phoenix, MAG and ADOT have agreed to accelerate design and construction of the new Traffic Interchanges (TIs) at 51st and 43rd avenues to accommodate the schedule of the new Taiwan Semiconductor Manufacturing Company (TSMC) facility. Construction of the new TIs will be completed in summer 2023.

Update:

Construction of the new TIs at 51st and 43rd avenues:

- **Project met substantial completion and grand opening occurred early in September 2023**
- Projected substantial completion date is on target for completion by end of August 2023.
- Traffic switch onto the new 51st Avenue mainline will occur the week of June 5.

State Route 303 (SR 303): 51st Avenue - I-17 and SR303 Lake Pleasant Parkway - 51st Avenue

AZTEC Engineering Group, Inc. has been selected as prime for Final design. Notice to proceed with final design will be late Spring of 2023. The design is expected to be completed within two years. There is no construction funding currently programmed.

Update:

Artist Selection process has started, and the proposed design schedule is below.

- A. Stage II (30%) - Sept. 15, 2023**
- B. Stage III (60%) - March 4, 2024**
- C. Stage IV (95%) - June 25, 2024**
- D. Stage V (100%) - Sept. 2, 2024**

Public Meeting spring or summer 2024

Construction funding is not programmed.

This is an opportunity for artists specializing in two-dimensional artwork who have experience working collaboratively with design teams. The selected artist/artist team will be expected to work closely with the community, the City of Phoenix, and the project design team in coordination with all project partners. To develop the design, the artist/artist team will be expected to solicit community input and review Arizona's State Highway System Standard Aesthetics and other information that could aid the development of a distinctive and functional landmark aesthetics.

The design enhancements will be integrated into new freeway traffic interchanges on SR 303 at I-17 and 67th Avenue. Enhancements must be cast cement relief and may be included on traffic interchange bridge piers, abutments, safety barriers, and other site improvements. Ideally designs will bolster the visual identity of the surrounding area.

I-10/Loop 101 System Interchange

ADOT has initiated a study to evaluate improvements to the Loop 101 (Agua Fria Freeway) and Interstate 10 system TI in the West Valley.

The purpose of this study is to evaluate alternatives to the TI that will enhance regional travel by improving safety, reducing congestion and improving connectivity.

This study will evaluate the following improvements:

- A new Direct High-Occupancy Vehicle ramp within the existing TI that will accommodate travel to/from the north along Loop 101 and to/from the east along I-10.**
- A possible new connection between southbound Loop 101 and 91st Avenue. This connection would be separate from the Loop 101/I-10 system TI ramps and may**

connect to the existing I-10/91st Avenue TI ramps.

- Evaluation of several other traffic interchange locations and connecting arterial roadways for possible improvement within the project area.

On Feb. 23, 2023, a second public meeting was held at Sheely Farms Elementary School to present recommended alternatives. Alternatives include a direct HOV lane and the proposed 91st Avenue connector ramp. Comments and questions can be submitted through March 9, 2023.

I-17 Pavement Improvement Project

ADOT has started a pavement improvement project on I-17 between Dunlap Avenue and Deer Valley Road. The purpose of the project is to extend the life of the pavement and to improve safety and the driving experience on the existing roadway. The project includes removing the existing asphalt pavement and using a diamond grinding treatment to provide a smooth and quiet roadway surface. The project requires weekend closures and overnight lane restrictions on the I-17 that will impact travel in the area.

Update:

The anticipated completion is October 2023.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the City Manager's Office.



Phoenix Convention Center Lighting Replacement Project

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the lighting replacement project at the Phoenix Convention Center.

THIS ITEM IS FOR IS INFORMATION ONLY.

Summary

In 2017, the City of Phoenix Office of Sustainability received City Council approval to procure Energy Service Companies (ESCOs) to serve on a Qualified Vendor List that would go on to provide city-wide energy-savings solutions designed to be cost-effective, operationally sustainable and aligned with the City's vision of being a global leader in green initiatives.

The Phoenix Convention Center Department (PCCD), being an industry leader in sustainable practices, partnered with the Office of Sustainability to undergo an Investment Grade Audit (IGA) through McKinstry, a City of Phoenix approved ESCO provider. The IGA included a comprehensive energy usage assessment and proposed recommendations for future energy efficient improvements in the West and North Buildings.

The IGA surveyed approximately 1.8 million square feet and more than 15,000 existing lighting fixtures and identified significant energy-saving opportunities which were achieved through replacing the building lighting controls, fixtures and lamps throughout the exhibit halls, ballrooms, meeting rooms and general areas with light-emitting diodes (LED) advanced technologies. The overarching goal was to replace a highly complicated and antiquated lighting system with new advanced LED technologies resulting in significant reduction in energy consumption, electricity savings, maintenance time and commodity expenses.

The PCCD concurred with the lighting improvement recommendations that were outlined in the IGA and in early 2022 McKinstry began construction with the ambitious goal of completing the project by January 2023, prior to the move-in activities of Super Bowl LVII. The most significant challenge was to successfully install this new complex system with an aggressive construction timeline without negatively impacting ongoing

event activity, which was accomplished through strategic scheduling and effective contract monitoring.

The new lighting control system consisted of a customized platform that gives PCCD staff centralized control and the ability to accommodate advanced scheduling, various lighting configurations, dimming capabilities, individual lamp control, and the ability to monitor energy usage. New hardware included energy efficient LED lamps, high-efficiency ballasts, reflectors and fixture replacements.

Additional efficiencies include significantly less maintenance costs due to new LED technologies that have an estimated useful life of 11 years and beyond. This results in less time replacing burnt lamps and additional time to support client events.

The total Lighting Replacement Project costs were \$7.5 million and are expected to generate approximately \$12 million in energy savings over the next 20 years. It is anticipated this project will generate an electrical usage savings of 30 percent and an annual energy reduction of 3,546,931kWh/24,374kW. This is an annual equivalency of 542 cars off the road or providing electricity to 489 homes. The PCCD and the Office of Sustainability will continue to collaborate on sustainable, cost-savings opportunities that complement the City's vision of being a global leader on green initiatives.

Responsible Department

This item is submitted by Deputy City Managers John Chan and Manager Mario Paniagua, and the Phoenix Convention Center Department and the Office of Sustainability.



Storm Drain and Wash Maintenance Update

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Street Transportation Department's efforts and challenges in maintaining storm drains and washes throughout the City of Phoenix.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The Street Maintenance Division within the Street Transportation Department (Streets) is tasked with management and maintenance of a large network of drainage facilities comprised of storm drains, drainage easements and washes across Phoenix. This includes 18 major washes approximately 29.5 miles in length and over 1,000 drainage easements covering an area totaling nearly 11 million square feet.

In addition to these facilities, additional drainage easements and washes across the City are maintained by private entities, such as homeowners' associations, individual homeowners, commercial property owners and business organizations. Still other drainage facilities may fall under the maintenance responsibilities of other Federal, State or County agencies.

Maintenance Frequency and Budget

Streets generally maintains and cleans washes on a priority basis, addressing areas that are subject to flooding due to significant vegetation growth; although washes may also be cleaned on an "as needed" basis in response to reported constituent concerns or City staff recommendations. Typical maintenance includes trimming and clearing of vegetation in the drainage channel, clearing storm drain blockages, and removing storm debris. However, due to the rise in the unsheltered population in recent years, washes and drainage easements can require additional unscheduled maintenance to address encampments built in these areas by those experiencing homelessness.

Streets has an annual budget of \$1 million for maintenance of City washes and drainage easements funded by a portion of the City's Storm Water Fee. This maintenance activity cannot be funded with Highway User Revenue Funds (HURF), Streets primary source of funding, because these areas fall outside of public right-of-

way. During the Fiscal Year (FY) 2023-24 City budget process, Streets was allocated an additional \$150,000 from the City's General Fund to increase maintenance of City washes and drainage easements, and to address additional cleaning of roadway medians. This additional budget is anticipated to allow Streets to increase the frequency of maintenance of some washes and drainage easements, and to address additional unscheduled cleaning and maintenance requests for City washes and drainage easements.

Maintenance Challenges

Streets faces several challenges in cleaning and maintenance of City washes and drainage easements to meet the expectations of the public. These include staffing, budget, and the increasing demand for encampment cleanups.

Staffing Resources

Streets utilizes both City crews and contractors to address cleaning and maintenance of washes and drainage easements. Like other City departments, Streets has experienced challenges in hiring and retaining qualified staff. Despite frequent recruitment efforts, Streets' vacancy rates, especially in its field staff positions, have remained high. However, Streets remains hopeful that its growing Street Maintenance Worker apprenticeship program, and the impacts of the recent citywide compensation adjustments, will help fill these critical positions. Similarly, the contractors Streets uses to perform maintenance on washes and drainage easements are facing similar staffing challenges, which can impact their ability to be responsive, especially for unscheduled maintenance activities.

Budget Resources

Streets' current budget generally covers high priority areas and a number of additional unscheduled cleaning and maintenance projects throughout the year. Ideally, City-owned and maintained washes and drainage easements should be cleaned and maintained on a schedule of one to two times per year. Streets estimates that its annual budget would need to be increased by \$4.6 million to maintain all areas once per year and \$10.4 million for maintenance twice per year. The total budget would then be \$5.8 million to \$11.5 million annually to achieve these cleaning and maintenance levels of service, respectively.

People Experiencing Homelessness

Increasingly, City-owned washes and drainage easements are being used as encampments by those facing homelessness. This is especially true within many of our concrete culvert structures that allow storm water to flow under our streets. Encampments add another aspect to regular maintenance, in that these encampments must be removed in order for staff to gain access to maintain the washes and drainage

easements. Over the past two fiscal years (FY 2021-22 and FY 2022-23), Streets has removed 547 tons of debris and trash from washes, easements, and culverts. In the current fiscal year (FY 2023-24), Streets has removed 109 tons of debris and trash from these areas. Streets staff works closely with PHX C.A.R.E.S. to ensure that our citizens facing these difficult situations are treated with dignity and respect, while allowing us to maintain these areas.

Culvert Storm Gate Pilot Project

In 2022, Streets proposed a pilot project to install gates to cover the upstream and downstream ends of a concrete culvert that crosses under Cave Creek Road at John Cabot Road. This culvert structure was being actively used as an encampment by those experiencing homelessness. In response, Streets requested a special allocation of capital funds from the Storm Water Fee program to fabricate and install these gates. The Storm Water Fee Executive Committee approved \$75,000 in funding for this pilot project, primarily due to its potential to reduce biological waste and other contaminants that could enter the City's storm water system. Streets completed fabrication and installation of the gates in March 2023. The gates are "barndoor" style, and the design allows staff to open the gates fully during rain events to allow water to flow through the culvert. The design is intended to prevent potential flooding if accumulated storm debris were to block or restrict stormwater flows through the culvert.

Based on similar issues around the City and the success of the pilot in deterring encampment activities, reducing trash and debris in the culverts, and addressing stormwater quality concerns, Streets has been working to identify funding to expand the pilot to additional areas of concern around the City. There is a potential to utilize block watch grant funding for additional installation projects.

[..Department](#)

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.



