

DRAFT COPY

UNSOLICITED PROPOSAL FOR PUBLIC/PRIVATE JOINT DEVELOPMENT

THE GATEWAY A TRANSIT COMMUNITY

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

METRO DIVISION 09

**EL MONTE , CA
MARCH 31, 2017**



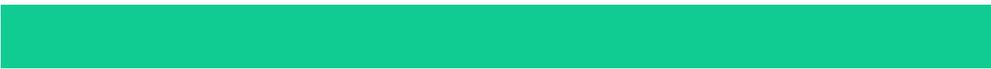


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CHAPTER .01

SITE OVERVIEW



RESIDENTIAL (AFFORDABLE HOUSING) - PARCEL 1
 OWNER/DEVELOPER: JAMBOREE HOUSING
 MASTER DEVELOPER: GRAPEVINE
 ARCHITECT: SVA
 GC: KPRS CONSTRUCTION INC.



EL MONTE BUS STATION
 OWNER/DEVELOPER: MTA
 ARCHITECT: GENSLER
 GC: KPRS CONSTRUCTION INC.



MIXED USE - PARCEL 5
 OWNER/DEVELOPER: GRAPEVINE
 ARCHITECT: AO





RESIDENTIAL (MARKET RATE) - PARCEL 2
 OWNER/DEVELOPER: GRAPEVINE
 ARCHITECT: SVA /AO

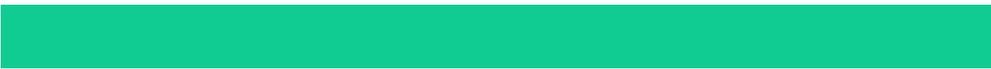
PROPOSED ELEVATED RELOCATED
 METROLINK STATION



MIXED USE - PARCEL 3
 OWNER/DEVELOPER: CITY/GRAPEVINE
 ARCHITECT: AO



MIXED USE - PARCEL 4
 OWNER/DEVELOPER: GRAPEVINE
 ARCHITECT: SVA



CHAPTER .02 CURRENT SITE CONDITIONS

GRAPEVINE DEVELOPMENT COMPLETED PROJECTS ON SITE



CURRENT ENTITLED SITE PLAN



EL MONTE MTA BUS TERMINAL



MTA Busway El Monte, CA

- 33,000 commuters per day currently
- Pedestrian Connection between Transit Station, Housing & Retail
- MTA designed station for 50,000 commuters

Shopping, dining & working adjacent to the MTA Transit Station will transform this area as a showcase model for other intermodal neighborhoods.

As the largest bus modal transportation center in the western United States, offering convenient state-of-the-art access to mass transit system available anywhere in Southern California, with Silver Streak directly connecting to Union Station, the Fast Track Lanes on I-10 and Greyhound nation-wide.





The Gateway - Parcel 1
El Monte, CA

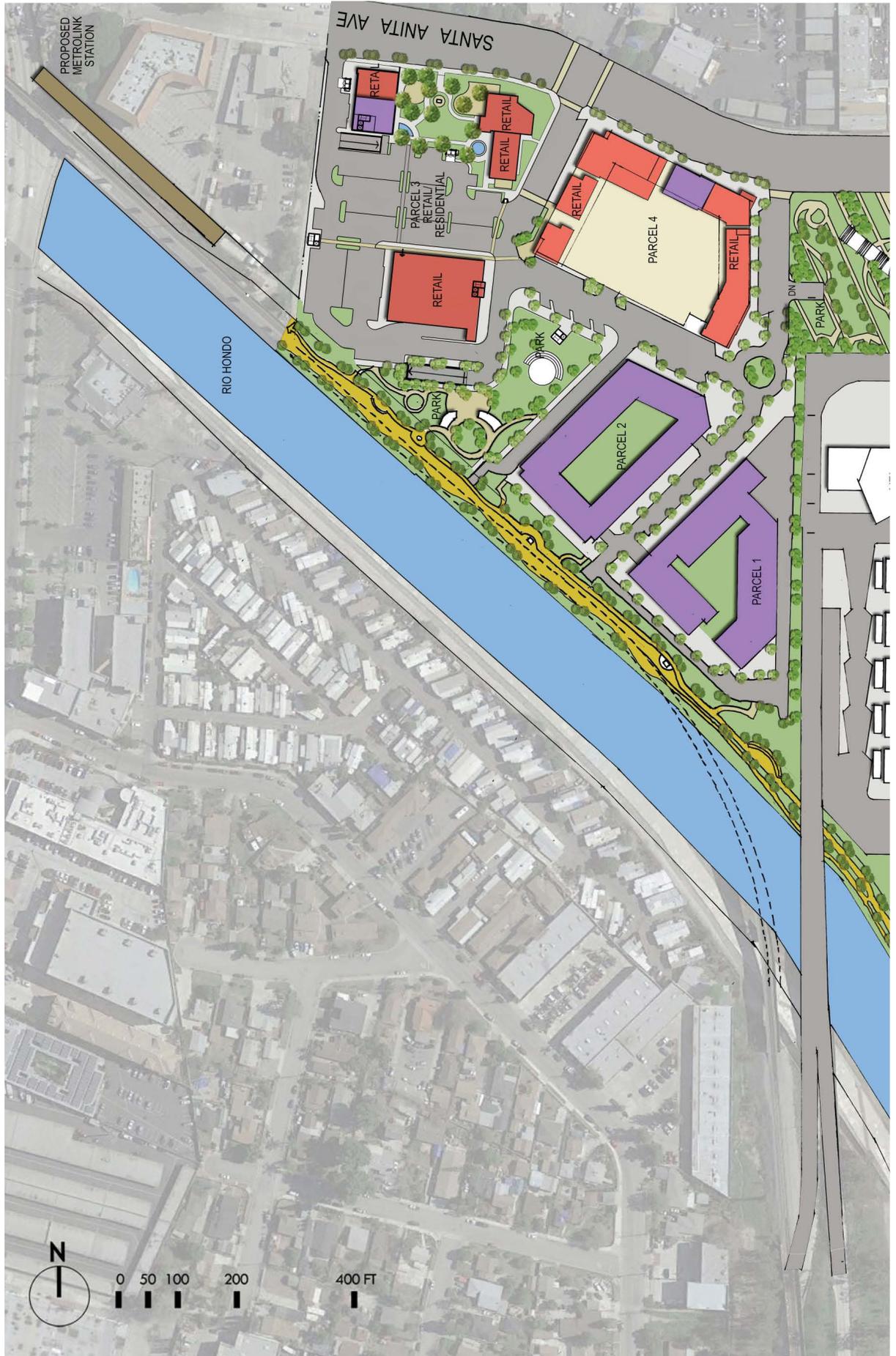
Jamboree is an affordable housing project conveniently located adjacent to the newly constructed El Monte Station, the largest bus facility west of Chicago. The new four story housing development includes 132 apartments. Multiple options for unit layouts provide tenants with the opportunity to find the right home for their needs. A tot lot and spacious common areas help make Jamboree an inviting familial atmosphere.





CHAPTER .03 PROPOSED GATEWAY MASTERPLAN

GRAPEVINE DEVELOPMENT FUTURE PROJECTS ON SITE











The Gateway - Parcel 3 El Monte, CA

The 5.36-acre Parcel is controlled by Grapevine Advisors and is a future phase of the Gateway Master Plan, a transit oriented development. This mixed-use phase includes up to 200 apartment units in 5 stories of Modified Type III construction over ground floor retail and a 2 level subterranean Type I parking structure.

The market rate apartments will range from a mix of studios & 1 bdrms to 2 bdrms. The apartment building will include amenities ranging from an 8,000 sq. ft. leasing & clubhouse space, a fitness center and an inviting lobby integrated into the ground floor of the building. The ground floor retail will consist of roughly 50,000 sq. ft. of restaurant & retail shell space whose tenants may include a grocery store, drug store, and shops. The subterranean parking will be mechanically ventilated and includes up to 1,230 parking spaces for the various uses. Additionally, the 1.58 acre Heritage Park will be redistributed onsite and remain as openspace.

Grapevine entered into its purchase option to acquire the parcel from the city in May 2014. As the Master Developer, Grapevine commenced demolition, mass grading, infrastructure and remediation of a former municipal landfill in June 2014.





PARCEL 3 - Option 1

RETAIL /RESTAURANT 40,570 sf
 APARTMENT (5 Levels above Retail) 200 Units

PARKING REQUIRED:

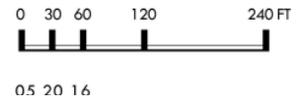
RETAIL (36K @ 1/200) 180 stalls
 RESTAURANT 4.57 @ 1/100 46 stalls
 APARTMENT(200 units @ 1.75/unit) 350 stalls

PARKING PROVIDED: 576 stalls

SURFACE 162 stalls
 SUBTERRANEAN 1 439 stalls
 SUBTERRANEAN 2 439 stalls

TOTAL PARKING PROVIDED: 1042 stalls

PARKING REQUIRED: 576 stalls
 MTA PARKING: 397 stalls

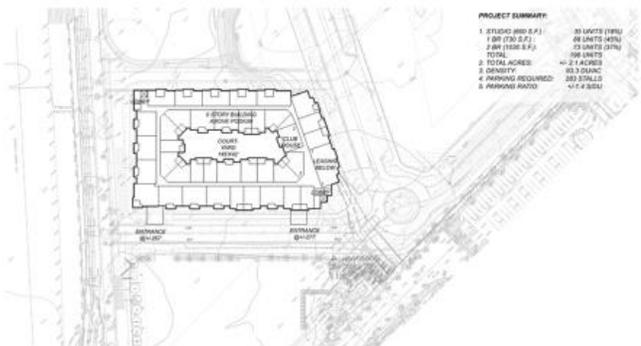




The Gateway - Parcel 2
El Monte, CA

This 1.89-acre Parcel is located off of Santa Anita Ave and is part of the Gateway Master Plan, a transit-oriented mixed-use development. The walkable district enhances the transit linkages to the adjacent LACMTA Rapid Transit Bus Station and the nearby LA downtown corridor. The market rate multifamily rental housing will consist of 212 units in 5 levels of modified Type III construction over a 2 levels Type I parking garage providing 321 parking spaces.

The rental homes will range from 515 sq. ft. studios up to 1,054 sq. ft. 2 bedroom/2 bath units. Residents and guests will be impressed the grand 2-story lobby entrance and 2-story fitness center. Other amenities will include: a community room, business meeting space with computer equipment & free wifi, satellite and cable television, a pet spa, bicycle kitchen and an indoor/outdoor sky deck with kitchen & fire pit overlooking the San Gabriel Mountains. In addition to the restaurants, retail and the 2 acre community park immediately adjacent to the building, the expansive podium deck boasts large open green space, sunshades, outdoor BBQ facilities, a link of spa jacuzzis and a fire place area with lounge seating.







EL MONTE BUS STATION
OWNER/DEVELOPER: MTA
ARCHITECT: GENSLER
GC: KPRS CONSTRUCTION INC.



MIXED USE - PARCEL 5
OWNER/DEVELOPER: GRAPEVINE
ARCHITECT: AO



MIXED USE - PARCEL 4
OWNER/DEVELOPER: GRAPEVINE
ARCHITECT: SVA
GC: KPRS CONSTRUCTION INC.





RESIDENTIAL (AFFORDABLE HOUSING) - PARCEL 1
 OWNER/DEVELOPER: JAMBOREE HOUSING
 MASTER DEVELOPER: GRAPEVINE
 ARCHITECT: SVA
 GC: KPRS CONSTRUCTION INC.

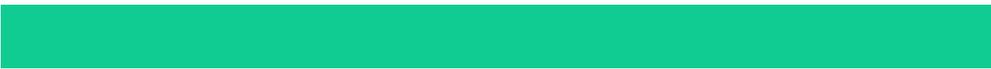


RESIDENTIAL (MARKET RATE) - PARCEL 2
 OWNER/DEVELOPER: GRAPEVINE
 ARCHITECT: SVA /AO

PROPOSED ELEVATED RELOCATED
 METROLINK STATION



MIXED USE - PARCEL 3
 OWNER/DEVELOPER: CITY/GRAPEVINE
 ARCHITECT: AO

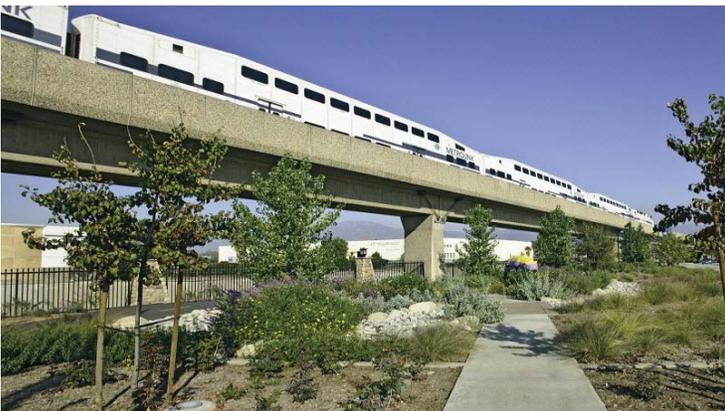


CHAPTER .04 LINKAGE OF GREEN SPACE

TOTAL PUBLIC OPEN SPACE = 15.30 ACRES

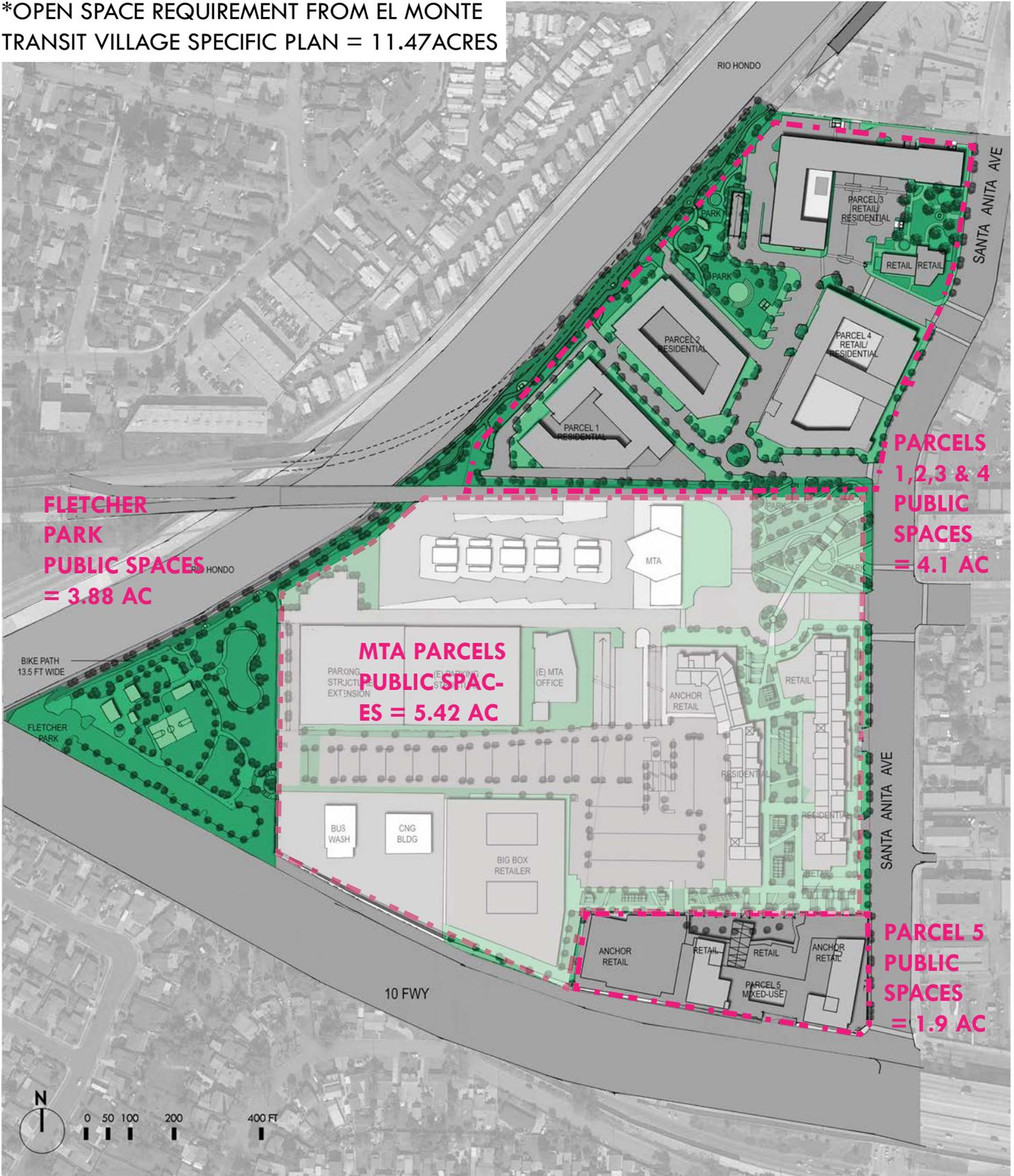


PROPOSED LINKING OF GREEN SPACES



CURRENT GREEN SPACE ON SITE = 6.42 ACRES

*OPEN SPACE REQUIREMENT FROM EL MONTE TRANSIT VILLAGE SPECIFIC PLAN = 11.47ACRES



CHAPTER .05 RAMONA BLVD. SUSTAINABILITY CORRIDOR VISION PLAN



Southern California Association of Governments
 2016 Sustainability Planning Grants Application
 Integrated Shared Vision Application Form

Agency Name: City of El Monte

Project Name: Ramona Boulevard Model Sustainability Corridor Vision
 Plan



If your project is part of a proposed multijurisdictional effort, please list cities applying for the same project and the name of the project being applied for if different.

City Name: _____	Project Name: _____
City Name: _____	Project Name: _____
City Name: _____	Project Name: _____

D. Project Description

1. Please provide a short summary of your project that includes the major deliverables.

Provide a short description of the scope of your project. (500 Character Limit)
The proposed project will deliver a corridor plan for electric BRT with shared solar charging stations, TOD, active transportation improvements, ride-share mobility hubs, and Green Street designs on Ramona Blvd in the Cities of El Monte and Baldwin Park. Serving as a model of multi-jurisdictional planning for sustainability, the Plan will include data collection, analysis, public engagement, cost estimates, and a strategy for implementation to make the project competitive for funding.

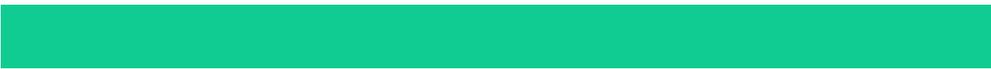
2. Funding for the SPG is provided through a combination of federal, state, and local sources and requires a direct transportation nexus. For funding purposes please describe the transportation/GHG emissions reduction nexus.

Provide a short description of how your project will reduce VMT and/or GHG. (500 Character Limit)
The proposed Plan's recommendations for electric BRT, TOD, active transportation improvements, and ride-share mobility hubs on Ramona Blvd will provide an alternative to the overly congested I-10 that runs parallel to the corridor and has met its ROW envelope limits. With increased density and mixed use, the corridor will also offer attractive alternatives to driving alone to reduce VMT, while water-smart landscaping and solar charging stations will conserve water and reduce GHG emissions.

E. Background Information

The following questions will help SCAG identify the appropriate funding source for each project and determine project eligibility.

1. Is your agency a member of SCAG? Yes/ No
2. SCAG requires that each jurisdiction submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding.
 - a. Is your agency willing to adopt/provide documentation of support? Yes/ No
3. The 2016 RTP/SCS seeks to "...grow in more compact communities in existing urban areas, providing neighborhoods with efficient and plentiful public transit, abundant and safe



CHAPTER .06

BUS TUNNEL RE-SCOPE & FUNDING RE-PURPOSE REQUEST

Overview:

Bus Tunnel Re-scoping & Funding

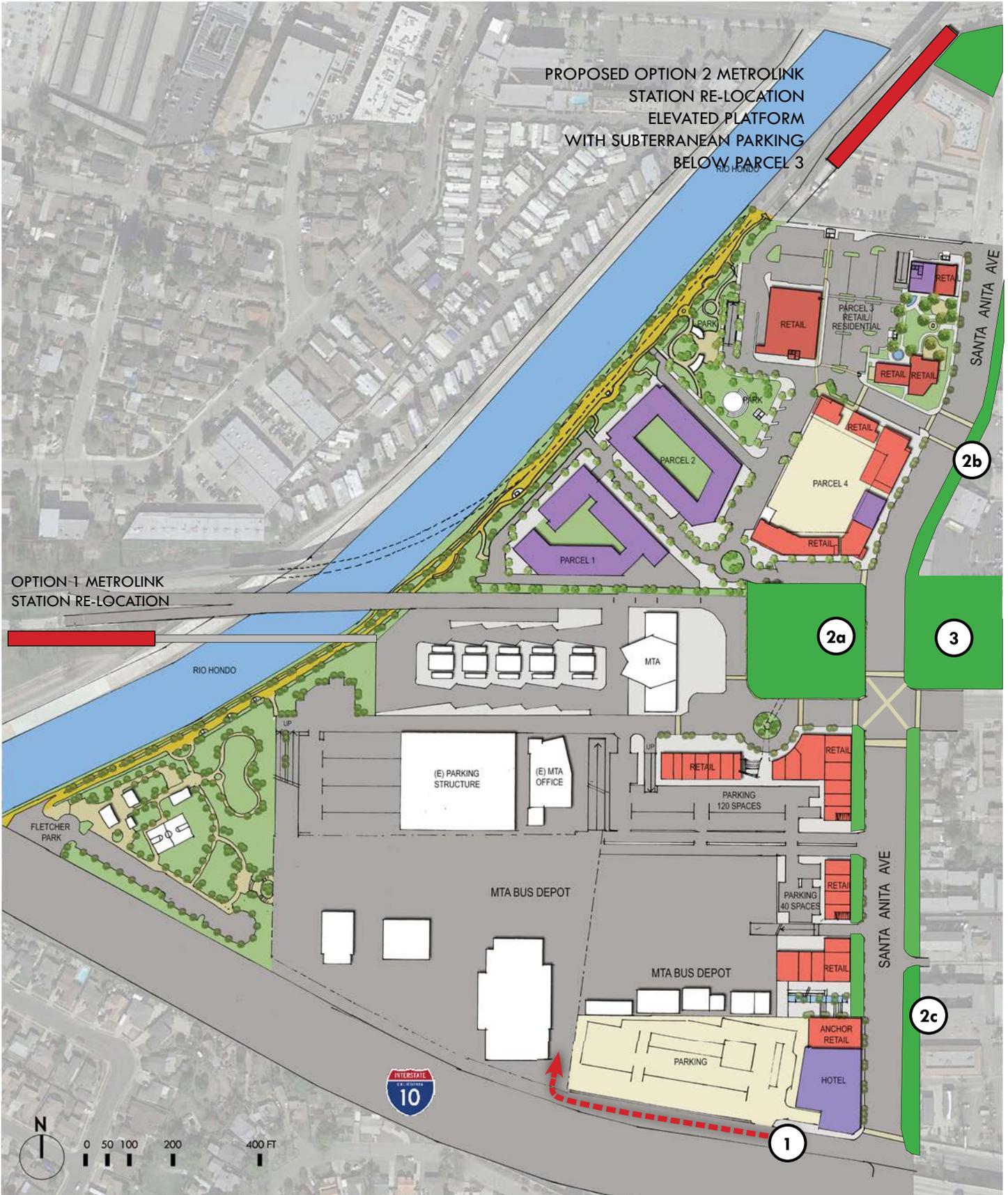
Background:

In collaboration with the City of El Monte, the following section is intended to provide Metro with additional information to support the City's request for re-scoping of the El Monte Bus Tunnel project in an effort to re-purpose the previously awarded Grant funds.

As demonstrated in the following exhibits, the proposed onsite and offsite improvements are consistent with Assembly Bill No. 1358, Metro's Complete Streets Policy dated October 2014, as well as the Complete Streets Resolution adopted by the City of El Monte in November 2014. With a focus on multimodal design for the areas surrounding Metro's Division 9 Station, the proposed improvements include a variety of safe & convenient enhancements for pedestrians and cyclists, while integrating transportation improvements for vehicular traffic including dedicated bus lanes for Metro buses.

Status:

The proposed re-scoping improvements are depicted in the following exhibits and include detailed descriptions & cross sections. Several of the improvements have already obtained City approval for design and are permit and shovel ready.



PROPOSED OPTION 2 METROLINK
STATION RE-LOCATION
ELEVATED PLATFORM
WITH SUBTERRANEAN PARKING
BELOW PARCEL 3

OPTION 1 METROLINK
STATION RE-LOCATION

- 1 Relocate Bus Entry to south of Depot. One way entry from Freeway to alleviate some of the bus traffic along Santa Anita



- 2a Create Open Space to frame the station entrance and to facilitate safe pedestrian & cyclist mobility & linkages; replace parking spaces either at Parcel 3, Parcel 5 or future master plan + ride sharing drive

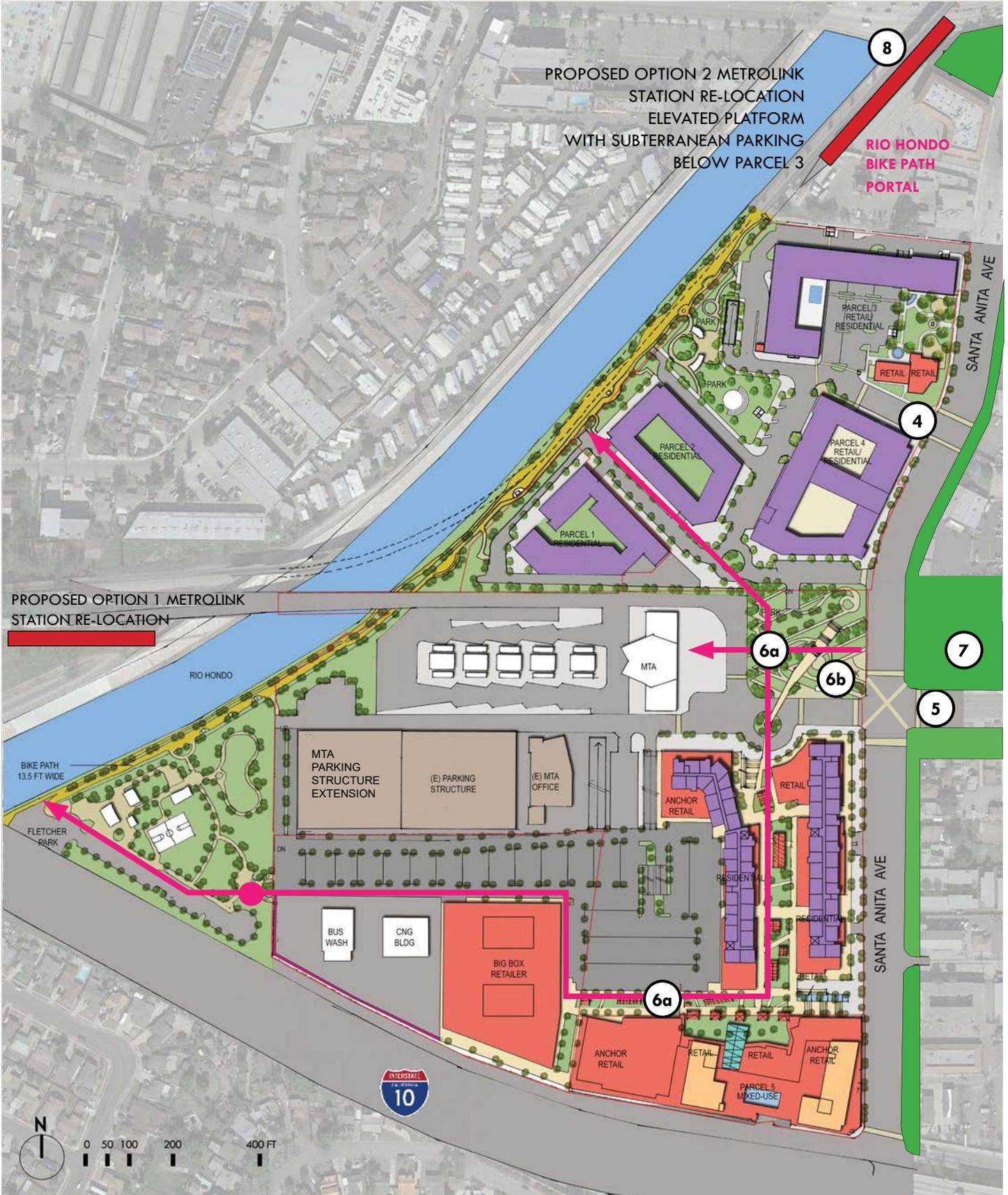


- 2b Parkway on the east side of Santa Anita Ave creates symmetrical gateway parkway along Santa Anita Ave. The parkway is consistent with the Downtown Main Street Transit-Oriented District Specific Plan per PC Resolution No. 3471 adopted on Feb 28th, 2017 which provides for large setbacks of 16' to 20' along the east side of Santa Anita to Ramona.

- 2c Future parkway south of Ramona Blvd. will be consistent to proposed parkway mentioned in the Downtown Main Street Transit-Oriented District Specific Plan.

- 3 Consistent with the Ramona Blvd transit corridor (SCAG Grant) Acquire property @ NEC @ Ramona & Santa Anita to align the pedestrian & cyclist experience to include cycle ride sharing, bike storage, handicap parking and to facilitate other ride sharing options





- 4 Install the new signalized intersection at Gateway Promenade and Santa Anita including pedestrian crosswalk. Install the enhanced street median along Santa Anita from new intersection to Ramona. City approved design, permit and shovel ready.