Shared Micromobility Program Six-Month Update

This report provides information to the Transportation, Infrastructure and Planning Subcommittee on the first six months of the Shared Micromobility Program. This report includes updates on utilization and compliance, and provides recommendations on program improvements following this six-month update.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The City of Phoenix Street Transportation Department (Streets) launched a Shared Micromobility Program (Micromobility Program) to replace the Downtown Shared Electric Scooter Pilot Program (Pilot Program) on Jan. 20, 2023. The Micromobility Program built upon the Pilot Program by expanding the program boundaries and the types of vehicles available. Additionally, the Micromobility Program used a competitive procurement process to select two vendors to provide shared micromobility services in designated operating areas. Moving from a permitting process to a City contract allowed the Micromobility Program to introduce a number of regulations that ensure the Micromobility Program is serving the overall Phoenix community. Namely, vendors must deploy 30 percent of the fleet in equity zones, provide accessible vehicles and traditional bikes in addition to electric scooters (e-scooters) and electric bikes (e-bikes), require vehicles be locked up at the end of rides outside of downtown, and deploy bikes (traditional and electric) as a minimum 20 percent of their fleet.

When the Micromobility Program was approved by City Council, staff committed to provide a six-month progress update to the Transportation, Infrastructure and Planning Subcommittee. This report provides an overview of the Micromobility Program's six month performance, including fleet size compliance, utilization, equity zone compliance, bicycle compliance, parking compliance, and accessible vehicle compliance. This report also includes program updates, boundary expansion, vendor requests, and staff recommendations along with and recommended next steps.

Micromobility Program Performance

The Micromobility Program has experienced an overall growth in ridership since its kickoff in January 2023. The Micromobility Program helped support alternate mobility

options for residents and visitors in Phoenix during Super Bowl events in February with a total of 34,731 trips. Connectivity throughout the downtown core was an essential transportation win for the Micromobility Program during this significant event. The number of trips continued to grow in later months, with 36,448 trips in March and 40,148 trips in April. A gradual dip began to occur as the hotter summer months began, with 35,889 trips in May and 30,489 trips in June. Overall, there have been over 185,000 trips from Jan. 20 through June 30, 2023.

Fleet Size Compliance and Vehicle Utilization

An average of 1,434 vehicles have been available within the Micromobility Program boundaries since its inception. The existing policy for fleet size compliance is a maximum of 1,500 vehicles available within the program boundary for each vendor and a maximum of 600 vehicles available in the downtown core for each vendor. The two vendors, Lime and Spin, have been 100 percent compliant in remaining under the maximum of 1,500 vehicles per vendor within the program boundary. Within the downtown core, Spin has been 100 percent compliant in remaining under the maximum of 600 vehicles. Lime has been compliant 78 percent of the time, with the increased number of vehicles above the maximum limit in their fleet occurring in February 2023.

A key metric for evaluating the performance of a shared micromobility system is the number of trips per vehicle per day, or the utilization rate (UR). In the 2021 Shared Micromobility State of the Industry Report, the North American Bikeshare Association reported an average of 2.0 UR for traditional bikes and e-bikes, and an average of 1.9 UR for e-scooters. From Jan. 20 through June 30, 2023, the overall UR for the City's Micromobility Program has been 0.80. For e-bikes, the average UR was 0.29, while e-scooters had an average UR of 0.85. The relatively low demand for micromobility in general, and shared bikes specifically, in Phoenix may reflect the overall lower rate of biking in Phoenix where 0.5 percent of adults use a bicycle to commute, based on the American Community Survey 2021 Five-Year Estimates.

Currently, the Micromobility Program has two vendors, which meets industry best practices for the size of our market. In a statement on micromobility regulation best practices released on May 15, 2023, by micromobility vendors Lime, Spin, Superpedestrian, and Bird, the Phoenix market was praised for having the appropriate number of vendors as to not over-saturate the market. A maximum of two vendors is the right amount for 1,000-2,000 scooters and is appropriate for providing healthy market competition, customer choice, and overall administrative duties for a city like Phoenix.

Equity Zone Compliance

On average, 19.2 percent of the vehicle fleet has been deployed in equity zones from Jan. 20 through June 30, 2023. While average percentages have remained under the program requirement of 30 percent, there has been a gradual increase in the percentage of fleet vehicles available in equity zones. Twelve percent of the existing fleet was deployed in equity zones in January, and by June the average percentage of vehicles deployed in equity zones rose to 26 percent. Although the number of vehicles deployed in equity zones rose, the utilization rates in equity zones have been relatively low with an average of 0.4 for e-scooters and 0.2 for e-bikes.

Throughout the Micromobility Program thus far, there have been more travelers riding in central and eastern Phoenix in comparison to south Phoenix. Equity zones in the eastern and central parts on the existing Micromobility Program generate the vast majority of ridership in equity zones (**Attachment A**, pages 2-3). Currently, construction along the South Central Light Rail corridor creates obstructions on the street and sidewalk, which prevents people from riding in this portion of the Micromobility Program operating area. We anticipate more activity in this area when the South Central Light Rail opens, creating opportunities for first/last mile connections to transit and adding bike lanes for more comfortable trips within and through this transportation corridor.

Bicycle Compliance

The program requirement is for 20 percent of the fleet to be bicycles, either e-bikes or pedal bikes. On average from Jan. 20 through June 30, 2023, e-bikes consisted of 7.6 percent of the vehicle fleet. Percentages have generally remained below 10 percent and gradually decreased to 4.5 percent by June.

Traditional Bike Libraries and Accessible Vehicles

When Streets established the Micromobility Program, the Department sought to ensure a wide variety of vehicles were available. Vendors were asked to provide e-scooters, e-bikes, traditional bikes, and accessible vehicles. Both selected vendors (Lime and Spin) committed to providing e-bikes along with e-scooters in the right-of-way. Spin committed to providing traditional bikes through a library system, along with accessible vehicles. Lime committed to providing traditional bikes in the right-of-way and its accessible vehicles through a library system. Lime has since asked to provide traditional bikes through a library system as well due to concerns around theft.

Both vendors are anticipating a launch of the library rental system in early fall 2023. Delays for this program have been due to extended delivery times and device shortages. The Lime library system will allow users to reserve a traditional bike or accessibility vehicle online at least 24 hours in advance. Vehicles will be delivered to the user within the boundary area, and the vehicles will be picked up from the users

after 24 hours. Users must register with the Lime app, but there will be no cost to the user. The Spin library system will allow users to reserve a traditional bike online at least 24 hours in advance. Users will pick up the vehicles at the centrally located Spin warehouse, and the rental period will be from 8 a.m. to 5 p.m. Users must register with the Spin app, but there will be no cost to the user. Accessible vehicle rentals with Spin are already live. These vehicles can be rented at least 24 hours in advance and are to be picked up at the centrally located Spin warehouse.

While the library system does not allow users to rent traditional bikes in the right-of-way, it allows users to reserve traditional bikes for a longer period of time at no cost. This approach mitigates against theft, while also increasing access to traditional bikes by making them free to check out and use.

Parking Compliance

There has been an overall improvement in parking and sweeping compliance since the start of the program. The vendors have adjusted their staffing approaches and improved how they go into the field to ensure sidewalks are organized and orderly. While there have been improvements, vendors have continued to struggle with staff recruitment and retention, which affects their ability to address vehicle parking non-compliance throughout the City. Residents can report incorrectly parked vehicles to each designated vendor customer support, the myPHX311 app, and the Micromobility Program e-mail at scooters@phoenix.gov. Vehicles are meant to be moved within two hours of being reported to the vendor.

Cost and Revenue

Under the contractual agreement between the vendors and the City, the vendors provide a City Revenue Share based on per trip fees of \$0.15 to \$0.25. The contract requires a minimum annual guarantee for the City Revenue Share in the amount of \$15,000 per vendor, paid in monthly increments. Trip fees in excess of the minimum annual guarantee are reconciled and paid to the City on a quarterly basis. Trips in the Micromobility Program have exceeded the minimum annual guarantee, and the City has received a total of \$20,421.43 in additional revenue between January and June 2023. Total revenue, including the minimum annual guarantee, totals to \$33,889.17. The anticipated revenue for this year is over \$50,500.

The contractual agreement requires vendors to invest in capital improvements such as installing bike racks and corrals, while maintaining vehicles and sweeps. These infrastructure and maintenance costs are incurred by the vendors.

Potential Program Updates

Streets staff has identified a few program updates that could increase compliance,

ridership, and program performance. Spin and Lime issued a letter to Streets dated June 2, 2023, with requested updates to program policies for improving ridership. The letter (**Attachment B**) requests for 24/7 operations, revised bicycle minimums, and adjustments for equity zone deployment. A comparison of existing policies, vendor requests, and staff-recommended adjustments are summarized in **Attachment C**. Additionally, Lime (**Attachment A**) and Spin (**Attachment E**) provided additional information relative to their operations both in Phoenix and in other markets.

Bike Fleet

Currently, the Micromobility Program requirement for e-bike and traditional bike deployment is 20 percent of the fleet. Due to low ridership, the vendors have requested a reduction to 5 percent in the e-bike deployment requirement. Streets staff recommend a change to a ten percent e-bike fleet minimum, as it is more appropriate based on the current rate of people using e-bikes.

Streets staff further recommends a dynamic approach to setting the e-bike fleet minimum based on e-bike utilization rates. A dynamic approach would allow for an increase in supply of e-bikes to increase with the demand for the service. In the event UR is above 0.5, the bike fleet minimum will increase to 15 percent. If the UR increases to 1.0, the fleet bike fleet minimum increases to 20 percent. The bike fleet minimum can increase to 25 percent in the event the UR reaches 1.25.

Equity Zones

Currently, vendors provide an equity zone discount of 30 percent to any rider who begins their trip in an equity zone. In addition, vendors offer reduced rates for individuals living on low income and/or receiving government assistance through designated access programs. Additionally, the program requires 30 percent of a vendor's fleet to be deployed in equity zones. The vendors have requested a reduction in the equity zone deployment requirement to 15 percent. City staff recommends a dynamic approach in reducing equity zone vehicle deployment minimums, with a minimum 15 percent deployment based on current utilization rates. Staff anticipates an increase in utilization in equity zones, so a dynamic approach is appropriate when considering changes in deployment in the future. In the event the UR in equity zones is above 0.5, the equity zone fleet minimum will increase to 25 percent. If the UR is above 1.0, the equity zone fleet minimum increases to 30 percent. To encourage more ridership in these areas, staff recommends no changes in the 30 percent discount requirement for any ride starting in an equity zone.

Operating Hours

Current operating hours for the Micromobility Program are between 5 a.m. and 11:59 p.m. daily. These operating hours were selected to prevent people from operating the

vehicles while intoxicated. Vendors are interested in providing 24/7 service in the City to allow for an increase in utilization of the program between the hours of 12 a.m. and 4:59 a.m. Both vendors use advanced technology on their designated smart phone apps that can assist in identifying intoxication using a sobriety test before unlocking a vehicle (**Attachment A**, page 9 and **Attachment E**, page 2). Streets staff recommends no changes to operating hours but will conduct further investigation of how 24/7 operating hours may impact the Micromobility Program and overall safety.

Boundary Expansion

There is a demand for e-scooters and e-bikes to be accessible beyond the existing program boundary. Based on app pickups and data from the vendors, people outside the boundary want to use the program but are not able to because the boundary is limited. Demand is especially prominent by and around the existing and future light rail extensions. According to Lime data, in the first six months of 2023, nearly 2,000 trips started or ended within 100 feet of public transit stops. In addition, the North American Bikeshare and Scootershare Association (NABSA) released their 2022 Shared Micromobility State of the Industry Report where they found that 23 percent of all shared micromobility trips were for the purpose of connecting to transit. Staff is proposing a program boundary expansion along the light rail corridor. The proposed boundary options include a one-mile (**Attachment F**) or a two-mile (**Attachment G**) expansion along each side of the light rail and will provide more multi-modal connectivity throughout a transit-oriented development corridor. In addition, according to the 2019 Origin and Destination study conducted by Valley Metro, 73 percent of riders access light rail stations by walking, while 14 percent of riders bike to light rail stations. Expansion of the Micromobility Program along this corridor can assist in better connecting all riders to various transportation options in the City.