- 5 Design & Install diagonal "pedestrian & cyclist scramble" crossing at Ramona and Santa Anita Intersection; modify traffic signal to accommodate crossing



- 6a Provide connections from Santa Anita to the Gateway Project and the Rio Hondo Bike Path. Expand & Link the Rio Hondo Bike Path to connect Fletcher Park



- 6b Provide a pedestrian bridge linking open space at the Metro Station entrance to future mixed use development; facilitate safe & convenient pedestrian & cyclist mobility and linkages.

- 7 Enhance Pedestrian, Cycling and Ride Sharing at the Ramona Blvd transit corridor to enhance bike orientation, bike rental, sharing & storage, charging stations for hybrid autos, and other ride sharing features.



- 8 Enhance the Pedestrian & the Rio Hondo Bike Trail entrance at Valley Blvd consistent with the Bike Portal proposed in the Downtown Main Street Transit-Oriented District Specific Plan; make it more inviting with signage and ornate gate along with bike sharing rental station.



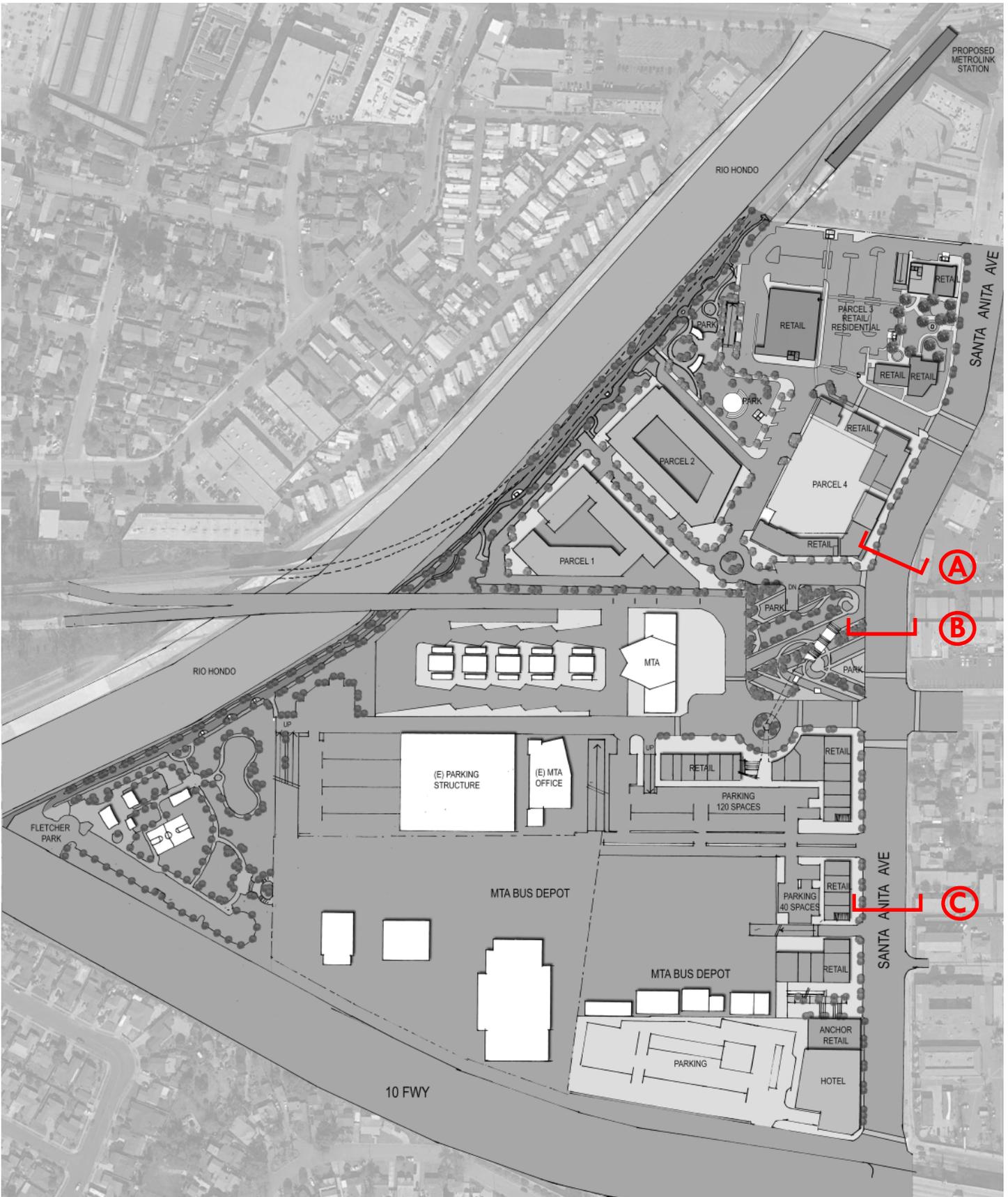


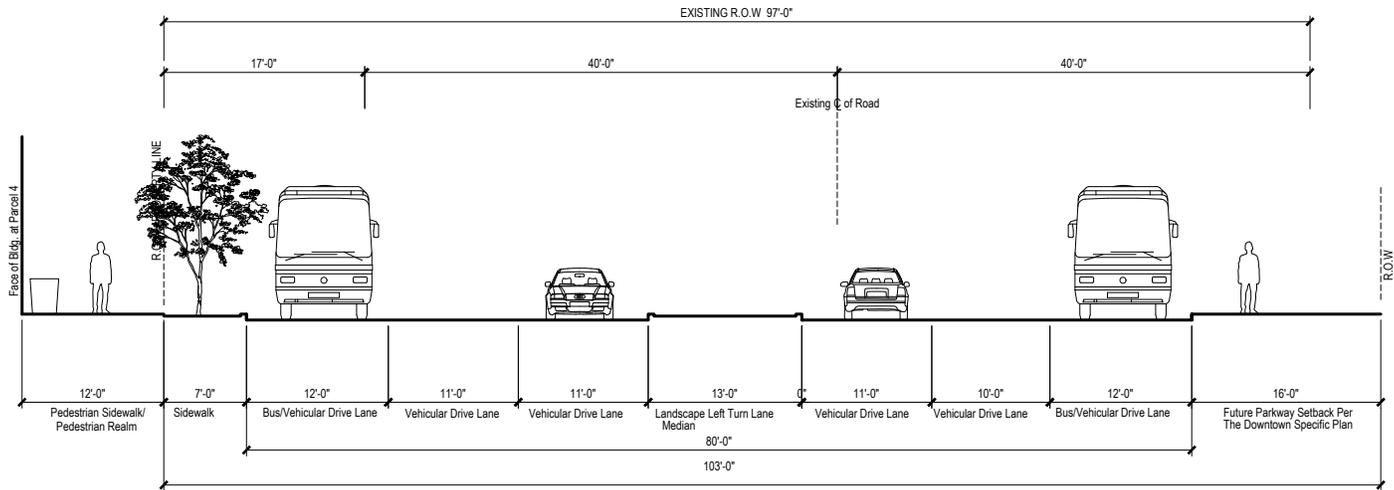
PROPOSED BIKE PATHS

9

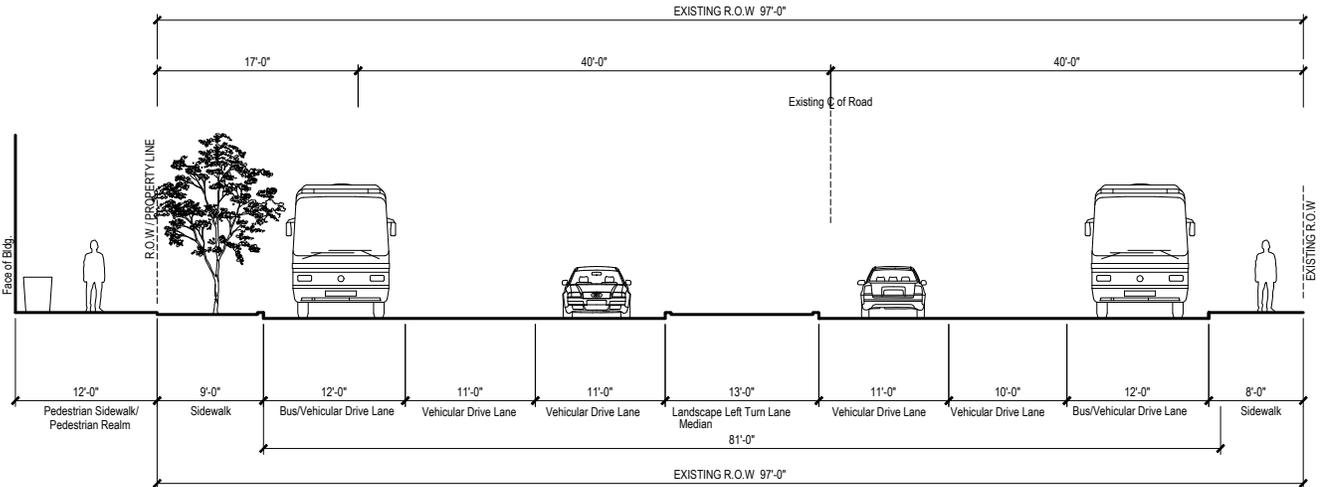
Acquire right of way for proposed Bike Paths (as depicted by Grapevine) to connect to the Rio Hondo Trail, the Ramona Blvd Transit corridor, El Monte Downtown, and the Gateway Transit community so that cyclists are provided accessible paths to the transit station.



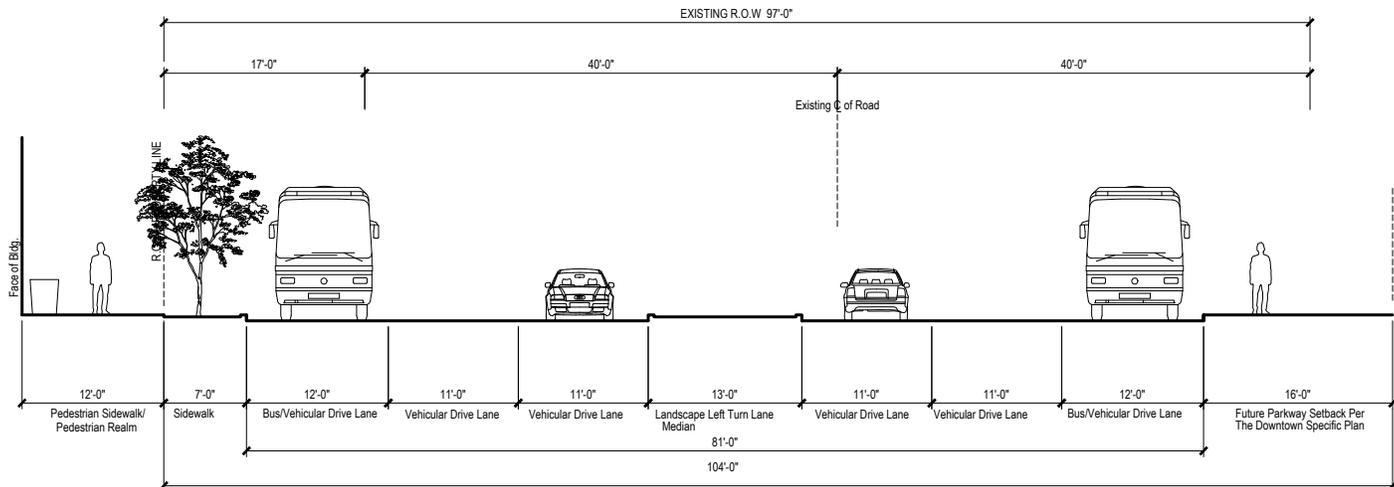




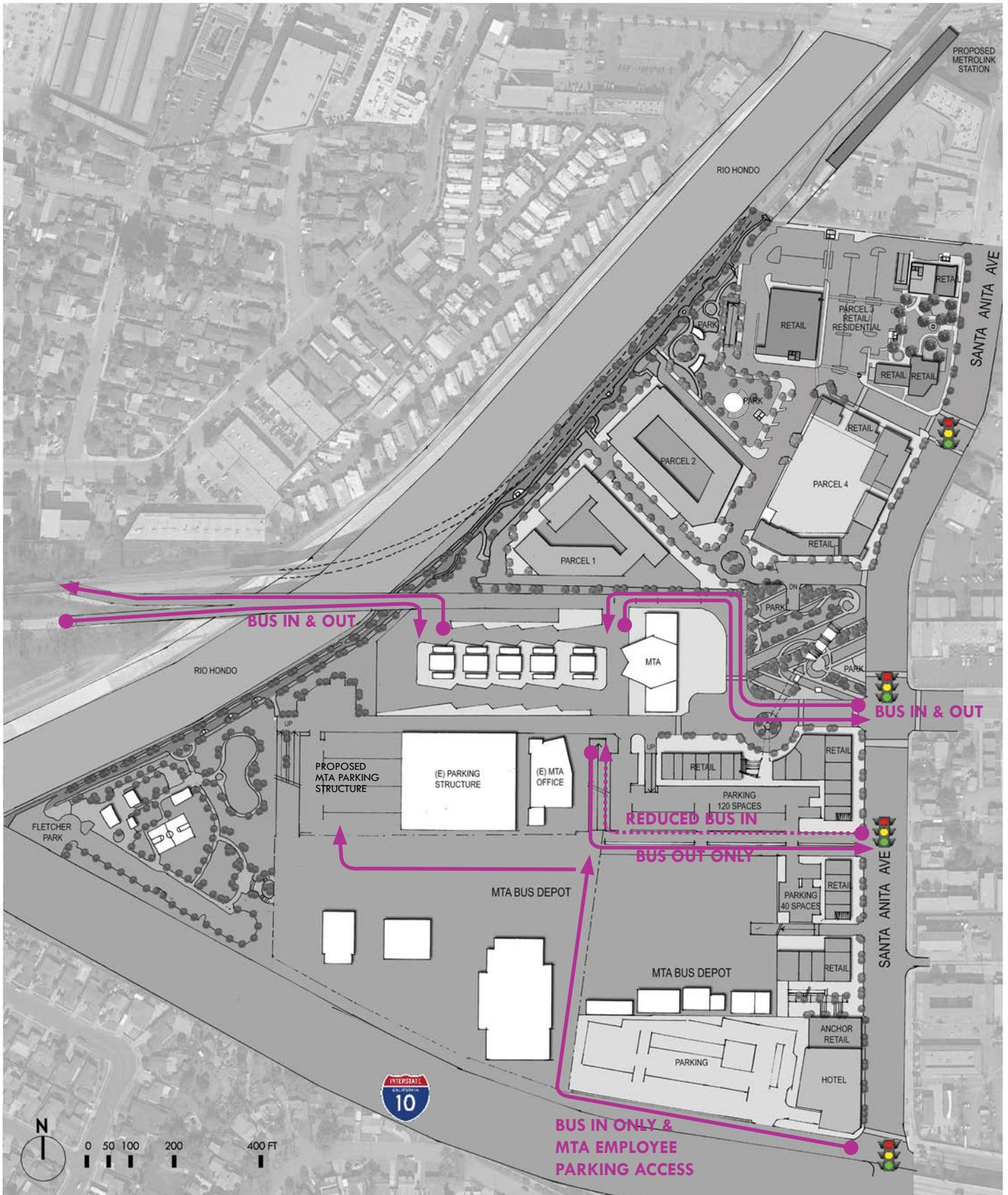
A Future R.O.W Santa Anita Street Section @ Parcel 4
103'-0"



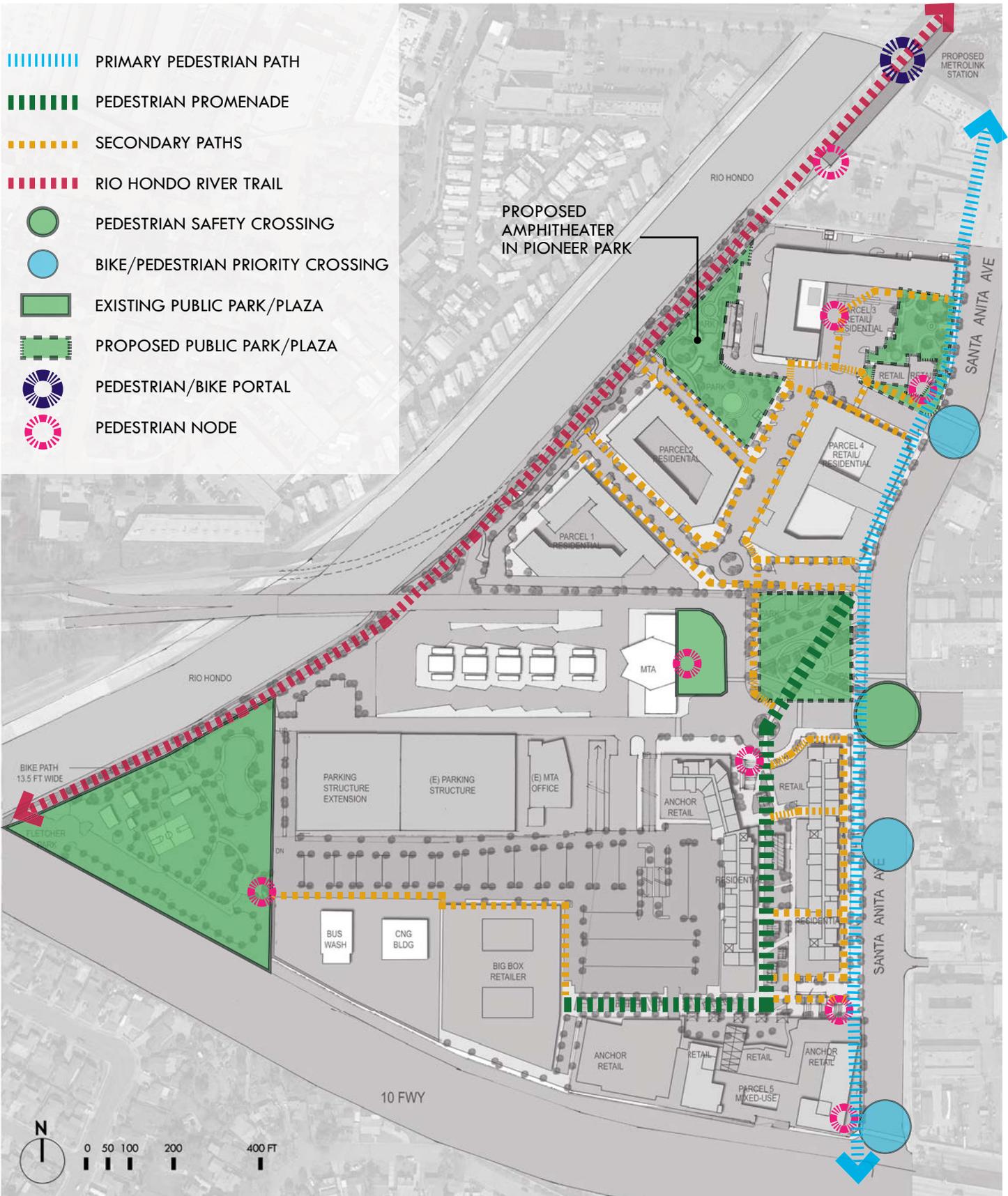
B Existing R.O.W Santa Anita Street Section
97'-0"



C Future R.O.W Santa Anita Street Section @ Parcel Metro & Amador St.



PROPOSED BUS TERMINAL ROUTES IN PROPOSED PLAN



PEDESTRIAN CIRCULATION

DRAFT FOR DISCUSSION PURPOSES

Prepared by the Grapevine Team

BUS TUNNEL RESCOPING & FUNDING

MTA CITY OF EL MONTE

		rev
KEY CODE	DESCRIPTION OF WORK	
1	Relocate Bus Entry to south of Depot. One way entry from Freeway to alleviate some of the bus traffic along Santa Anita	
2a	Create Open Space to frame the station entrance and to facilitate safe pedestrian & cyclist mobility & linkages; replace parking spaces either at Parcel 3, Parcel 5 or future master plan + ride sharing drive	
2b	Parkway on the east side of Santa Anita Ave creates symmetrical gateway parkway along Santa Anita Ave. The parkway is consistent with the Downtown Main Street Transit-Oriented District Specific Plan per PC Resolution No. 3471 adopted on Feb 28th, 2017 which provides for large setbacks of 16' to 20' along the east side of Santa Anita to Ramona.	
2c	Future parkway south of Ramona Blvd. will be consistent to proposed parkway mentioned in the Downtown Main Street Transit-Oriented District Specific Plan.	
3	Consistent with the Ramona Blvd transit corridor (SCAG Grant), acquire property @ NEC @ Ramona & Santa Anita Ave to align the pedestrian & cyclist experience to include cycle ride sharing, bike storage, handicap parking and to facilitate other ride sharing options	
4	Install the new signalized intersection at Gateway Promenade and Santa Anita including pedestrian crosswalk. Redesign if necessary and install the enhanced street median along Santa Anita from new intersection to Romona. City approved design, permit and shovel ready.	
5	Design & Install diagonal "pedestrian & cyclist scramble" crossing at Ramona and Santa Anita Intersection; modify traffic signal to accommodate crossing.	
6a	Provide connections from Santa Anita to the Gateway Project and the Rio Hondo Bike Path; Expand & Link the Rio Hondo Bike Path to connect Fletcher Park	
6b	Provide a pedestrian bridge linking open space at the Metro Station entrance to future mixed use development; facilitate safe & convenient pedestrian & cyclist mobility and linkages.	
7	Enhance Pedestrian, Cycling and Ride Sharing at the Ramona Blvd transit corridor to enhance bike orientation, bike rental, sharing & storage, charging stations for hybrid autos, and other ride sharing features.	
8	Enhance the Pedestrian & the Rio Hondo Bike Trail entrance at Valley Blvd consistent with the Bike Portal proposed in the Downtown Main Street Transit-Oriented District Specific Plan; make it more inviting with signage and ornate gate along with bike sharing rental station.	
9	Acquire right of way for proposed Bike Paths (as depicted by Grapevine) to connect to the Rio Hondo Trail, the Ramona Blvd Transit corridor, El Monte Downtown, and the Gateway Transit community so that cyclists are provided accessible paths to the transit station.	

Also Reference Draft Copy of Section of the MTA Unsolicited Proposal Draft dated 12/29/17

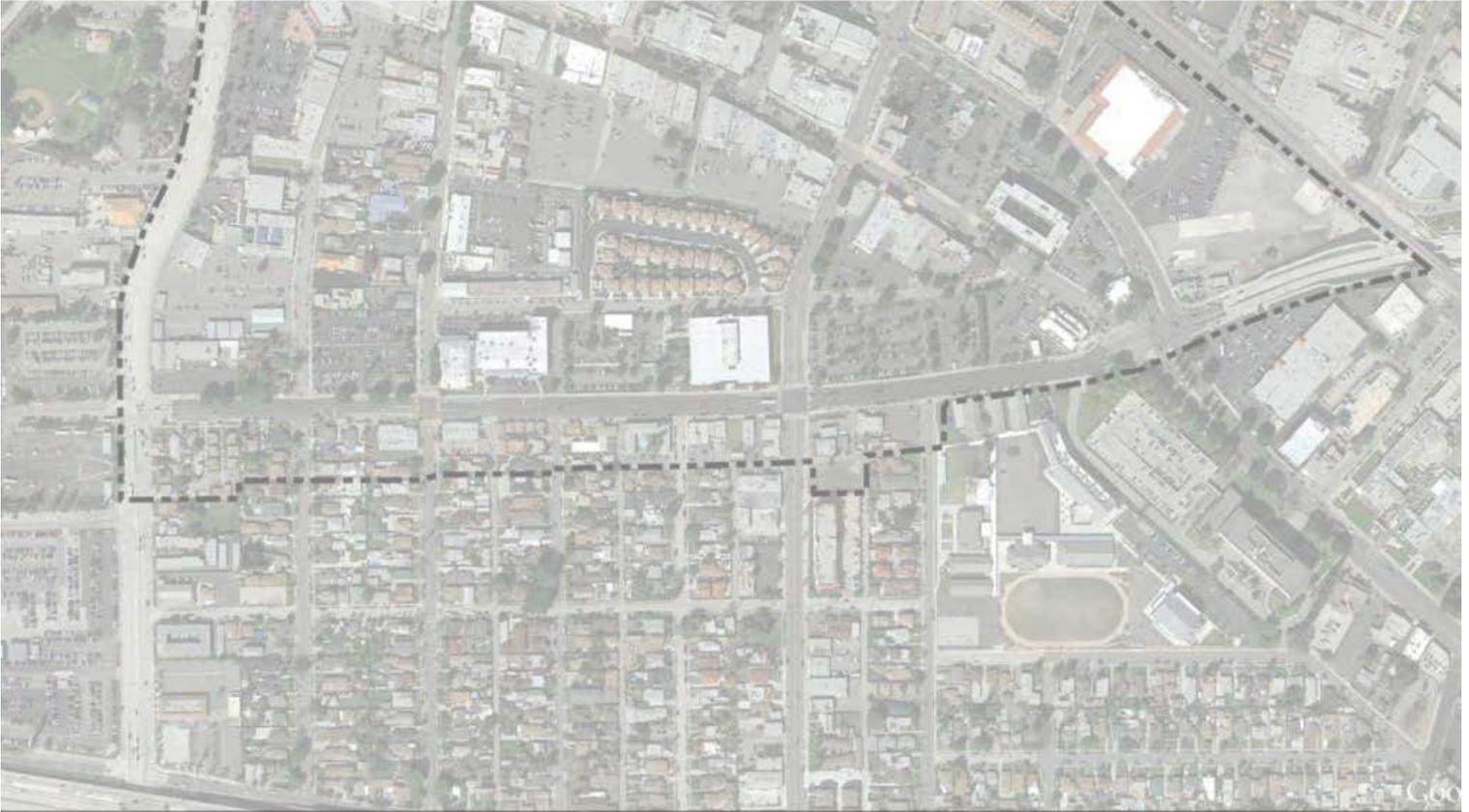


CHAPTER .07 DOWNTOWN EL MONTE SPECIFIC PLAN



DOWNTOWN
MAIN STREET

TRANSIT-ORIENTED DISTRICT
Specific Plan



1 INTRODUCTION & BACKGROUND

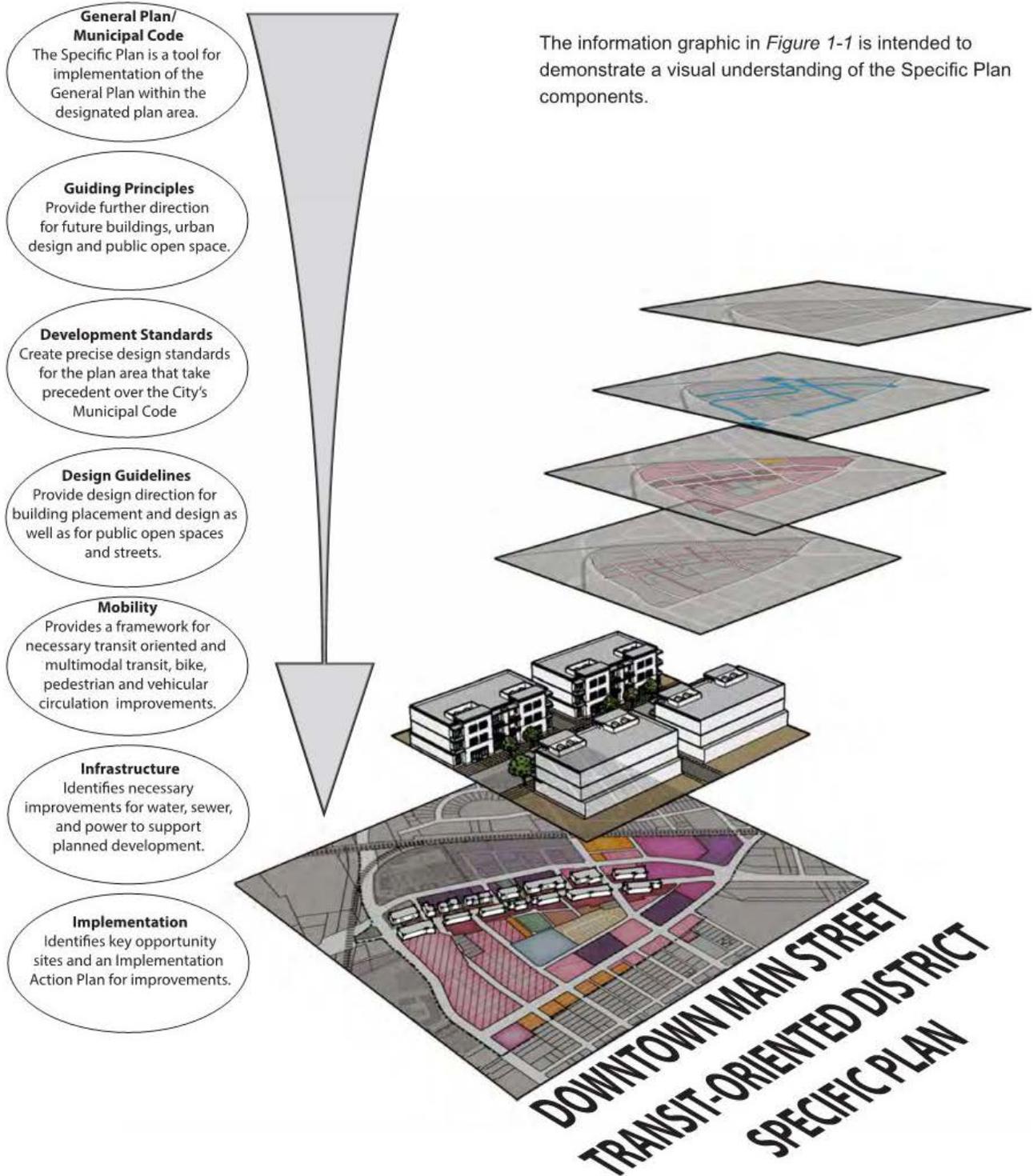


Figure 1-1 Framework of a Specific Plan

1-2

DOWNTOWN MAIN STREET
REVISED 2012

1.3.3 SPECIFIC PLAN AREA SETTING AND BOUNDARY

For the past few years, Downtown El Monte has had difficulty competing with the development of retail and professional business services within other adjacent cities. Recently, Downtown has been experiencing several revitalization efforts that have attracted new business such as the Gateway Project (located within the Gateway Specific Plan Area) to the west and the Santa Fe Trail development to the north. The Downtown Main Street Transit-Oriented District Specific Plan vision seeks to reinvigorate the Downtown area and enhance

the connections to the surrounding communities through ample transportation opportunities.