Streets staff does not recommend expanding the program boundary right now. However, staff plans to explore boundary expansion over the next six months, with the potential to expand the program boundary at the one-year mark of the Micromobility Program in January 2024.

Parking Requirements

Currently there are two different parking requirements within the Micromobility Program. Inside of the downtown core, riders must park their vehicles at a designated parking area (corrals), defined by white tape with parking decals. Outside of the downtown core, riders must park by locking the vehicle (using the built-in smart lock) to a bicycle rack or other vertical element in the right-of-way. The Pilot Program only allowed parking in corrals. The launch of the permanent Micromobility Program was the first time Phoenix allowed free-floating parking.

While free-floating parking allows more flexibility for riders on where they end their trip, it also increases challenges with people leaving vehicles in the middle of a sidewalk or a pedestrian ramp. The lock-to requirement was a part of the Micromobility Program in order to keep the sidewalks clear and ensure riders parked their vehicle near a bike rack or other vertical element at the edge of a sidewalk.

Challenges that have come with parking compliance include riders not locking their vehicles or leaving them in the middle of the sidewalk. When comparing locking requirements versus parking corrals, there is a lack of evidence that lock-to requirements lead to a higher rate of parking compliance. Monitoring and enforcing parking compliance is a major challenge with free-floating parking. It is not possible to remotely monitor whether a vehicle has been locked to something in the right-of-way. Moreover, the geo-location on the vehicles is not precise enough to confirm whether a vehicle is in the middle of a sidewalk or a pedestrian ramp. Restricting parking to corrals allows vendors and staff to better monitor vehicle parking. If there are consistent parking issues near a corral, the corral location and digital boundaries can be restricted or even moved.

Streets staff recommends installing program-wide parking corrals throughout current and future program boundaries. A map of the corral locations is included as **Attachment D**. The cost of establishing and maintaining these corrals will be the responsibility of the vendors. When riders using either the Lime or Spin app end their ride, the app will show users where parking zones are located. The app will have a message that informs the rider of the parking requirement and prompts them to move the vehicle into the correct place. A consistent parking policy within the program boundaries will also help riders to understand and comply with the parking requirements.

Concurrence/Previous Council Action

The Transportation, Infrastructure, and Planning Subcommittee:

- Was provided information on the proposed Comprehensive Micromobility Program on Oct. 20, 2021;
- Recommended approval to issue a solicitation for the program on April 20, 2022, by a vote of 4-0; and
- Recommended approval to amend Phoenix City Code to establish the Shared Micromobility Program on May 17, 2023, by a unanimous vote.

The Economic Development and Equity Subcommittee:

- Was provided an update on the Shared Micromobility Shared Revenue Contract Solicitation on Dec. 13, 2022; and

- Was provided an update on utilization of electric scooters and electric bikes in the Shared Micromobility Program on June 28, 2023.

The City Council approved:

- The Pilot Program (Ordinance G-6602) on June 26, 2019;
- A Pilot Program extension (Ordinance G-6676) on Feb. 19, 2020;
- A sunset provision extension (Ordinance G-6772) on Dec. 2, 2020;
- A Pilot Program extension and a sunset provision extension (Ordinance G-6823) on March 17, 2021;
- A Pilot Program extension, a sunset provision extension, and the allowance of electric bicycles on public streets citywide (Ordinance G-6967) on March 2, 2022;
- The issuance of a Request for Proposals to operate a Comprehensive Micromobility Program in Phoenix on May 11, 2022; and
- The award of the Revenue Contract Solicitation to two micromobility vendors to operate shared micromobility services in Phoenix on Jan. 14, 2022.

Location

The Micromobility Program currently operates in Council Districts 7 and 8.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.



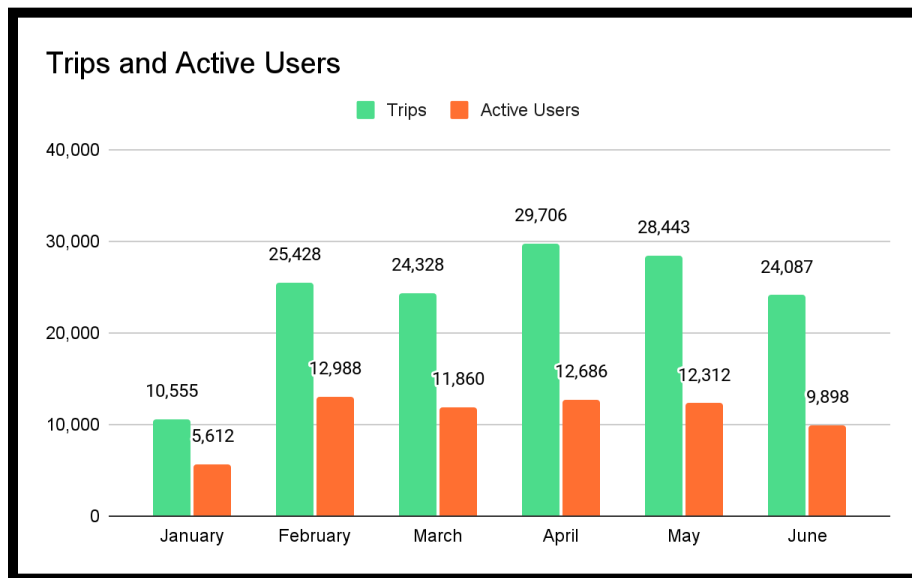
Attachment A

Lime Data

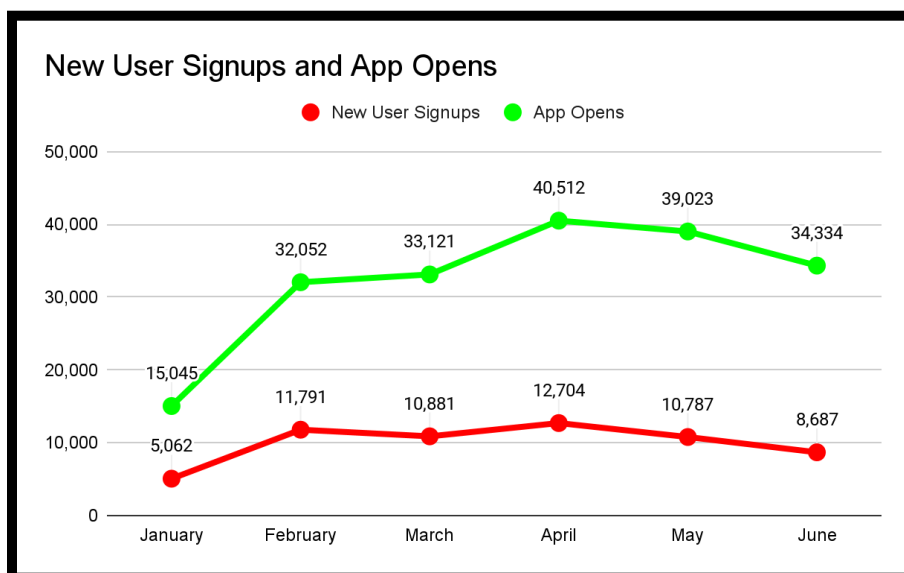
LIME'S 2023 MID-YEAR REPORT: GROWTH AND PROGRESS IN PHOENIX

Utilization

Lime continues to grow in popularity in Phoenix. During the first 6 months of 2023, **142,457 trips were taken by 65,356 users**. Over **49,000 riders took their first trip on a Lime vehicle during the first half of 2023**.



During the first half of 2023, **the Lime app was opened more than 194,000 times and more than 59,000 users created new Lime accounts in Phoenix**.

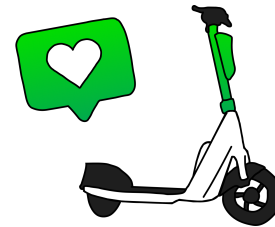
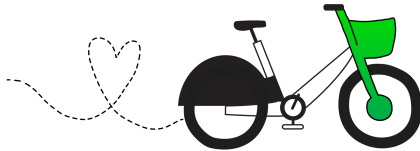




The majority of Trips in Phoenix were taken by electric scooter during the first half of 2023. **In Phoenix, Lime’s fleet of 984 vehicles consists of 920 Electric Scooters and 64 Electric Bikes. We attribute the difference in trips to the difference in vehicle supply.**

3,197 by Electric Bike**(2%)**

139,350 by Electric Scooter**(98%)**



The majority of Lime’s trips in equity zones during the first half of 2023 took place in Zones four, five, and six.

Equity Zone Utilization

Zone	Trips	Percent of Total
Equity 4	5,308	43%
Equity 6	2,111	17%
Equity 5	1,967	15%
Equity 7	1,055	9%
Equity 2	720	6%
Equity 8	661	6%
Equity 3	177	2%
Equity 1	79	1%
Equity 10	28	0.2%
Equity 9	3	0.0%
Total:	12,109	100%



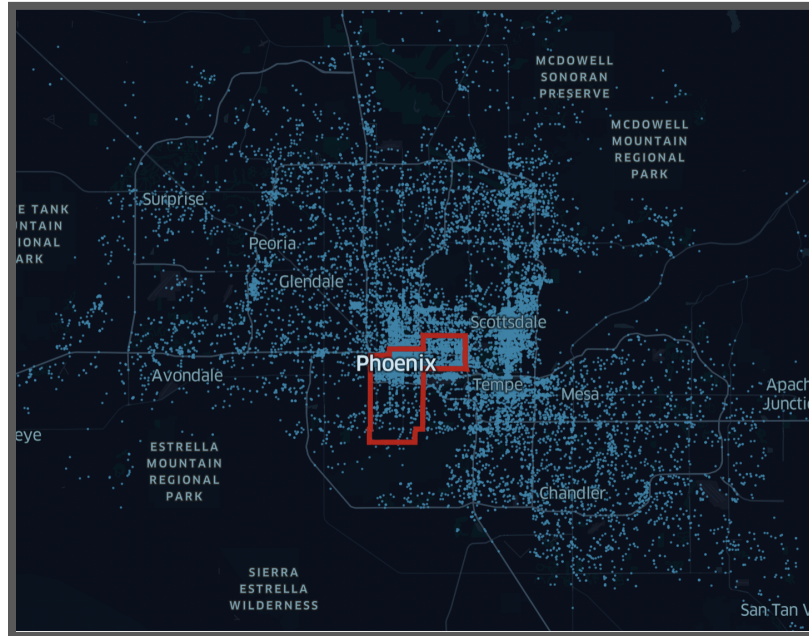
Peak utilization in Phoenix occurs in Districts seven and eight, which accounted for more than 97% of trips during the first half of 2023.

Area	Trips	Percent of Total
District 7	90,474	64%
District 8	49,634	33%
District 4	2,134	2%
District 6	246	0.2%
District 5	5	0%
District 3	1	0%
District 2	0	0%
District 1	0	0%
Total:	142,494	100%

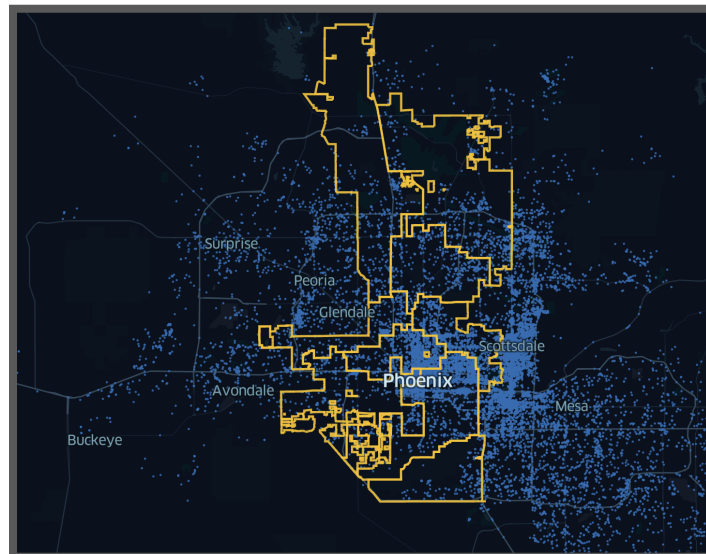


Visual Overview of Demand

The image below shows instances in which an individual opened the Lime App as blue dots, compared to the location of Lime's service zone, outlined in red.



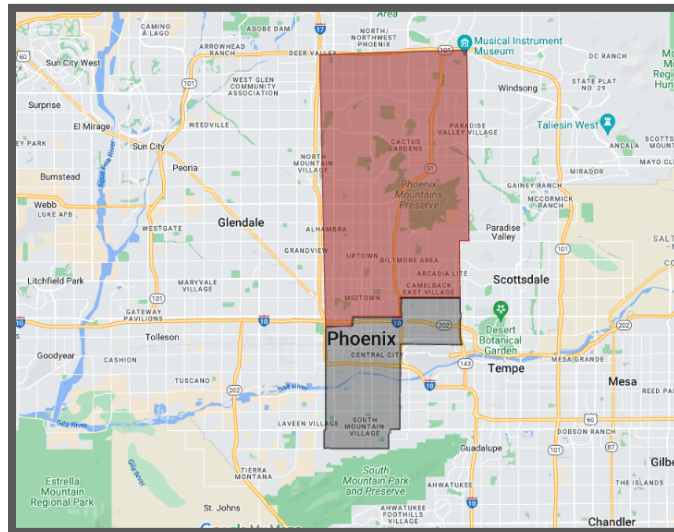
The image below shows instances in which an individual opened the Lime App as blue dots, compared to the boundaries of Phoenix's city council districts. **While effective service is being provided to individuals inside and near Phoenix's service zone, there is a clear need for expansion to properly serve residents throughout the city.**





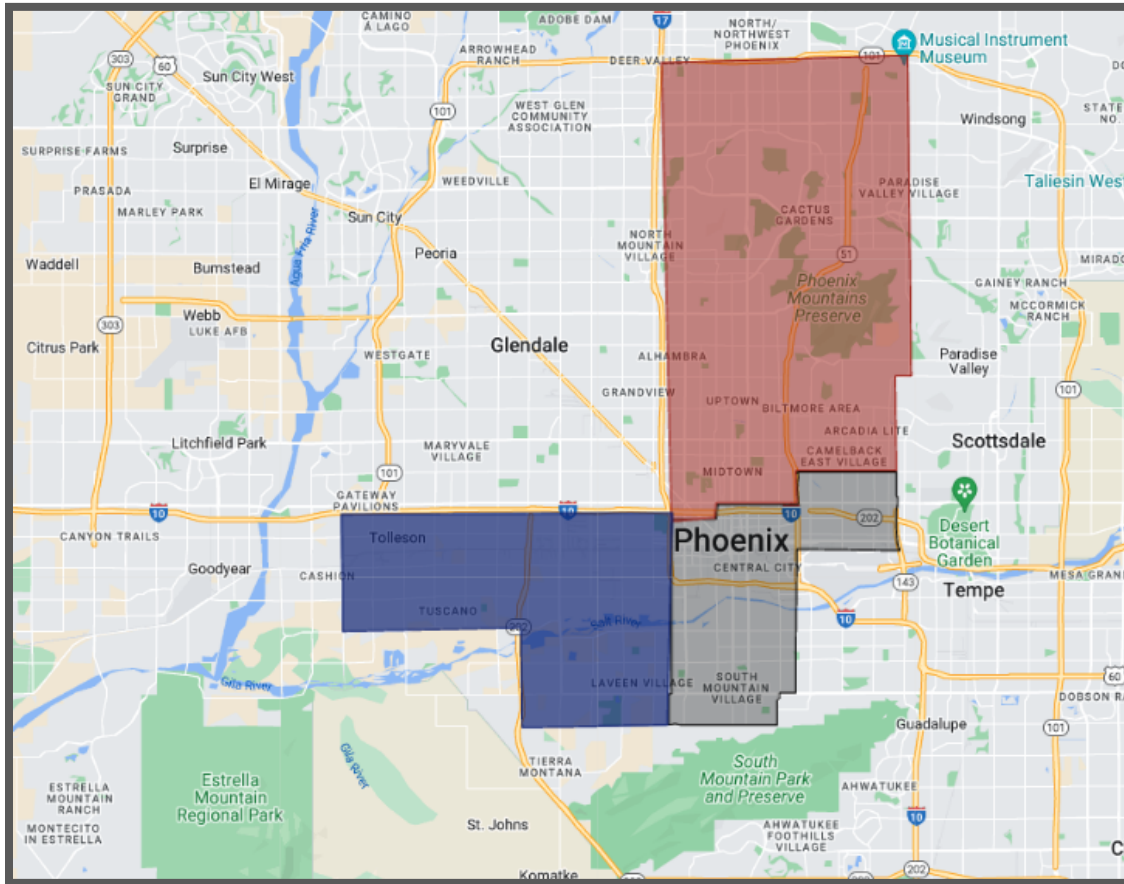
Service Zone Expansion: Phase One(2023)

Expand the service zone to accommodate riders looking for vehicles in Midtown, Uptown, Cactus Gardens, and North Phoenix. The new service zone would extend the existing service zone North to Route 101 and east to Tatum Boulevard. In the image below, app opens are blue dots and Phoenix's existing service zone is the red shape. In the image below, the existing Phoenix service zone is the black shape and the new expanded zone includes the red shape.



Service Zone Expansion: Phase Two(2024)

Expand the service zone to accommodate riders looking for vehicles in South and Southwest Phoenix. The new service zone would extend west to the Agua Fria River and south to Del Rio Ranch, Sienna Vista, Paseo Pointe, and Montana Vista. In the image below, the existing service zone is the black shape, the proposed phase one expansion includes the red shape, and the proposed phase two expansion includes the blue shape.

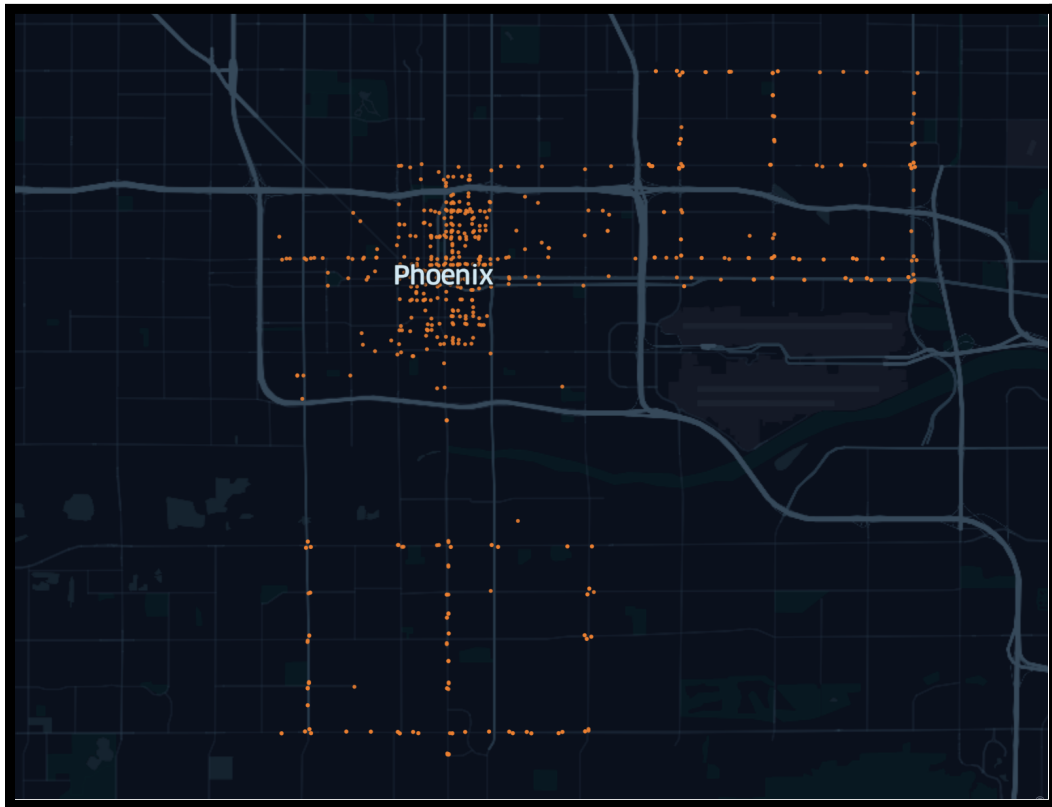


Connection to Public Transit

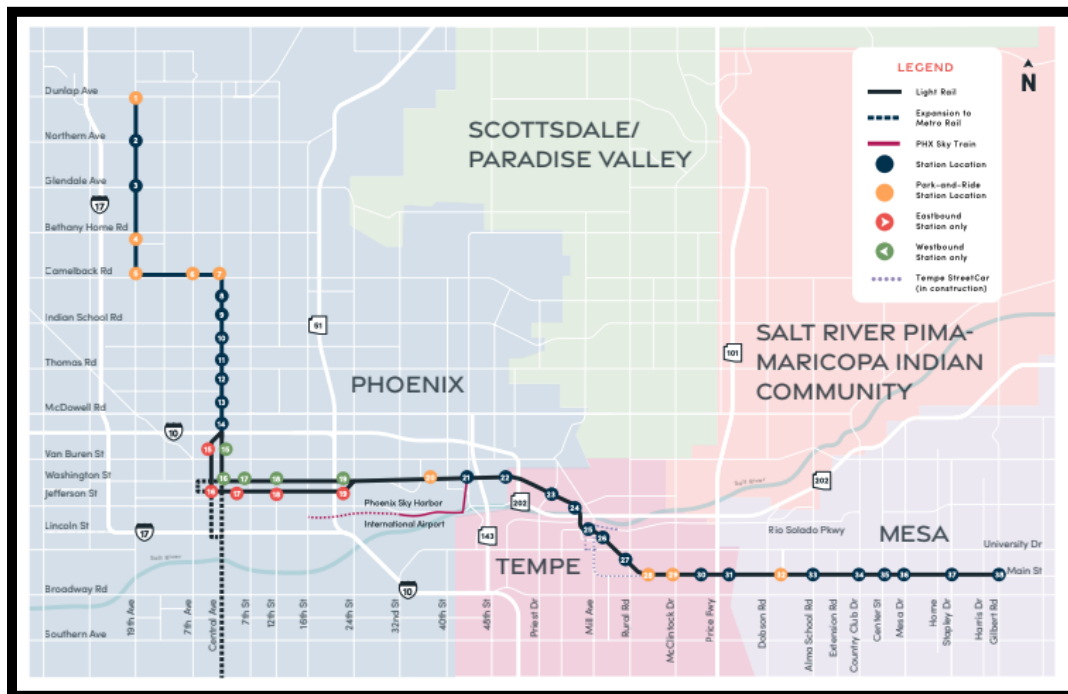
Lime provides a valuable connection to public transit for Phoenix riders. By providing last-mile services, Lime is able to connect riders to employment, public transportation, and shopping, and support cities in reducing congestion and pollution from motor vehicles. Lime deploys to 590 different locations in the Phoenix area and many of these locations are near to or next to public transit stops.