The Specific Plan covers an area of 115 acres (*Figure 1-5*) and is bounded by railroad tracks to the North, Santa Anita Avenue to the west, and Ramona Boulevard to the south.

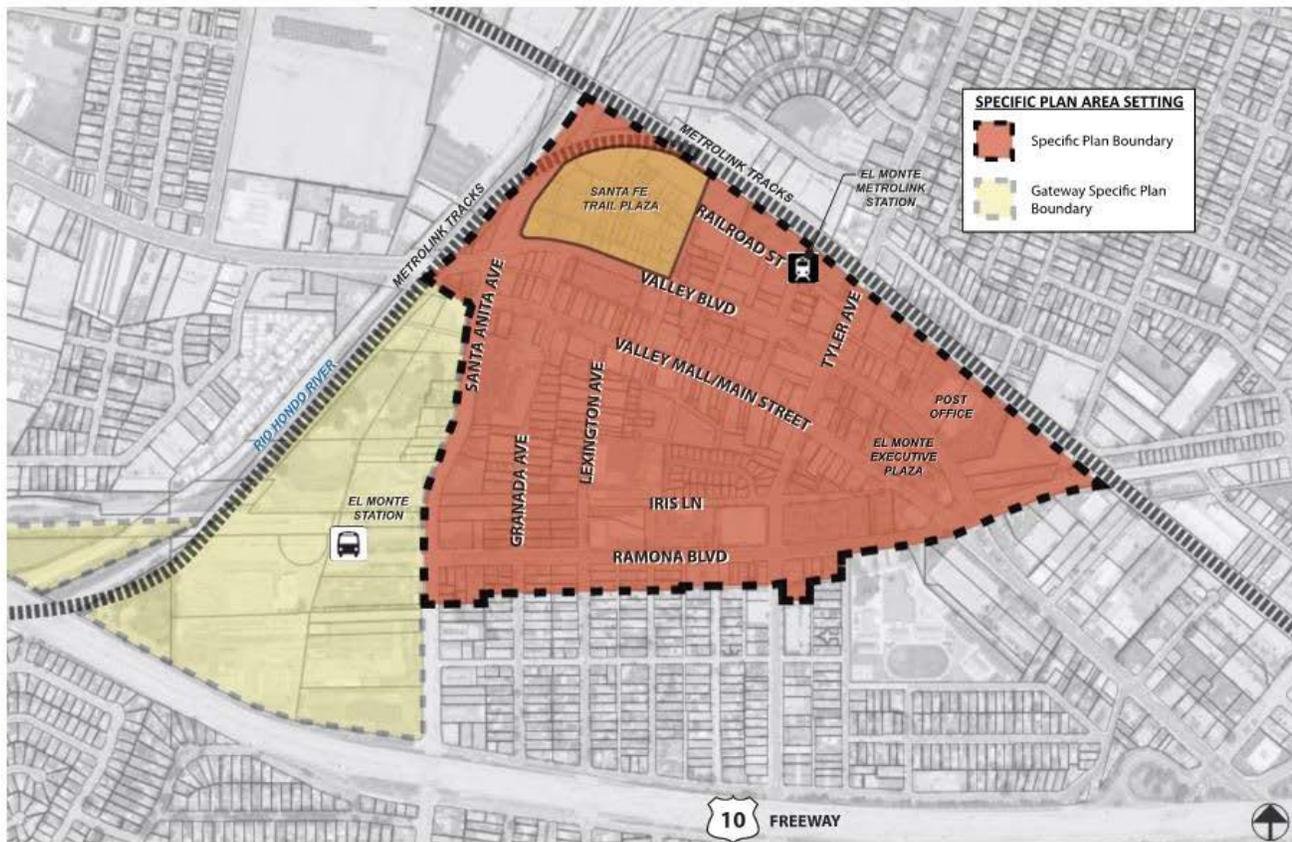


Figure 1-5 Specific Plan Area

2 LAND USE

2.2 SUB-AREAS

The Specific Plan area is divided into four (4) sub-areas. Each unique sub-area includes a customized set of permitted land uses and development standards. Sub-area boundaries were developed by considering existing land uses, streets, parcel size, proximity to various community-wide destinations, and future development potential. Applicants should identify which sub-area their project is located within and refer to the development standards that apply to their project. The sub-area boundaries are shown in *Figure 2-1* and are described as follows:

Main Street Sub-Area

The Main Street Sub-Area is the economic, cultural, and historical “heart” of El Monte. It includes many existing mom-and-pop retail and dining establishments. Much of Main Street has been improved with wide sidewalks, street furnishings, and pockets of enhanced landscaping. A network of alleys and paseos allow for access to/from parking areas and adjacent sub-areas.

The Main Street Sub-Area is envisioned to be revitalized with façade improvements and vertical mixed-use development with residential or office above retail and restaurants. Buildings up to three stories in height will line Main Street and buildings up to four stories in height will front along Valley Boulevard.

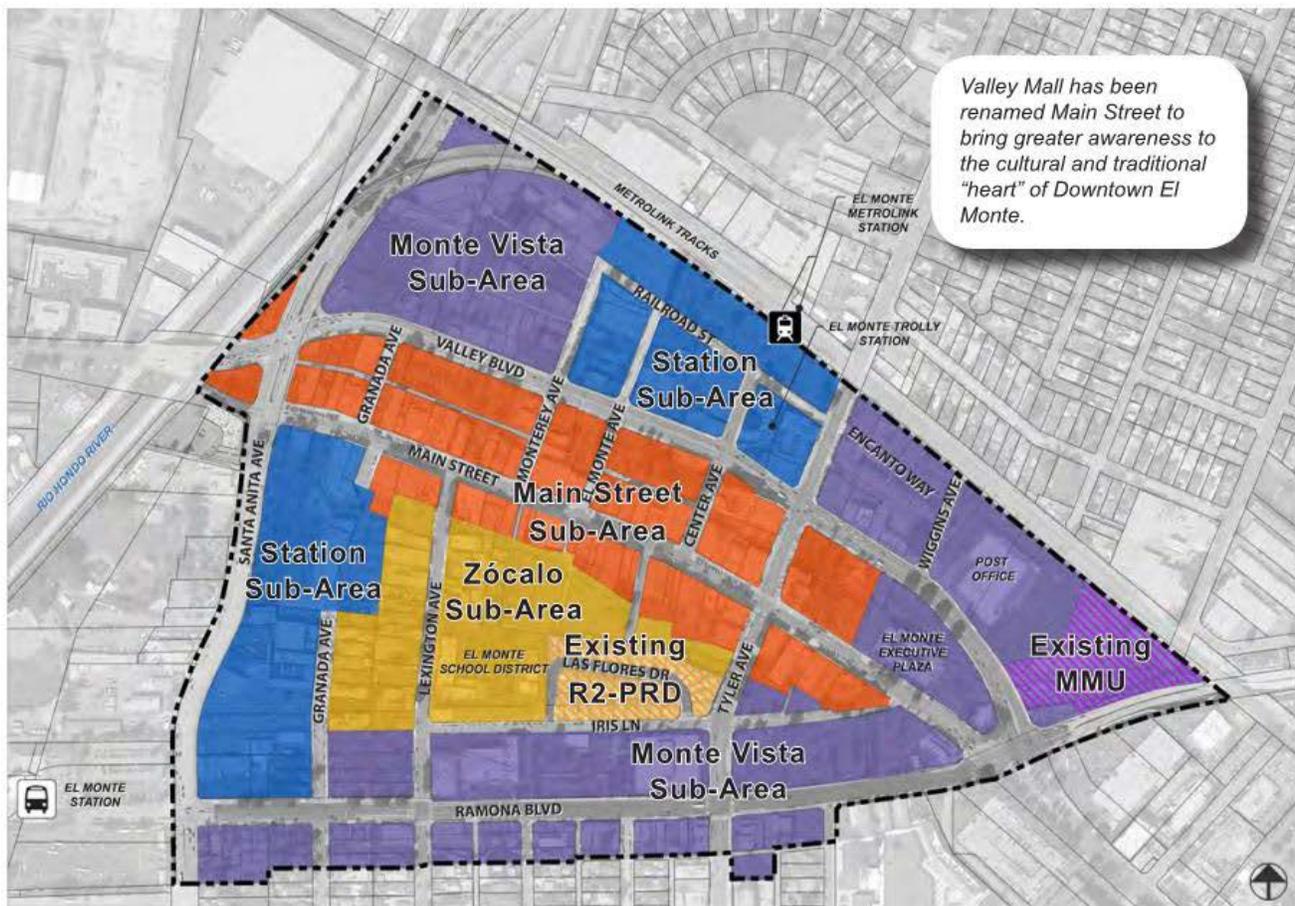


Figure 2-1 Specific Plan Sub-Area Map

Figure 2-2 Development Standards Summary Map includes a graphical representation of key development standards within the Specific Plan area.

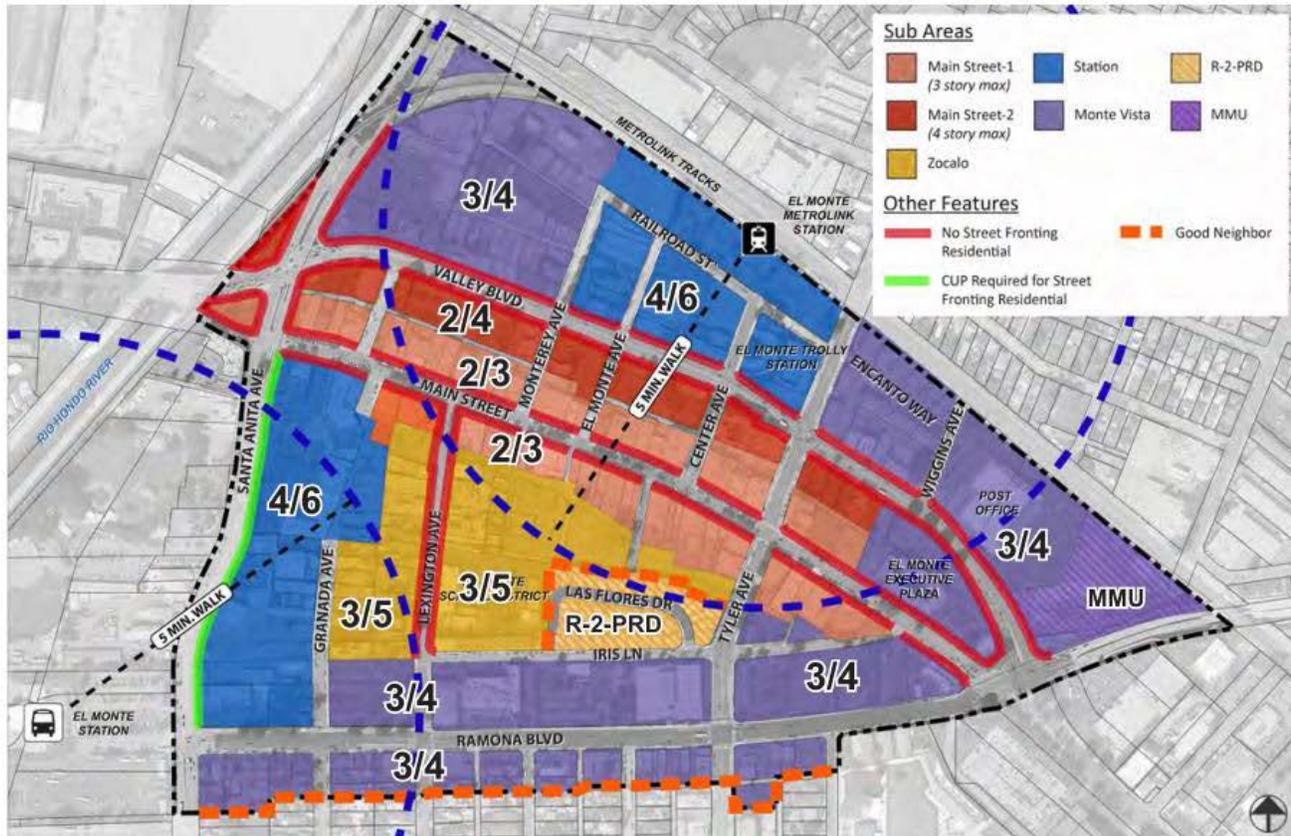


Figure 2-2 Development Standards Summary Map

TABLE 2-1 DEVELOPMENT OPPORTUNITY RESERVE

Regulation	By Right	DOR - 1	DOR - 2
Main Street Sub-Area			
Max Height	30'	45'	50'
Max Stories	2	3	4
Max FAR	1.5	2.0	2.5
Max Du/AC	25	35	45
Zócalo Sub-Area			
Max Height	35'	60'	-
Max Stories	3	5	-
Max FAR	2.0	3.5	-
Max Du/AC	30	65	-

Regulation	By Right	DOR - 1
Station Sub-Area		
Max Height	50'	75'
Max Stories	4	6
Max FAR	2.5	4.0
Max Du/AC	35	80
Monte Vista Sub-Area		
Max Height	35'	50'
Max Stories	3	4
Max FAR	2.0	3.0
Max Du/AC	30	50

2 LAND USE

2.4 MAIN STREET SUB-AREA



Figure 2-15 Main Street Sub-Area

2.4.1 SUB-AREA CHARACTER

The Main Street Sub-Area includes the area identified in *Figure 2-15*. Main Street is the commercial heart of Downtown El Monte with many charming one- and two-story mom-and-pop stores. Window displays, wide sidewalks, accent landscaping, and street trees make Main Street a pleasant place to walk. As surrounding sub-areas begin to develop with additional mixed-use development and multi-family housing, it is anticipated that the demand for day-to-night uses will increase (e.g. restaurants, entertainment) along Main Street, thereby enhancing its vibrancy.