In the first 6 months of 2023, nearly 2,000 trips started or ended within 100 feet of public transit stops.

Lime Deployment Locations



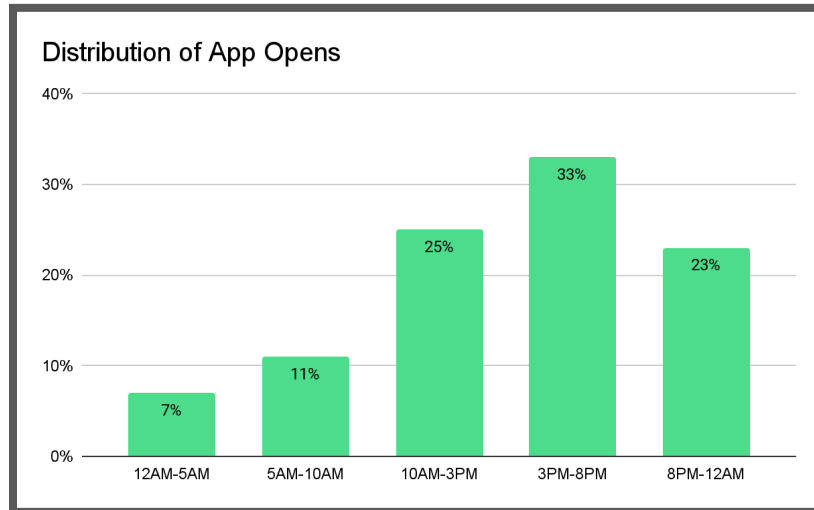
Phoenix Light Rail Map



Curfew Hours Prevent Usage and Growth



Since launching Lime in Phoenix, there have been 10,876 app opens during curfew hours, each an instance where a Lime rider is looking for a vehicle. If vehicles were available during curfew hours, **Phoenix would have seen a 6% increase in overall utilization, including more trips, more users, and more car trips replaced.**



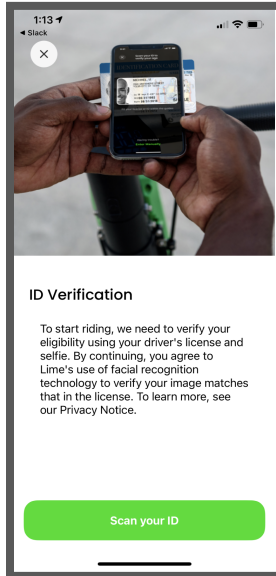
Safety comes first and always at Lime. It guides how we design and upgrade our vehicles, develop rider education and training, and work with cities to improve how streets are built to prioritize people over cars. Lime's analysis of global safety data demonstrates that curfews do not improve safety for riders and pedestrians. **Lime works with cities to install infrastructure that improves safety for riders and pedestrians.**

Market	Curfew	Incident Rate
Denver	No	.006%
Oklahoma City	No	.006%
Phoenix	Yes	.008%
Atlanta	Yes	.011%
Chicago	Yes	.016%

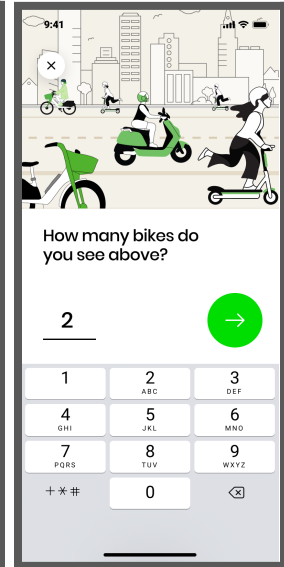
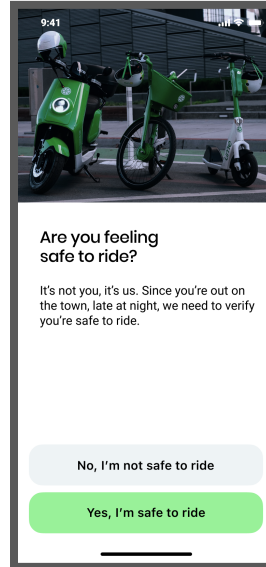


Advanced Technology to Ensure Safety for Riders

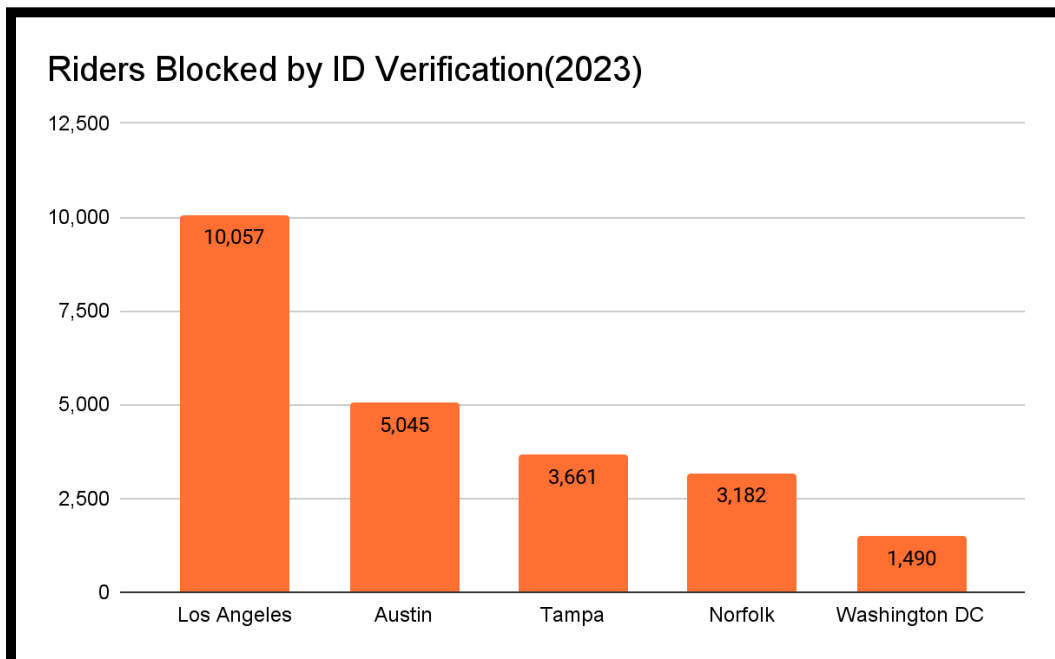
ID Scan Prevents underage riding



Sobriety Test Prevents impaired riding



ID Scan Results





Parking Compliance

In certain markets, Lime riders are required to lock their vehicle to a corral, pole, or other stationary object, once they complete their ride. **Lime's analysis of global parking data demonstrates that requiring vehicle locking does not lead to a higher rate of parking compliance, when compared to markets where locking is not required.**

Market	Locking Required	Annual Percent of Trips with Parking Violations
Washington DC	yes	1.5%
Tampa	yes	1.2%
Austin	no	0.4%
Seattle	no	0.1%

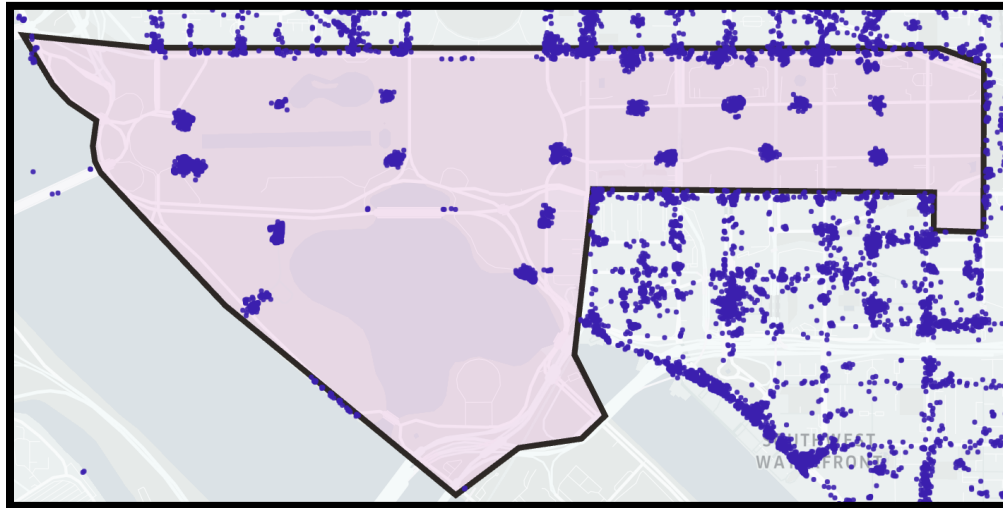
Parking Feature: Mandatory Parking Zone

Parking symbols are displayed in-app to riders for all designated parking areas. If a rider attempts to complete their trip outside the parking zone, a pop-up message will appear, informing them of the parking requirements and prompting them to move the vehicle to a designated parking location. **The image below shows trip end locations(blue dots), along the National Mall in Washington DC, prior to the implementation of a mandatory parking zone and mandatory parking locations.**





The image below presents the National Mall in Washington DC after the implementation of mandatory parking zone and mandatory parking locations. Trip ends are clustered around mandatory parking locations, demonstrating the ability of Lime's technology to improve rider behavior and increase safety for riders and pedestrians.



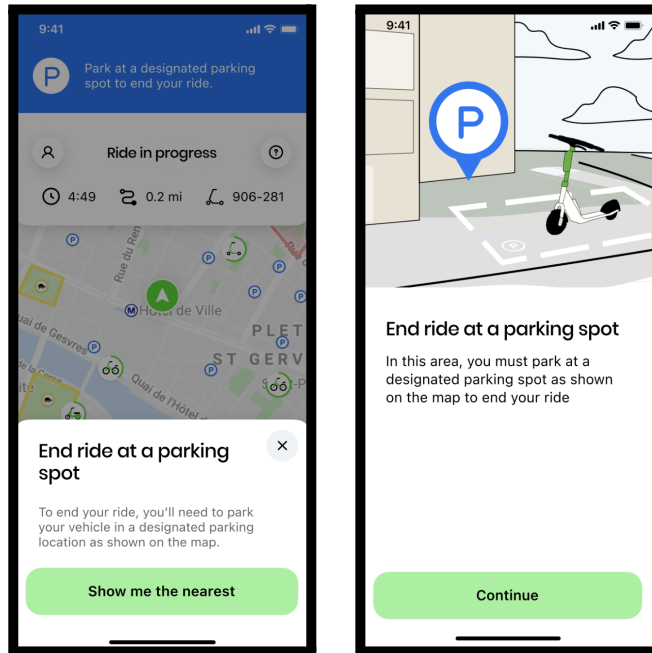
Benefits of Virtual Parking Corrals

Lime currently has 891 parking pins in the Phoenix/Scottsdale region. Some of these parking pins are located within the Phoenix downtown mandatory parking zone while others are considered preferred parking pins, locations outside of the mandatory parking zone where riders are encouraged to, but not required to park. In the image below, pink dots represent parking pins.





Lime recommends the installation of virtual parking corrals at all parking pins throughout the Phoenix/Scottsdale area. Physical corrals are limited by existing infrastructure arrangements, building constraints, and more, and take time to put in place. Virtual corrals are accurate, easy to use, and provide the smoothest experience for riders. The images below demonstrate the in-app experience for users when a market has virtual parking corrals.



Lime’s analysis of global parking data demonstrates that requiring vehicle locking does not lead to a higher rate of parking compliance, when compared to markets with virtual parking where locking is not required.