The plaza envisioned for this Sub-Area will act as a hub for community gathering, cultural arts events, and performance venues for residents and visitors.

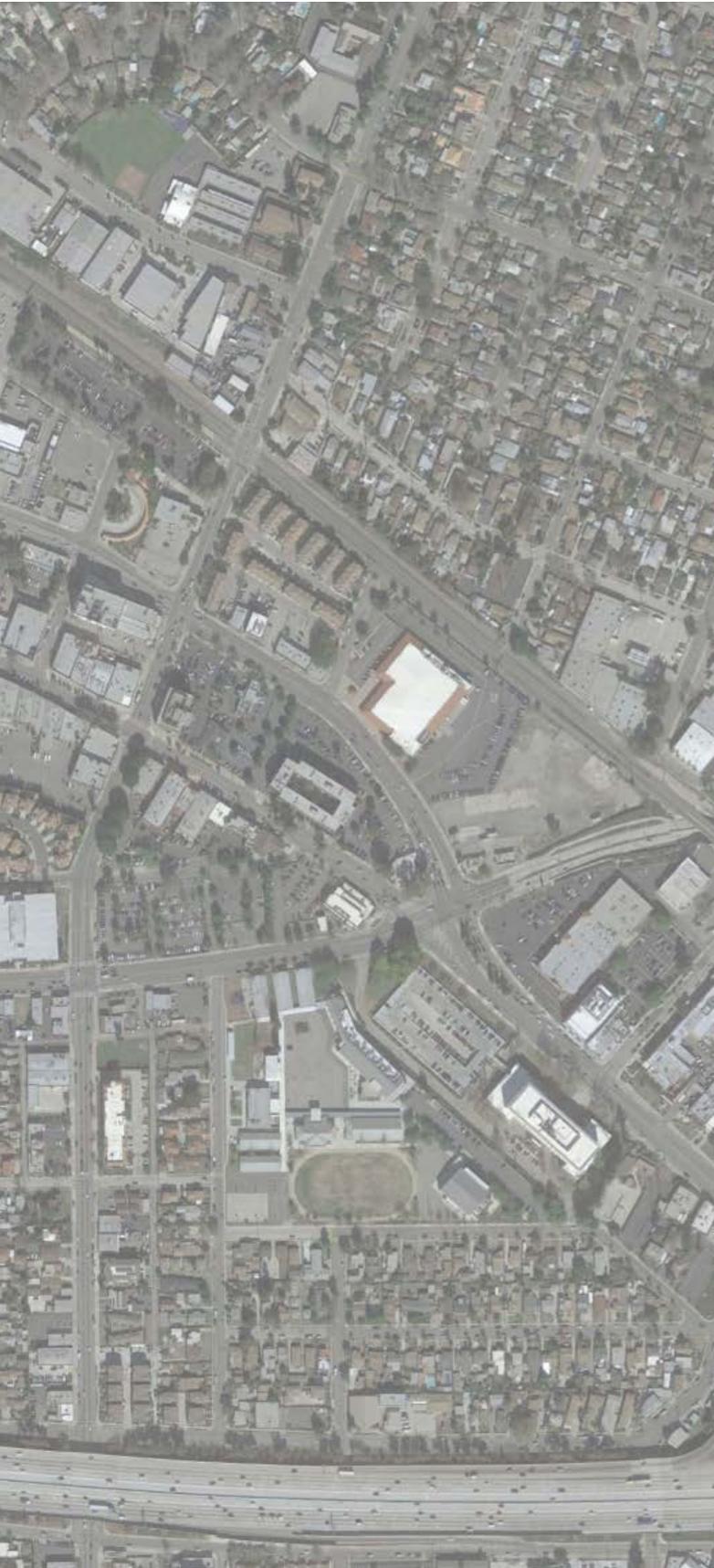
This Sub-Area also includes parcels on the south side of Valley Boulevard between Santa Anita Avenue and Wiggins Avenue where an opportunity occurs for redevelopment at a greater height and intensity. Many of these parcels are surface parking lots with the potential to transform into multi-family and mixed-use developments with retail on the first floor and residential above.

As the Main Street Sub-Area redevelops, it will be important to retain the existing essence of Downtown El Monte that is most characterized by alley and paseo connections, architectural variety, pedestrian scaled buildings, and walkable streets.



CHAPTER .08 METROLINK STATION RE-LOCATION PROPOSAL



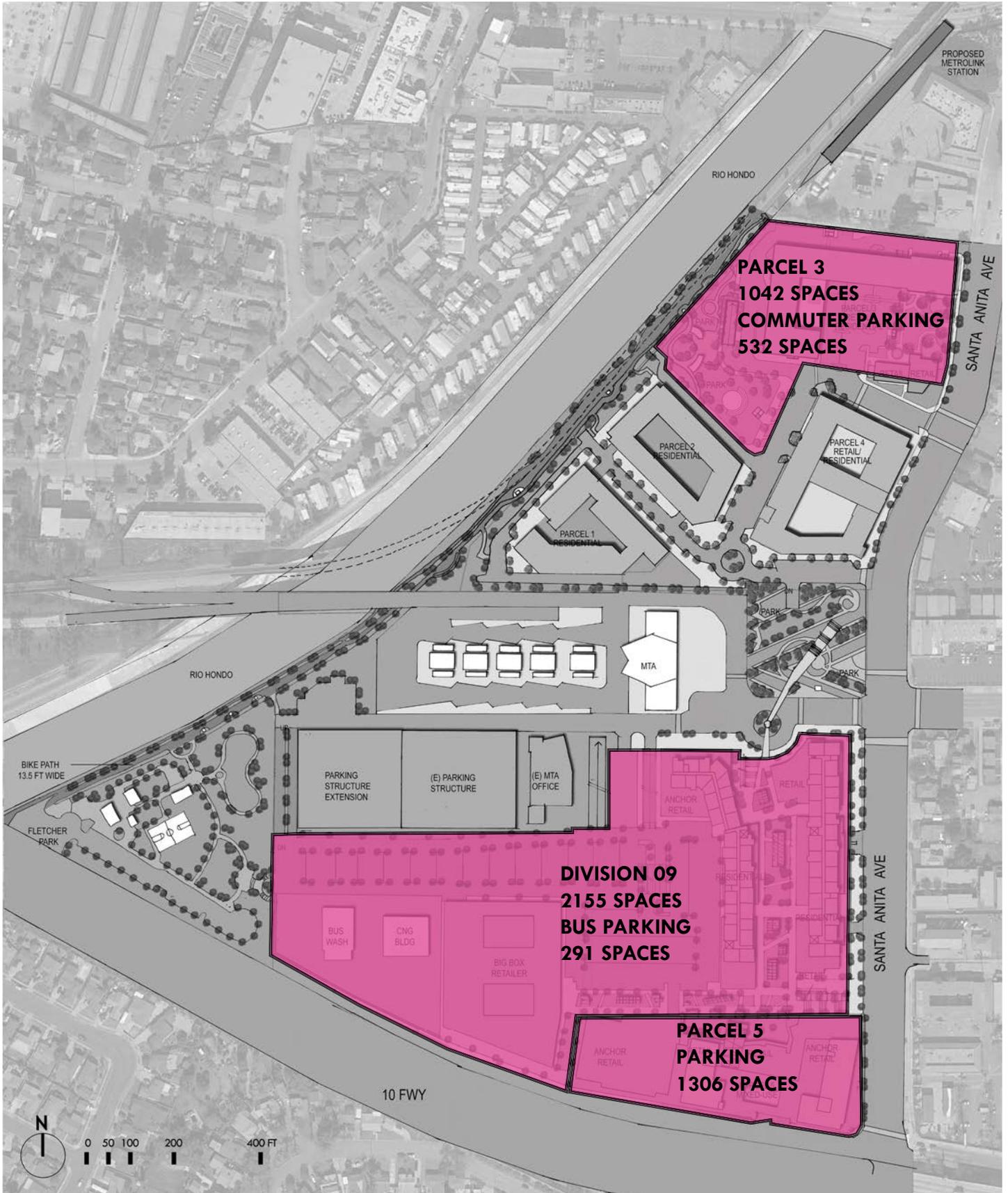


Lorem ipsum dolor sit amet, consectetur adipiscing elit. Fusce consequat arcu eget massa volutpat gravida. Vestibulum ut consectetur arcu, sit amet porta eros. Maecenas condimentum rutrum elit, dictum rutrum ex consectetur id. Nam semper, lacus ac vehicula semper, mi erat suscipit eros, condimentum consectetur erat augue et tellus. Vestibulum ac accumsan lacus. Aliquam laoreet lorem metus, eu dictum sapien dictum id. Donec sed risus nisi, ut ornare purus. Nam aliquam massa maximus ligula, ut porta.

Quisque semper, nisi quis lobortis faucibus, nunc ligula iaculis nulla, et rhoncus risus risus eget ligula. Sed feugiat ex nulla, nec commodo magna fringilla, vehicula. Sed non ante at justo blandit commodo, eu ligula. In id eros metus. Sed est arcu, finibus vel felis, matti iaculis facilis lectus. Nunc vel nisi purus. Phasellus cursus accumsan dolor eu venenatis.

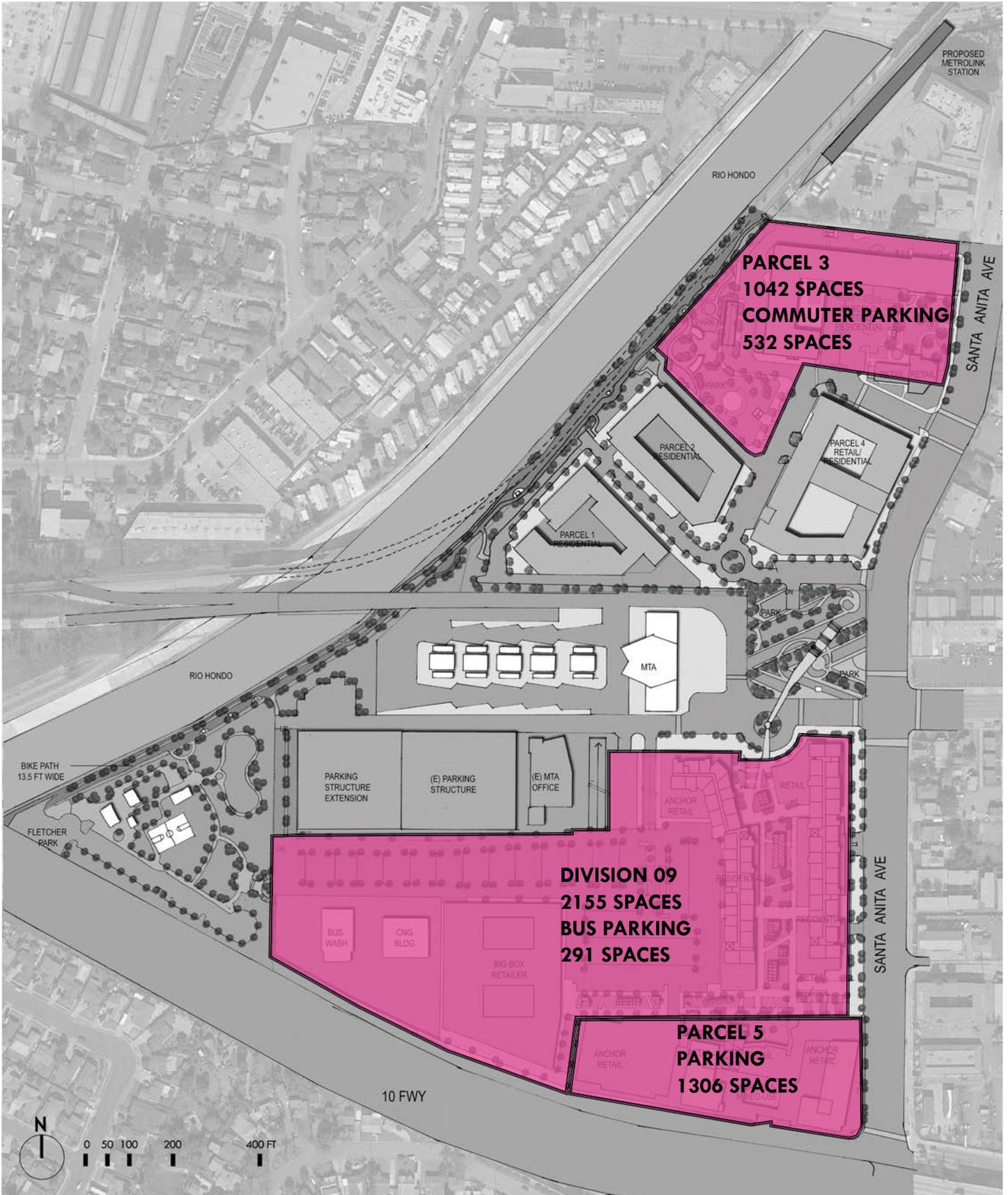
Etiam cursus risus, pellus malesuada mattis. Quisque a iaculis risus, a ultricies magna. Nunc eu neque ac eros lobortis tincidunt, ut eget leo. Curabitur sagittis semper imperdiet ipsum efficitur, id sodales tellus bibendum. Praesent ex nisi, iaculis eu metus ut, convallis ornare tellus. Morbi quis semper tellus, vitae ultrices elit. Integer at diam et lectus finibus vulputate. Quisque placerat magna in ligula scelerisque, id aliquet elit convallis. In id nulla ultricies, vestibulum arcu sit amet, varius purus. Suspendisse dictum molestie bibendum Lorem ipsum dolor sit amet, consectetur adipiscing elit. Fusce consequat arcu eget massa volutpat gravida. Vestibulum ut consectetur arcu, sit amet porta eros. Maecenas condimentum rutrum elit, dictum rutrum ex consectetur id. Nam semper, lacus ac vehicula semper, mi erat suscipit eros, condimentum consectetur erat augue





CHAPTER .09

MTA OPERATIONS & PARKING SHORTAGE



INTRODUCTION AND PROJECT UNDERSTANDING

METRO DIVISION 9

The Gateway 5 team recognizes the regional significance of the El Monte Station (Station) and Division 9 maintenance facility (Division 9). With over 22,000 daily riders and 29 bus bays, the Station is the largest bus terminal west of Chicago. Several transit providers, including Metro, Foothill Transit, El Monte Transit, and Greyhound, provide connections from the San Gabriel Valley to the Union Station-bound Silver Line. Division 9 continues to be heavily utilized, as noted by the Metro Five Year Transit Service & Capital Improvement Plan, FY 2014-2018 (CIP), which indicates an actual operation storage utilization rate of 105%. The facility currently offers repair bays, a wash station, and storage for 40'-equivalent buses, as well as a three-story administration building with facilities for Metro employees, including a parking lot and garage.