Market	Locking Required	Virtual Parking	Annual Percent of Trips with Parking Violations
Tampa	yes	no	1.2%
San Francisco	yes	no	0.8%
Orlando	no	yes	0.3%
Seattle	no	yes	0.1%



Trip Pricing + Vehicle Theft

During the first half of 2023, 19 Lime vehicles were lost or stolen in Phoenix. Our local team works hard to make sure that vehicles are reliable, safe, and available for all users.

The trip pricing in Phoenix is as follows:

- Basic Plan: \$1.00 to unlock + \$0.42 per minute
- Lime Access: \$.50 to unlock + \$.07 per minute
- During the first half of 2023, **75 Lime Access Users took 648 trips, saving over \$3,000.**



Marielle Brown
 Active Transportation Principal Planner
 City of Phoenix Street Transportation Department
 200 W. Washington Street
 Phoenix, AZ 85003

June 2, 2023

Delivered via Email

Re: Requested Program Improvements to Increase Ridership

Dear Ms. Brown,

On behalf of Spin and Lime, we appreciate your time and attention in reviewing this letter. We are proud of our shared history of successfully operating in the City of Phoenix since the inception of the program, and for recently being re-selected as the two highest performing mobility operators. Over the last six months, we have unfortunately experienced persistently low ridership of both our e-bikes and e-scooters compared to previous historical levels. We have carefully evaluated the potential underlying reasons for such weak performance, as these trends ultimately threaten the ongoing viability of the program despite our best efforts.

Looking ahead, we would like to share a number of practical program improvements with your team to drive higher ridership and public usage of our mobility options. These requested policy changes would, in turn, also generate additional revenue for the City per our revenue share agreement. We look forward to implementing a number of win-win solutions that benefit the entire City of Phoenix and meaningfully strengthen our public-private partnership going forward.

I. Current Ridership Levels

For the purposes of transparency, it's important we share our unexpectedly low ridership levels over the course of 2023 to date. As indicated in the table below, we have experienced an average utilization rate of approximately 0.5 trips per device/day on e-scooters and 0.1 trips per device/day on e-bikes from March 1 to May 31, 2023. This represents **an estimated 40%+ reduction in average daily ridership** when compared to the same time period in 2022.

Performance Metrics	Spin	Lime
E-Bike Utilization	0.1 trips per device/day	0.25 trips per device/day
E-scooter Utilization	0.51 trips per device/day	0.86 trips per device/day

II. Program Improvement Proposal

To immediately expand access to our mobility options and encourage greater public usage, we propose the following policy adjustments in the table below for your consideration.

Policy Change	Details	Effective Date
Revised E-bike Minimum Deployment Levels Based on Utilization Rates	<p>With persistently low ridership of our e-bikes, we would like to request a revised approach to minimum deployment levels. We recommend applying a 5% minimum e-bike fleet deployment level, which is more appropriate given current demand. As ridership gradually improves, we would scale up our deployments of e-bikes as a percentage of our fleet based on the following utilization rate criteria:</p> <ul style="list-style-type: none"> • UR > 0.5 = min. 10% of the fleet • UR > 1 = min. 15% of the fleet • UR > 1.25 = min. 20% of the fleet 	June 15, 2023
Adjust Equity Zone Deployments Based on Utilization Rates	<p>Over the last three months, the utilization rate of our e-bikes and e-scooters in equity zones has been unsustainably low (est. .12 for e-bikes, .26 for e-scooters). To this end, we propose to increase the automatic low-income fare discount to 30% off as a proven method of encouraging higher ridership and making our service more inclusive of the entire community. At the same time, we also recommend adjusting the minimum deployment level in equity areas to 15% of our deployed fleet to better reflect current demand levels. This will enable us to locate our devices in areas where they are in the greatest demand and to improve the viability of the program.</p>	July 1, 2023
24 Hour Operations	<p>We would like to request an immediate change to 24/7 hours of operations in order to improve access to our mobility options when other forms of</p>	July 1, 2023

	transportation may be either unavailable or inaccessible. In many cities, we see significant ridership in the late evening and early morning hours, a clear indication of demand for our service.	
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We are committed to strengthening our partnership with the City to provide all residents and visitors of Phoenix with a safe, affordable, and sustainable mobility alternative to cars. We appreciate the opportunity to share our feedback on the current state of the shared mobility program, and we are available to answer any questions or discuss these issues in more detail.

Thank you for your time and consideration,

Derek Stehlin
Government Partnerships, West
Spin

Charlie Mastoloni
Senior Manager of Government Relations
Lime

Brit Moller
Head of Public Policy
Spin

CC:
Kini L.E. Knudson, Director, Street Transportation

Attachment C

Policy and Recommendations

Policy	Existing Conditions		Vendor Request	Staff Recommendations
E-Bike Fleet	20% e-bike fleet minimum		5% e-bike fleet minimum	10% e-bike fleet minimum
			<ul style="list-style-type: none">● UR > 0.5 = min. 10% of the fleet● UR > 1 = min. 15% of the fleet● UR > 1.25 = min. 20% of the fleet	<ul style="list-style-type: none">● UR > 0.5 = min. 15% of the fleet● UR > 1 = min. 20% of the fleet● UR > 1.25 = min. 25% of the fleet
Equity Zone Discount	30% discount in equity zones		30% discount in equity zones	No recommended changes
				<ul style="list-style-type: none">● UR < 0.5 = min. 15% of the fleet● UR > 0.5 = min. 25% of the fleet● UR > 1 = min. 30% of the fleet
Equity Zone Fleet	30% minimum deployment in Equity Zones		15% minimum deployment in Equity Zones	
Access Program	(Lime) \$0.50 unlock, \$0.07 per min	(Spin) \$0.50 unlock, \$0.10 per min	N/A	No recommended changes
	Maximum of 1500 vehicles per vendor. Maximum of 600 vehicles in the downtown core per vendor.			
Fleet Size			N/A	No recommended changes
	Vehicle operations from 5 a.m. to 11:59 p.m. daily. From 12 a.m. to 4:59 a.m., all vehicles can remain in the public right-of-way, but vendors must make them non-operational.			
Operating Hours			24/7 operations	No recommended changes
			Vendors are recommending phased expansion of the program boundary which would begin north and expand west of Phoenix.	
	<ul style="list-style-type: none">● Inside the Downtown Core: Riders must park their vehicle at a designated parking area (corrals), defined by white tape with parking decals.● Outside the Downtown Core: Riders must park by locking the vehicle (using the built-in smart lock) to a bicycle rack or other vertical element in the right-of-way.			
Parking Plan			Vendors are proposing a parking plan for virtual parking corrals throughout the program boundary.	Install program wide corrals throughout current and future program boundaries
*UR stands for Utilization Rate				

Attachment D

Parking Proposal

Phoenix Parking Upgrades

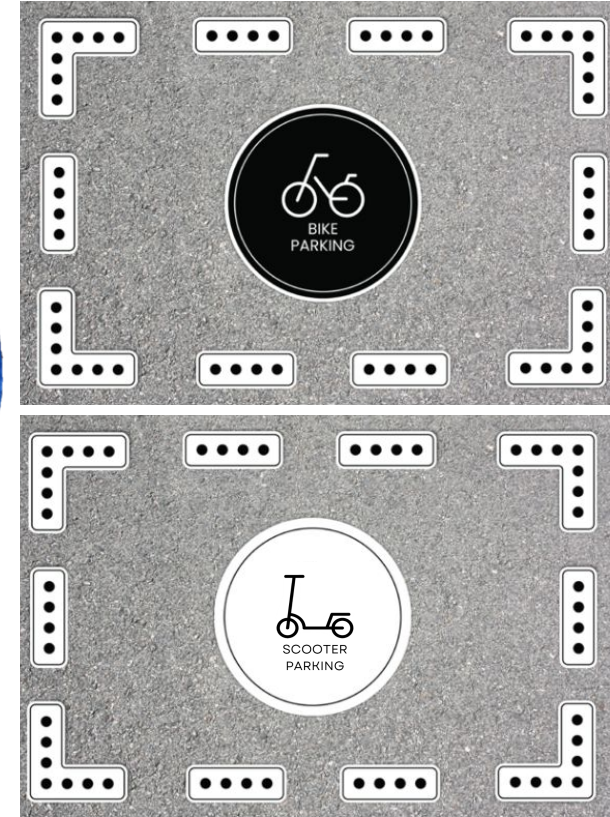
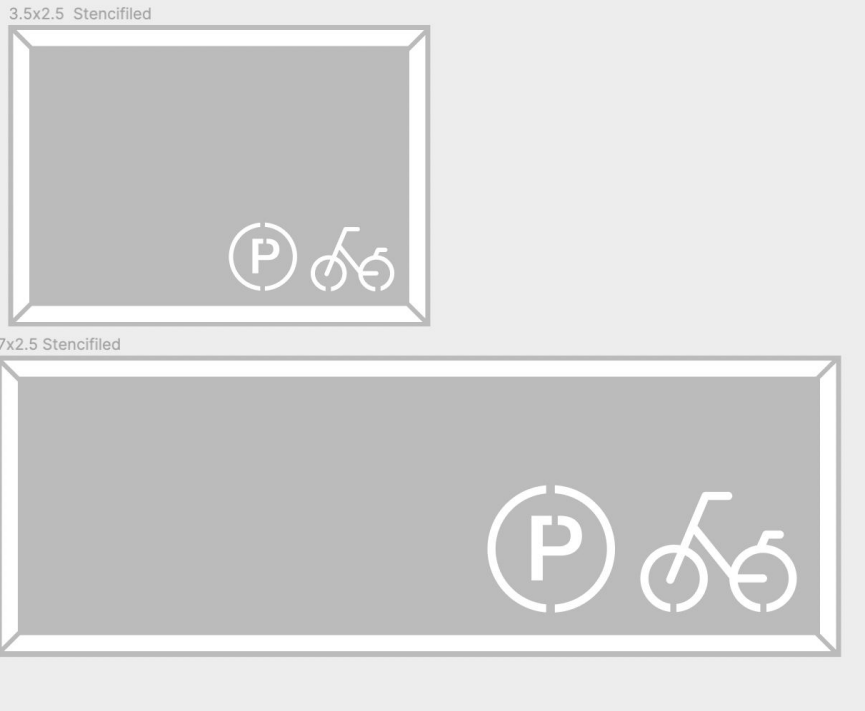
Virtual Parking Corral Design