Given the limited amount of land available within a reasonable radius of Division 9 and the cost of rebuilding a facility elsewhere, the Gateway 5 team understands that Metro will need to continue its operations at the current El Monte site. However, the site presents a unique opportunity for transit-oriented development (TOD) in the San Gabriel Valley. In accordance with the approved El Monte Gateway Specific Plan, Gateway 5 will pursue redevelopment of parcels 1-5, as indicated by Figure 1, "Study Area." To date, Gateway 5 has received approvals

for TOD projects on parcels 1-4, located north of the Station. Taken together, these projects will offer up to 500 spaces of parking that can be used by Metro in order to meet its obligations for commuter parking. Through this arrangement, the Gateway 5 team has demonstrated that it is an enthusiastic and committed partner to Metro and will continue to work with Metro and others to find mutually beneficial solutions as the Gateway project is implemented.

South of the Station, Gateway 5 is pursuing redevelopment of Parcel 5, which will include office, retail, hospitality, residential, and other uses that will boost Metro ridership and significantly improve livability within the Gateway Specific Plan Area. The team, which includes the City of El Monte, is proposing to extend this development north and west of Parcel 5, with the potential to deck over areas of the Division 9 site with a podium structure. To assess the feasibility of decking over Division 9, Gateway 5 has recently retained Gruen Associates (Gruen), an award-winning Los Angeles-based firm with over 70 years of experience. Gruen has extensive experience with master planning projects, complex podium structures, station design, and transit-oriented development, having led projects such as the Union Station Master Plan, Metro Maintenance Facilities #16 and #20, Metro Airport-Metro Connector, and several high-rise, mixed-use TOD projects throughout the world.

Working closely with Metro and the Gateway 5 team, Gruen will develop approaches that catalyze TOD, preserve the function of the Division 9 facility, maximize joint development revenue for Metro, boost ridership, and improve the overall livability of the El Monte Gateway area. The following section outlines a preliminary approach to accommodating the needs of Metro and Gateway 5, with a high-level understanding of existing conditions and possible solutions. As Gruen has joined the project team within the past month, these considerations will be explored in greater detail during the feasibility study.

Figure 1 - Study Area



Legend

- Gateway Specific Plan
- Gateway Parcels
- Parcels
- Rio Hondo Bike Path
- Plan Area
- Metro Division 9
- El Monte Bus Station
- Development Site



PRELIMINARY SCOPE OF FEASIBILITY STUDY

For this submittal, Gruen has identified a number of considerations that will be explored as part of a Feasibility Study and refined in the next phase of design. This section identifies an initial understanding of current conditions and possible design approaches, and includes a preliminary approach for the Feasibility Study that could be utilized if the Gateway 5 team is selected by Metro. Gruen and the Gateway 5 team will work with Metro to finalize the full scope of the feasibility study and design activities.

1 - Current Conditions and Existing Conditions Memorandum

Understanding of Current Division 9 Site Conditions

Based on initial conversations with Gateway 5 and Metro, Gruen has developed a preliminary understanding of current plan area conditions. Key considerations are included in Figure 2, "Existing Circulation and Buildings in the Plan Area."

Parking

According to a count taken from aerial imagery, Division 9 has surface capacity for 293 buses. To establish equivalency with other maintenance facilities, Metro uses a 40' standard. The Metro CIP indicates 246 40'-equivalent buses on the Division 9 site.

Gruen estimates that there are approximately 480 stalls in the two-level parking structure due west of the Metro administration building. An additional 35 angled stalls are located south of the parking structure. Taken together, all 515 stalls are assumed to be needed for Metro employee parking.

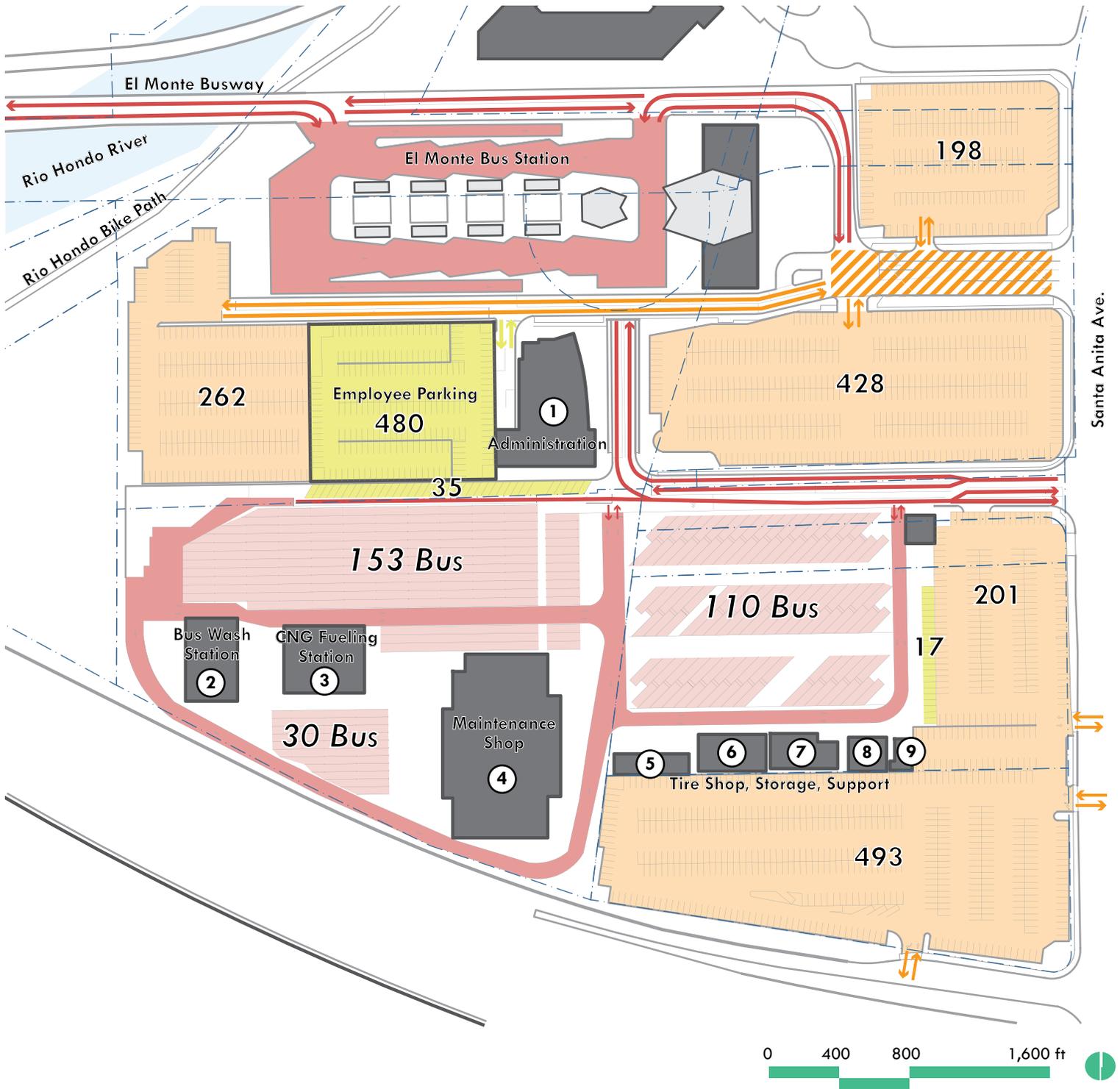
Commuter parking lots are located throughout the Plan Area, indicated by cream-colored areas in Figure 2. In total, Gruen estimates that there are currently 1,582 commuter parking spaces located in five parking lots.

Table 1 - Estimated Existing Parking in Plan Area

Total Parking	
Type of Parking	Existing Number of Spaces
Commuter Parking	1,582
Metro Employee Parking	480
Metro Other Parking	52
Metro Bus Parking	293

* Parking counts were based on aerial imagery.

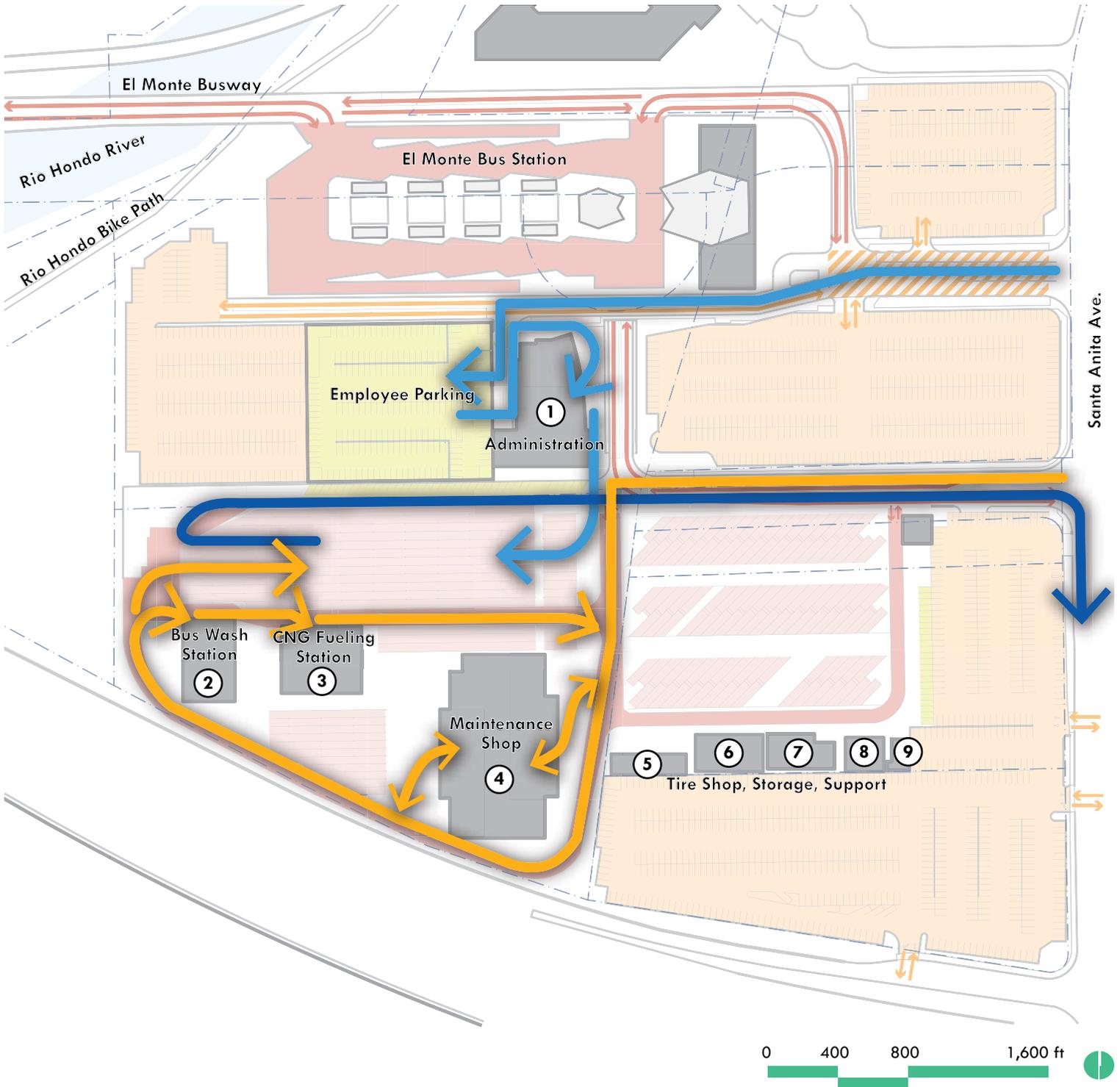
Figure 2 - Existing Circulation and Buildings in the Plan Area



Legend

- Metro Bus Circulation Route
- Metro Employee Circulation Route
- Commuter Circulation Route
- Shared Commuter / Bus Circulation Area
- Commuter Parking Area
- Metro Employee / Other Parking
- Metro Bus Parking Area
- Metro Bus Circulation Area

Figure 3 - Generalized Bus Operation Sequence



- Legend**
- AM Metro Employee Circulation
 - AM Metro Bus Circulation
 - PM Metro Bus Circulation
 - Commuter Parking Area
 - Metro Employee / Other Parking
 - Metro Bus Parking Area
 - Shared Commuter / Bus Circulation Area
 - Metro Bus Circulation Area

Bus Operation Sequence

At the beginning of a shift, drivers typically park in the Metro employee parking structure, then walk to the Administration building. From there, drivers board a bus and proceed to El Monte Station or Santa Anita Avenue to begin a route. This sequence is illustrated in Figure 3, "Generalized Bus Operation Sequence."

Buses reaching the end of a route follow a more complicated sequence. Buses visit the wash station, fueling station, and, if necessary, enter the maintenance shop for repairs or routine maintenance. Buses then follow a clockwise drive along the perimeter of the site to access one of three bus parking zones. Buses are stored in these zones until they are ready for the next route.

Structures

Additionally, Gruen has identified the following eight buildings on the Division 9 site, highlighted below. The location of each building is shown on Figure 2.

Potential Future Investments by Metro

Metro has developed a master plan for maintenance facilities, which identifies future planned investments. Gruen has not yet received a copy, but will review this document if the Gateway 5 team is selected. From conversations with Metro, Gruen understands that Building 4 – Maintenance Shop, needs to be expanded by approximately 30%. The current facility was built in the 1970s and is obsolete.

Metro has also identified the need for a new employee parking structure. With approximately 500 spaces, the structure does not meet demand and is inefficient. The need for both the parking structure and expanded maintenance shop may present an opportunity, as Division 9 bus storage could potentially be integrated into the structure. Additionally, if Buildings 5-9 are integrated into the rebuilt maintenance shop, it could free the eastern 1/3 of the Division 9 site for redevelopment.

Metro continues to make minor improvements to equipment and other routine repairs. A March 19, 2015 Metro Construction Committee report approves funding for new vacuum equipment and hoist replacement for the Division 9 maintenance facility.

Table 2 - Existing Buildings on Division 9 Site

Administration				
ID	Levels	Square Footage*	Current Use(s)	Notes and Special Considerations
①	3	47,480	Administration, training and support	
Maintenance and Operations				
②	1	8,700	Bus wash station	Minimum 30' clearance required
③	1	10,000	CNG fueling station	Fueling station cannot be enclosed or covered in any way
④	1	34,000	Maintenance shop	Minimum 30' clearance required
⑤	1	3,000	Tire shop, non-revenue shop, storage, etc.	
⑥	1	4,700		
⑦	1	3,900		
⑧	1	2,100		
⑨	1	900		

* Building square footages were based on aerial imagery.