Stencil Example

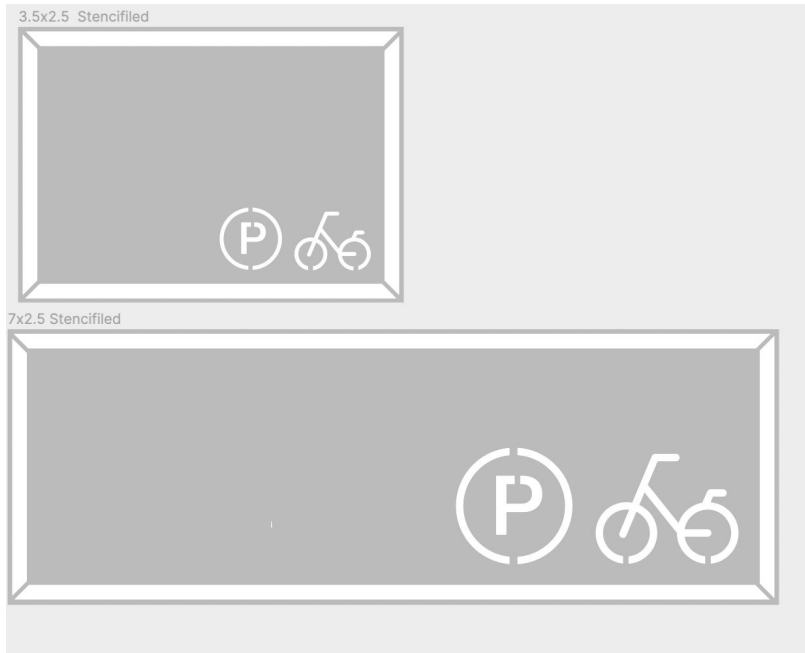


Corral Design

Stencil Overview and Examples



Vertical Signage for Virtual Corrals



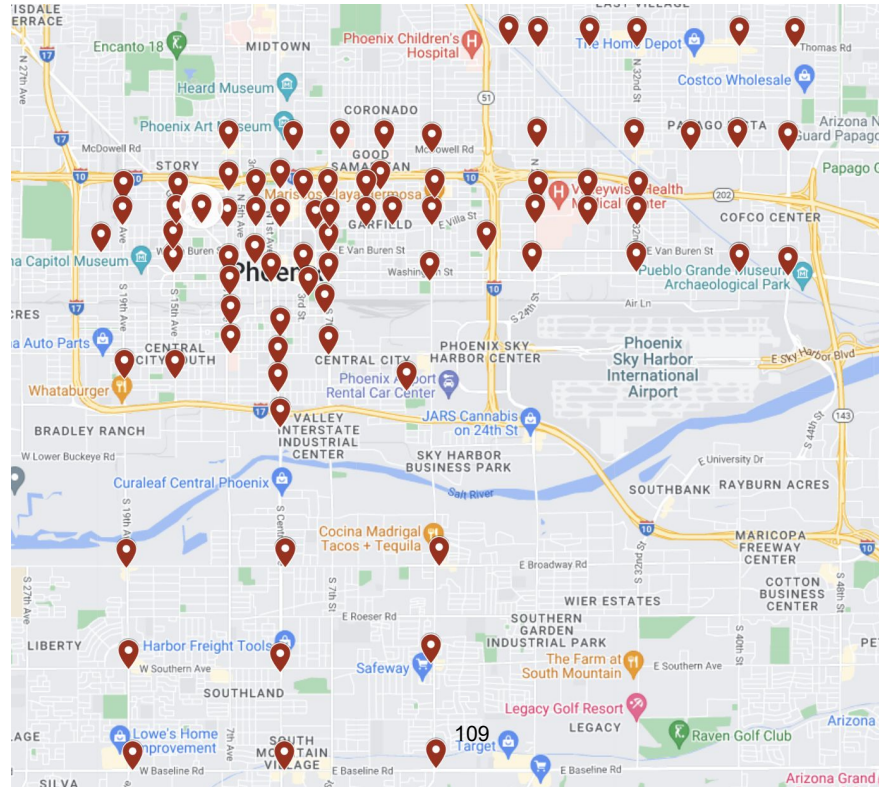
12 x 18"



U-Channel
Post 6 ft.

Proposed Virtual Corral Locations

- 90 Virtual Parking Corrals
- Capacity of 15 vehicles per corral
- Corrals align to existing hot spots to ensure smooth operations and vehicle availability





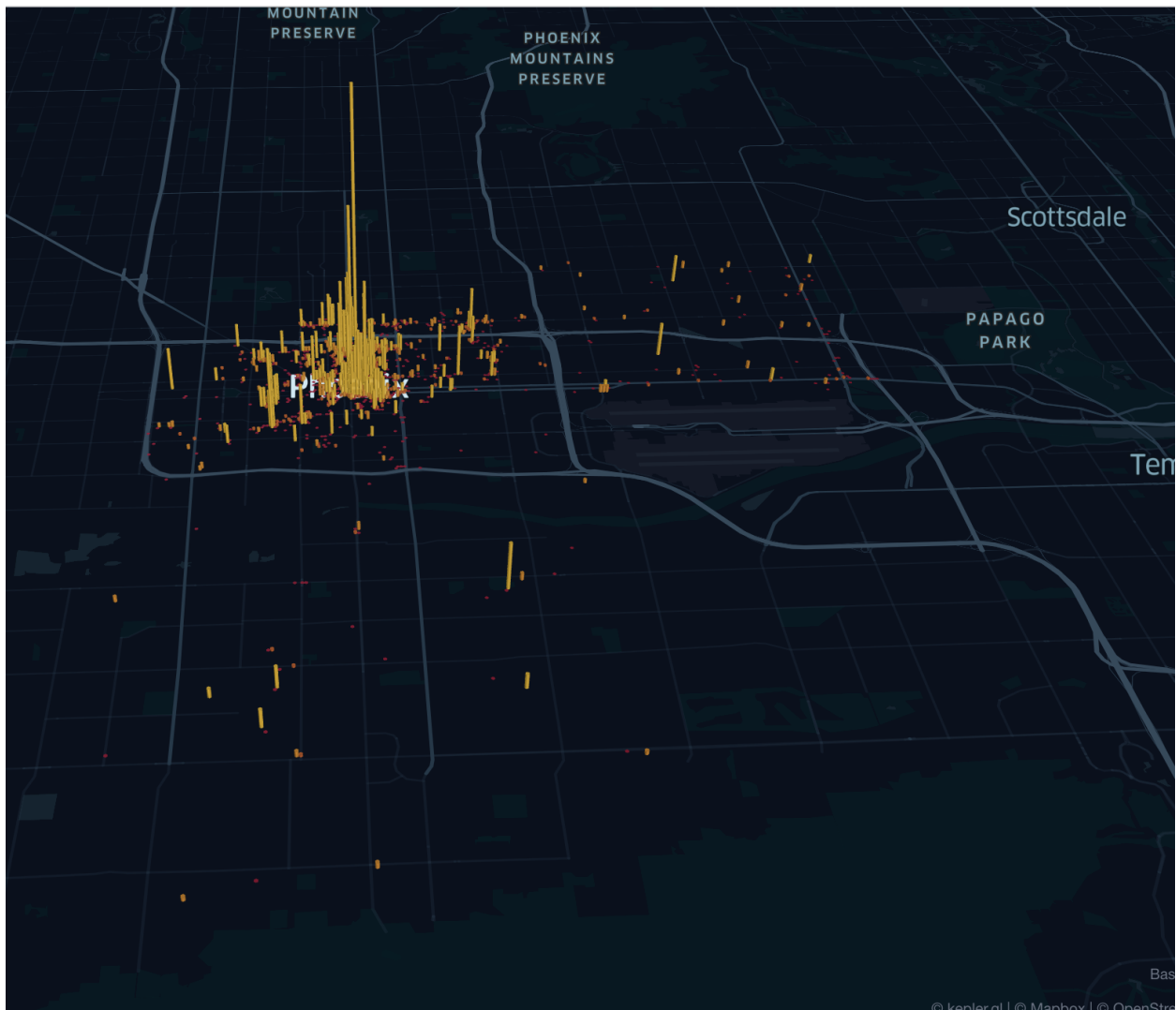
Spin Data

Shiraz Malul
Micromobility Planner II
City of Phoenix Street Transportation Department
Design and Construction Management Division
200 W. Washington Street
Phoenix, AZ 85003

August 2, 2023

Re: Data Request

- Provide a missed demand map

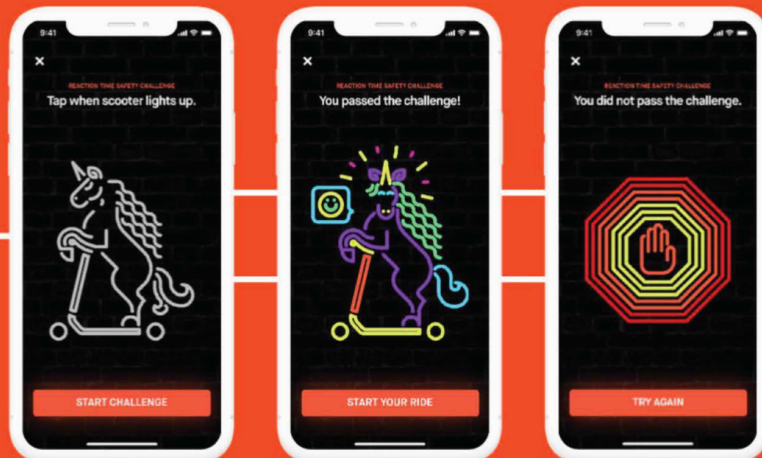


- Cognitive Tests

Spin Sobriety Test

- Targeted times of day/days of the week
 - Nighttime
- Deters inebriated riding and any safety concerns
- Allows later service for citizens without other options at that time

Additional Feature - Sobriety Test: Our mobile app curbs drunk riding by requiring users to pass a sobriety test that gauges the effect of alcohol impairment. Scientific research shows that human reaction time is decreased by 120ms when their blood alcohol content reaches the legal limit of 0.08% (Stuart A Grant, et al. 2000, Blood alcohol concentration psychomotor effects). If our reaction time test shows that a user's reaction is delayed significantly compared to what is statistically expected for a sober person, our app warns users that they are not fit to ride and blocks them from starting a trip.

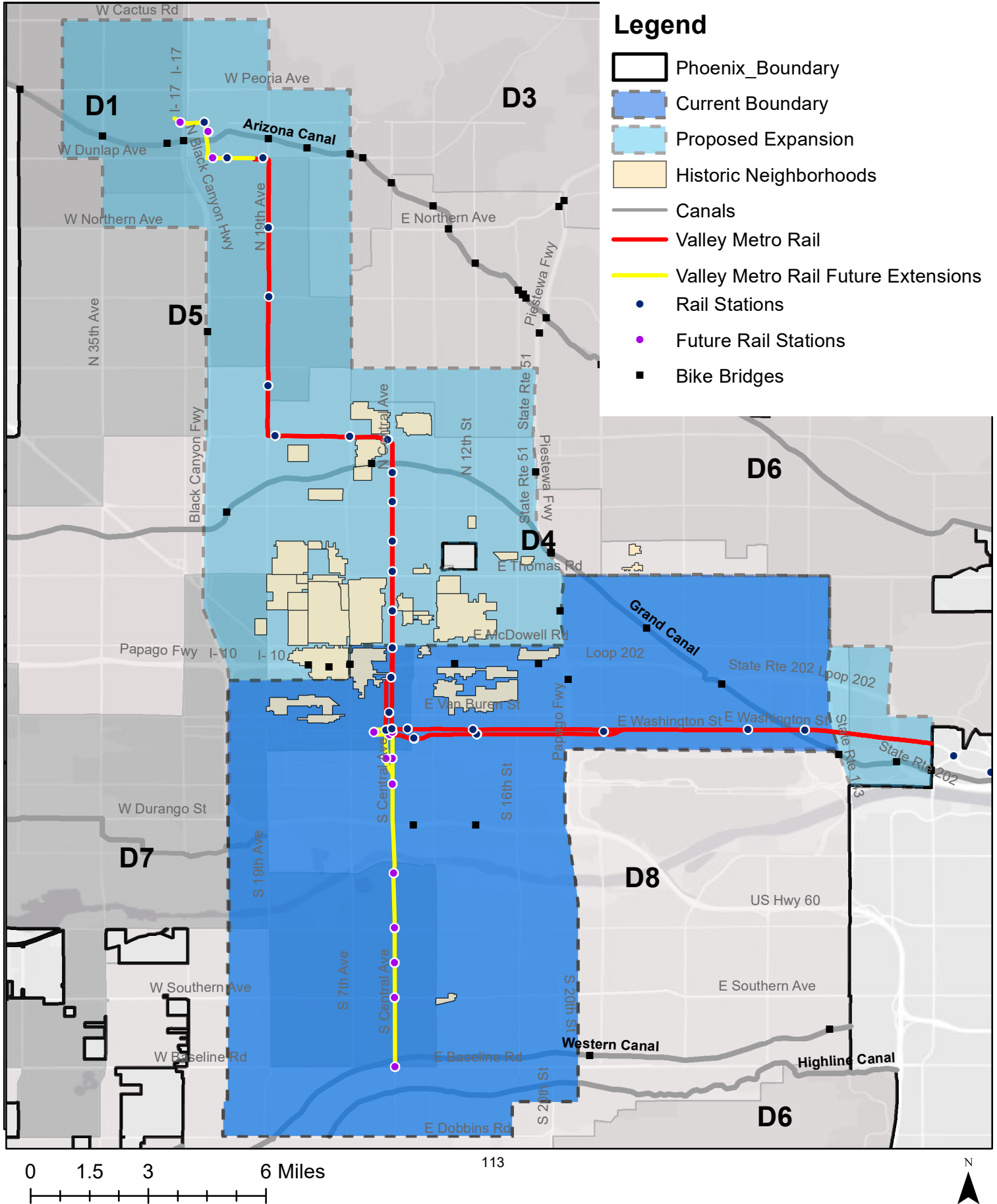


- App Opens throughout the Day
 - Our data team is working on a build to show this data through our reporting software
- What is being done with existing bike racks in relation to the new corral plan?
 - Bike racks will be kept where they currently are.
- What is the specific market information for the # of corrals for our program?
 - Need inventory on number of corrals currently, an employee has been assigned this task, and is working on it it market through the week ending August 11
- What are the specific site locations for the corrals? (ex/ what intersections will they be on?, where would the corrals be located on the right of way?)
 - If corrals are going to be on asphalt, there must be vertical delineators.
 - This project is a significant build, and will take 4-8 weeks to project and map, however, we will continue to collaborate with Lime on this effort.

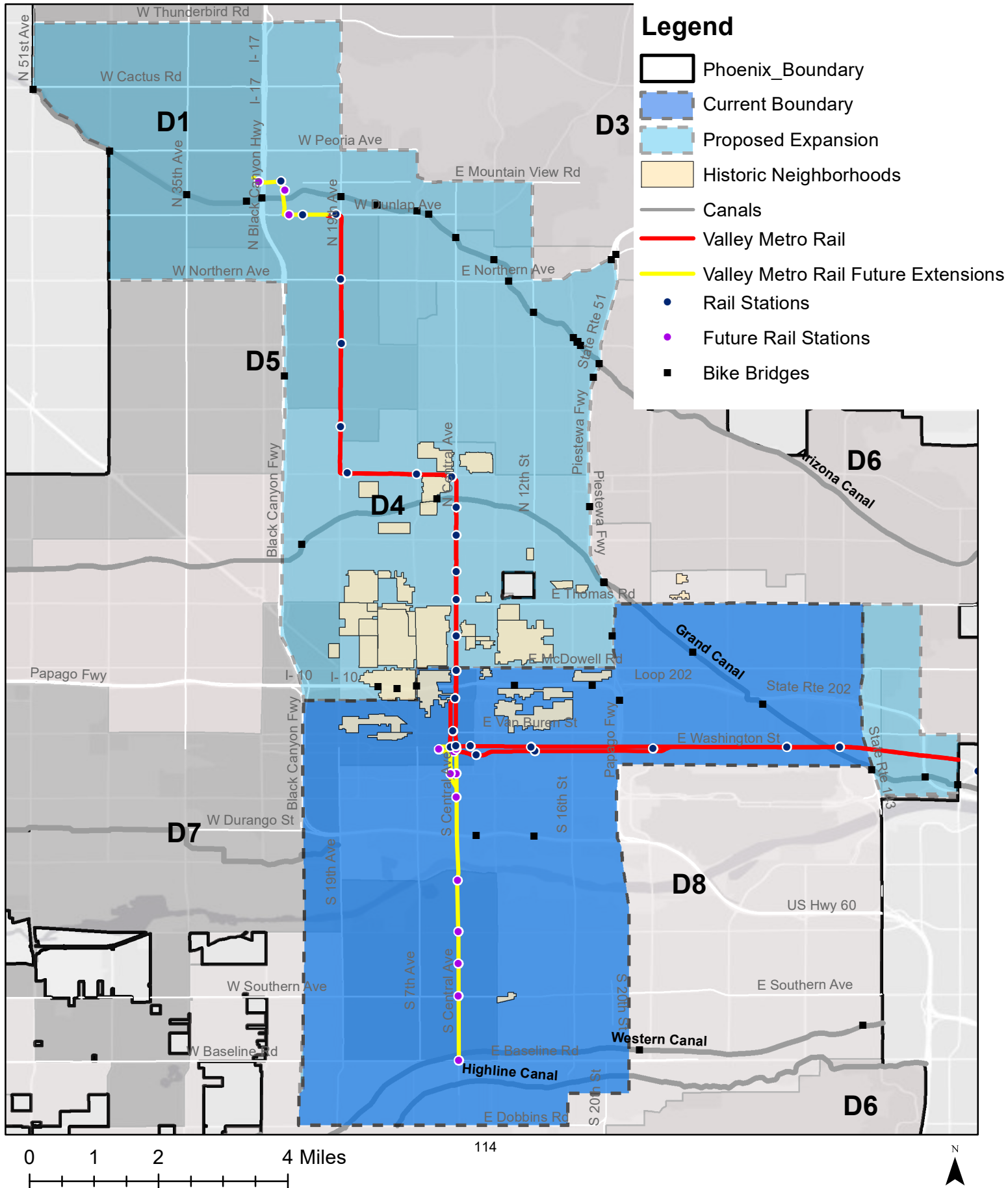


- Generally, corrals will be sited in areas that have some of the following characteristics:
 - High visibility area
 - Connections to other transportation modes
 - Mid-level density
 - Access to popular destinations (i.e. restaurants, shopping)
 - Cycling infrastructure
 - On a wide sidewalk, where space permits
 - Away from high velocity traffic
- Information about specific costs of how the corrals replace the cost of the racks
 - Excluding labor, it costs \$3.43 per foot of pavement marking tape. For the standard corral of 6x8 feet, this equates to \$96.04 per corral. Delineators and adhesive pads cost \$52 each, with two at each standard corral. So for each standard corral, excluding labor and time costs, the average cost is \$200.04.
- Information on who is maintaining the corrals. How are they being maintained and being distributed between Lime and Spin?
 - Since corrals are a relatively simple install, to maintain them would only require replacing portions of the pavement marking tape (can be done piece by piece). If a delineator is broken, then the entire delineator would need to be replaced. Spin is open to discussion in terms of how to manage maintenance distribution. Currently, we have split the north/south area of Phoenix between Spin and Lime for maintenance. As we add more corrals, we would want to maintain that same division in the expanded area of who is installing and maintaining which area.
- What will the corrals look like? How can the corrals be more distinctive on the sidewalks? How have other markets made corrals more distinctive?
 - Corrals should be marked with the standard Phoenix Micromobility decal and are generally already placed in highly visible areas
 - If desired, we can consider adding delineators to corrals on sidewalks
 - Some markets have considered placing A-frame signage near or at corrals to make it more obvious of their purpose

Proposed Micromobility Program Boundary: One-Mile Expansion around Light Rail



Proposed Micromobility Program Boundary: Two-Mile Expansion around Light Rail





Contract Award for Transit Oriented Development Planning for the Capitol / I-10 West Light Rail Corridor Study Areas

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to execute a contract with Ardurra Group, Inc., not to exceed \$2.5 million to provide consultant services to assist with the development and implementation of the Transit-Oriented Development Grant for the Capitol Extension and I-10 West Light Rail Extension study areas.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

This contract provides consultant services to assist with the research, implementation, and execution of the Transit-Oriented Development (TOD) Grant for the Capitol Extension (CAPEX) and I-10 West (10WEST) Light Rail Extension study area. The Federal Transit Administration selected the City of Phoenix to receive a TOD planning grant for future development along the CAPEX and 10WEST light rail extension corridor study areas. The grant's purpose is to assist cities in developing equitable housing strategies and proactive land use planning along transit project corridors. Land use planning will advance TOD in the corridors and the region by advancing efforts with residents, business owners, and community leaders to create a comprehensive plan that lays the groundwork for new development that is urban, mixed use, and built to a pedestrian scale. Such planning will also strengthen and improve opportunities for equitable housing that, when combined with new light rail lines, will improve the community's quality of life and economic vitality.

Consultant services include, but are not limited to, working closely with the community to develop and implement policy plans in the corridor by collecting a detailed inventory of existing land uses, hosting community stakeholder workshops and meetings, working with the community to develop a community vision, and identifying strategies and performance measures to implement the vision. Additionally, the consultant will assist the city with the development of an Equitable Housing Strategy as well as TOD policy plans.

The CAPEX TOD planning area is generally bounded by 7th Avenue on the east,

Interstate 17 on the west, Interstate 10 on the north, and the Union Pacific Railroad on the south. The 10WEST TOD planning area is generally bounded by Interstate 17 on the east, 83rd Avenue on the west, Encanto Boulevard/Osborn Road on the north, and Van Buren Street on the south.

Senate Bill 1102, recently passed by the Arizona State Legislature and signed by the Governor, does not impact this procurement/contract. The bill will require revision to the existing alignment of the CAPEX project, and the project team has already begun evaluating alternative routes to maintain progress towards providing light rail service west of the downtown area towards 79th Avenue. However, the potential alternative alignments are expected to remain within the TOD study area boundaries.

Procurement Information

On Nov. 3, 2021, City Council approved staff's request to issue a Request for Proposal (RFP) for consultant services to assist with the research, implementation, and execution of the CAPEX and 10WEST Light Rail Extension TOD grant. An RFP process was conducted in accordance with Administrative Regulation 3.10. The RFP (PTD22-002) was issued Apr. 15, 2022, with a proposal submission deadline of May 26, 2022. After recommendation for award, the proposal was deemed non-responsible, and the solicitation was cancelled on Oct. 14, 2022. A new RFP was issued May 17, 2023, with a proposal submission deadline of June 13, 2023.

One offer was received in response to the RFP. An evaluation panel comprised of City staff evaluated the offers based on the following criteria with a maximum possible point total of 1000:

- Method of Approach (0-450 points),
- Qualifications and Experience (0-350 points),
- Price (0-200 points)

The evaluation committee reached consensus and scored the offeror as follows:

- Ardurra Group, Inc. - 760 points

The evaluation committee recommended awarding a contract to Ardurra Group, Inc. Public Transit staff concurs with the evaluation committee's decision and recommends the offer from Ardurra Group, Inc. be accepted as the responsive and responsible offeror and offers the best value to the city based on the evaluation criteria.

Contract Term

The contract will begin on or about Oct. 15, 2023, for a one-year term with an option to extend the period up to six additional months to coincide with project completion. The extension option will be exercised by the Public Transit Director only if it is in the City's

best interest to do so and the contractor performed satisfactorily during the initial one-year contract term.

Financial Impact

The estimated total expenditure of the project is \$2.5 million from the following funding sources:

- Federal Transit Administration TOD Grant - \$2 million; and
- City of Phoenix Transportation 2050 Funds - \$500,000.

The project will be administered over two Fiscal Years:

- Fiscal Year 2023-24 - \$ 1.5 million; and
- Fiscal Year 2024-25 - \$ 1 million.

Concurrence/Previous Council Action

The Citizens Transportation Commission recommended approval of this item on Aug. 24, 2023, by a vote of 11-0.

Location

Council Districts: 5 and 7

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.