Existing Conditions Memorandum (ECM)

Once the Gateway 5 team has been selected to address the site, Gruen and the Gateway 5 team will meet with Metro to identify shared project goals and objectives for Division 9 and Gateway redevelopment. Gruen will also develop a baseline understanding of current conditions, which could include the topics in Table 3, "Potential ECM Analysis Data Needs:"

The analysis will also include documentation of current programming and operations of the Division 9 site. If applicable, the following programmatic elements will be evaluated for their size, function, utilization, and long-term need:

Maintenance

- Weld Shop
- Maintenance Building
- Bus Parking

Shop/Support

- Tire shop/storage

Administration

- Management
- Conference rooms
- Flex space and other supporting functions

Storage/Mechanical

- Storage
- Data
- Electrical
- Utility Rooms
- File Storage
- Janitor

Operations

- Running repair bays
- Inspection Bays
- Body Shop

Bus Wash Facility

Compressed Natural Gas (CNG) Fueling Station

Others, as prioritized by Metro

Gruen, in conjunction with a traffic engineer, geotechnical consultant, structural engineer, MEP, and other as-needed subconsultants, will prepare an Existing Conditions Memorandum (ECM) to summarize the findings. The ECM will also include an evaluation of constraints

Table 3 - Potential ECM Analysis Data Needs

Division 9
<ul style="list-style-type: none"> • Current and future programmatic needs • Bus and maintenance vehicle circulation • Metro parking demand by vehicle type and length • Employee parking demand • Required clearances • Ventilation • Long-term capital improvement needs • Volume of buses on-site • Ingress / egress • Noise
El Monte Station
<ul style="list-style-type: none"> • Current park and ride supply and utilization • Bus operations by provider • Bus volume • Ridership • Employee parking • Bus ingress and egress • Pick-up and drop-off circulation and supply
Caltrans / Park and Ride Facility
<ul style="list-style-type: none"> • Current parking supply • Additional / forecasted parking demand • Current parking utilization
Other
<ul style="list-style-type: none"> • Existing surveys • Topography • Soils and contamination (if Phase I reports are available) • Geotechnical reports (if available)

**Gruen assumes that data will be provided by Metro or others*

and opportunities presented by the current site, Division 9 operations, and the Park and Ride Facility.

Based on a high-level evaluation of limited data, Gruen has identified a preliminary list of potential key considerations that could be explored further during the Feasibility Study:

- The maintenance facility operates 24 hours/day, 7-days/week
- Metro prefers to maintain maximum flexibility on the Division 9 site, so as not to preclude future circulation and building schemes
- Adequate ventilation must be provided for all facilities
- Sufficient clearance for maintenance facility operations
- Division 9 and El Monte station utilization, and Metro's future plans for improvement
- Specific uses and condition of existing transit and maintenance buildings on-site
- Bus access to Division 9 and Parcel 5, with an emphasis on maintaining the tunnel connection to El Monte Station and other key points of ingress/egress
- Vehicular access to Division 9 and Parcel 5
- Visibility of maintenance operations from the I-10 Freeway
- Environmental contamination and geotechnical Concerns
- Several curb cuts along Santa Anita introduce a high volume of bus and passenger traffic, presenting potential conflicts between pedestrian-oriented TOD and Metro operations
- Traffic congestion along Santa Anita
- Metro plans for the employee parking structure
- Others, as determined by Metro and the Gateway 5 team

2 - Development of Alternatives

Goals and Principles

Once the current and future needs for Division 9, The Station, Park and Ride Facility, and proposed Gateway 5 redevelopment have been established, Gruen will work with Metro and the Gateway 5 team to develop alternatives that accommodate all site users. Key design and redevelopment principles could include:

- Strategic placement of TOD uses that generate ground-lease revenue for Metro
- Shared parking among complementary uses
- Maximal daylighting to reduce mechanical ventilation and energy consumption
- Wherever possible, minimal disruption to Division 9 operations during and after Gateway 5 construction
- Efficient circulation schemes that minimize bus/pedestrian conflicts and reduce congestion
- Flexibility to allow for expansion/modification of Division 9 facility as well as future redevelopment
- Co-location of mechanical, circulation, stormwater, and other site needs to reduce costs
- Approaches that limit the scale and cost of parking deck above Division 9
- Others, as determined by Metro and the Gateway 5 team

Development of Alternatives

If built, the preliminary TOD master plan concept described elsewhere in this proposal will affect the Division 9 site and existing commuter parking. Figure 2 illustrates estimated existing commuter, employee, and other parking that will need to be replaced on-site when TOD occurs. Gruen estimates there are more than 2,000 of these spaces located south and east of the El Monte Busway within the Specific Plan Area. Figure 2 also illustrates access to the El Monte Bus Station and Division 9, which will be relatively unchanged with the addition of TOD.

Several potential options will be developed during the feasibility study. For illustration purposes, Gruen has identified one potential approach to the site, shown in the diagrams on the following pages. This approach has not been reviewed by Metro and is used for illustration purposes only.

Gruen will work with Metro to generate alternatives that meet Metro’s long-term programmatic needs and needs for the Gateway 5 redevelopment.

Preliminary Concept

Partial Deck and Partially Reconstructed Division 9 Facility and Consolidated Parking Structure

See Figures 4-6

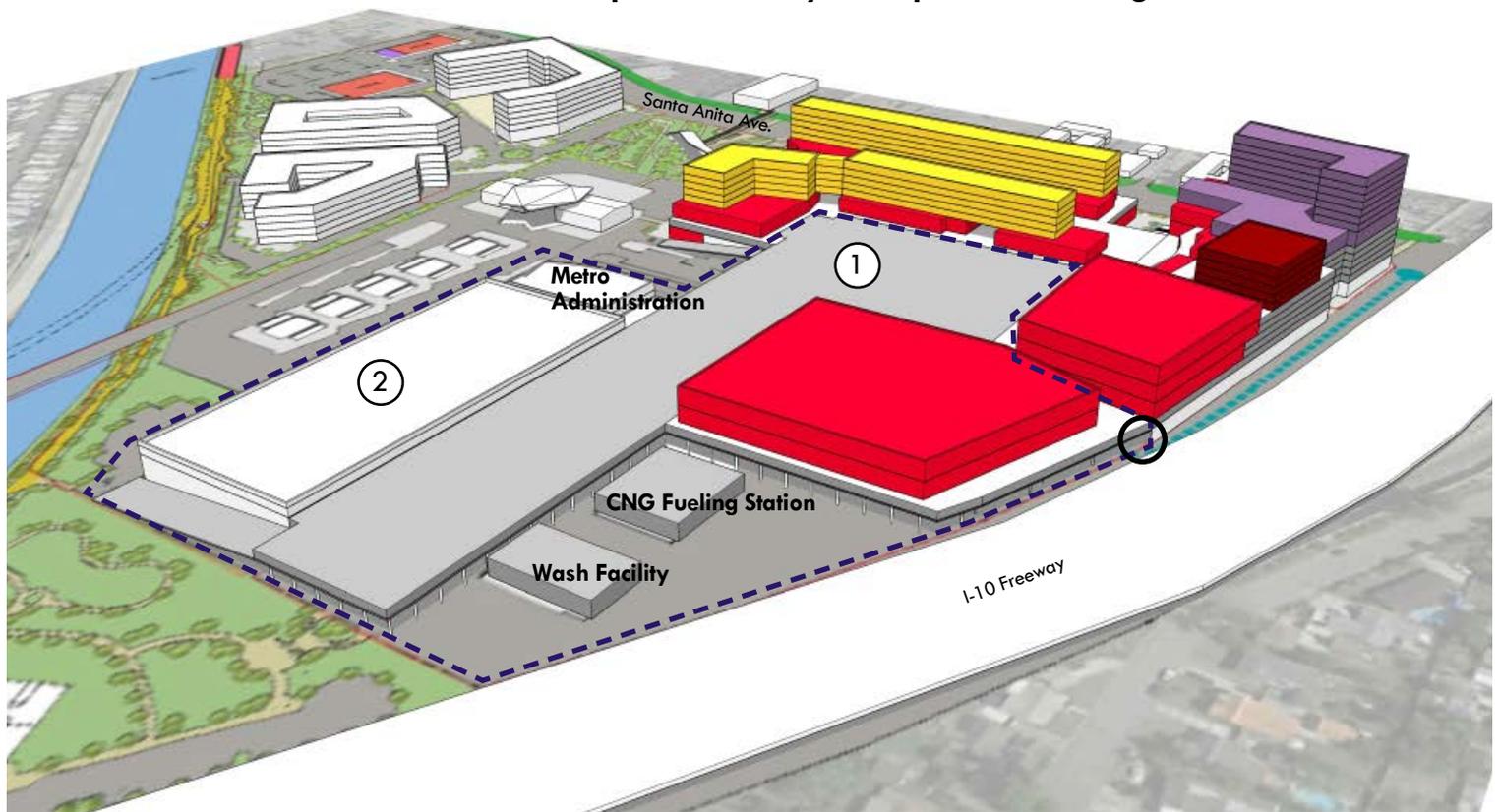
Description:

Consolidate existing commuter parking in a rebuilt parking deck that is shared with Gateway 5 redevelopment along Santa Anita. The deck will partially cover the Division 9 site. Replace the undersized Metro Maintenance shop and

existing buildings 5-9 (as shown in Figure 2) with a new facility west of the existing Metro Administration building, which will also include demolition and replacement of the existing Metro employee parking structure.

The new combined Division 9 Maintenance Shop and Parking Facility will include maintenance facility uses on the ground level and replacement employee, non-revenue, and visitor parking on levels two and three. Proposed employee parking capacity within the new Division 9 Maintenance Shop/Parking Facility will replace the existing 542 estimated employee and non-revenue parking spaces plus additional capacity of approximately 50 employee spaces for potential expansion.

Figure 4 - Preliminary Concept - Division 9 Partial Deck and Parking Structure with Gateway 5 Redevelopment Birdseye Perspective Looking Southeast



Legend

Gateway 5 Redevelopment

- Parking Facility
- Hospitality
- Retail
- Residential
- Office
- Division 9 Site

- New Division 9 Bus Entrance
- 1 Parking Deck
- 2 New Division 9 Maintenance Shop/Parking Facility

not to scale ●

Existing bus parking and circulation will be located at-grade and reorganized to accommodate the proposed column grid supporting the parking deck. As shown in Figure 5, approximately 144 bus parking stalls can be accommodated southeast of Metro Administration building (north of the current buildings 4-9). 97 bus parking stalls can be accommodated north of the CNG Fueling Station and Wash Facility and south of the new Division 9 Maintenance Shop/Parking Facility. 57 spaces can be accommodated south of the CNG Fueling Station. The total capacity for bus parking is approximately 298 buses, which could accommodate future fleet expansions and upgrades.

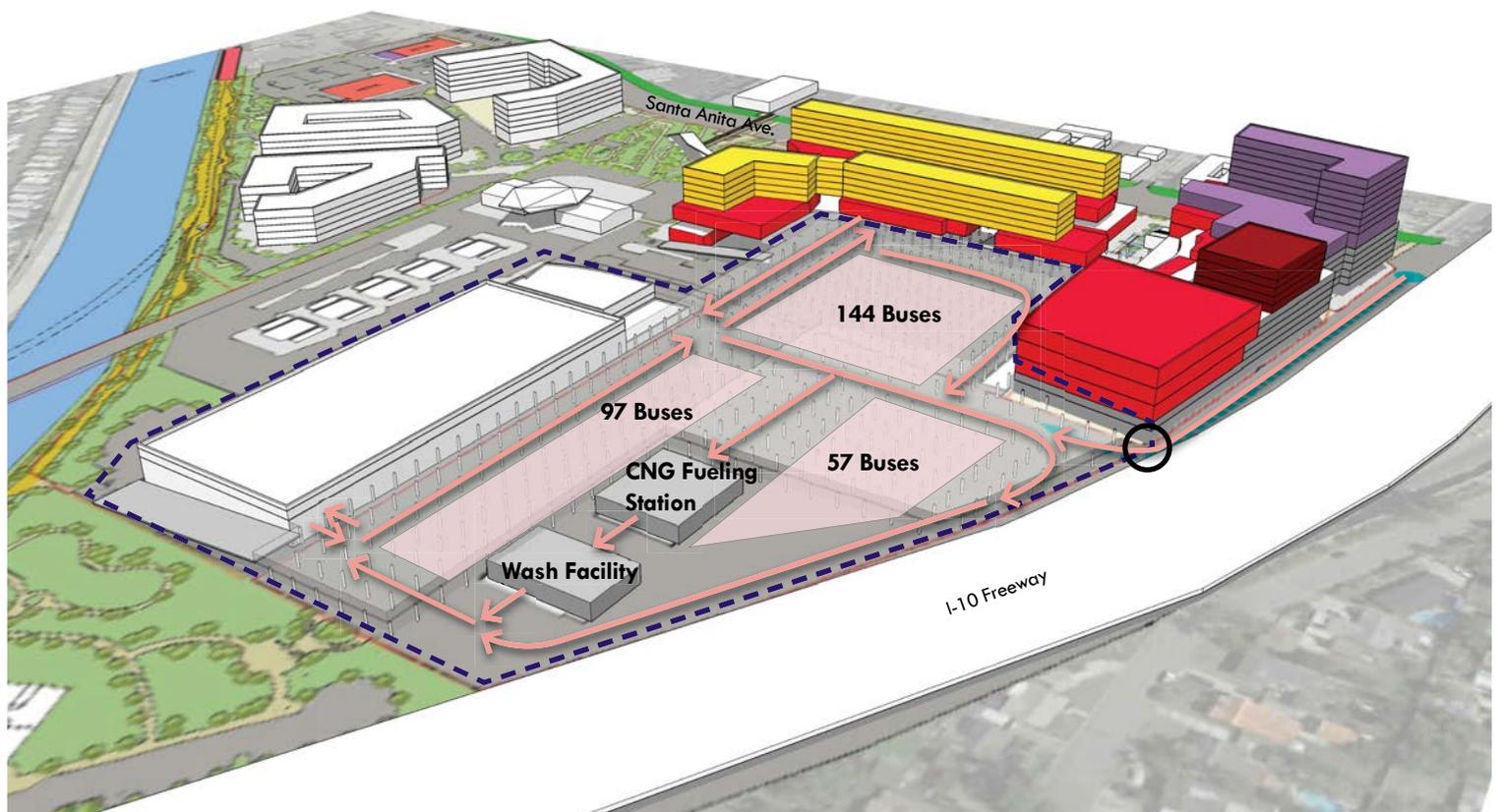
The following pages document the programmatic assumptions used in the development of the preliminary concept. Given the limited information available to Gruen at the time of submittal, future programmatic needs were based on Division 13, a facility similar to Division 9 in terms of construction type and bus storage capacity.

Key Considerations:

Metro Maintenance Facility Sizing and Uses

For illustrative purposes, Gruen has developed a preliminary concept and program based on comparable

Figure 5 - Preliminary Concept - Division 9 Partial Deck Ground Level Bus Parking and Circulation



Legend
Gateway 5 Redevelopment

- Parking Facility
- Hospitality
- Retail
- Residential
- Office
- Division 9 Site

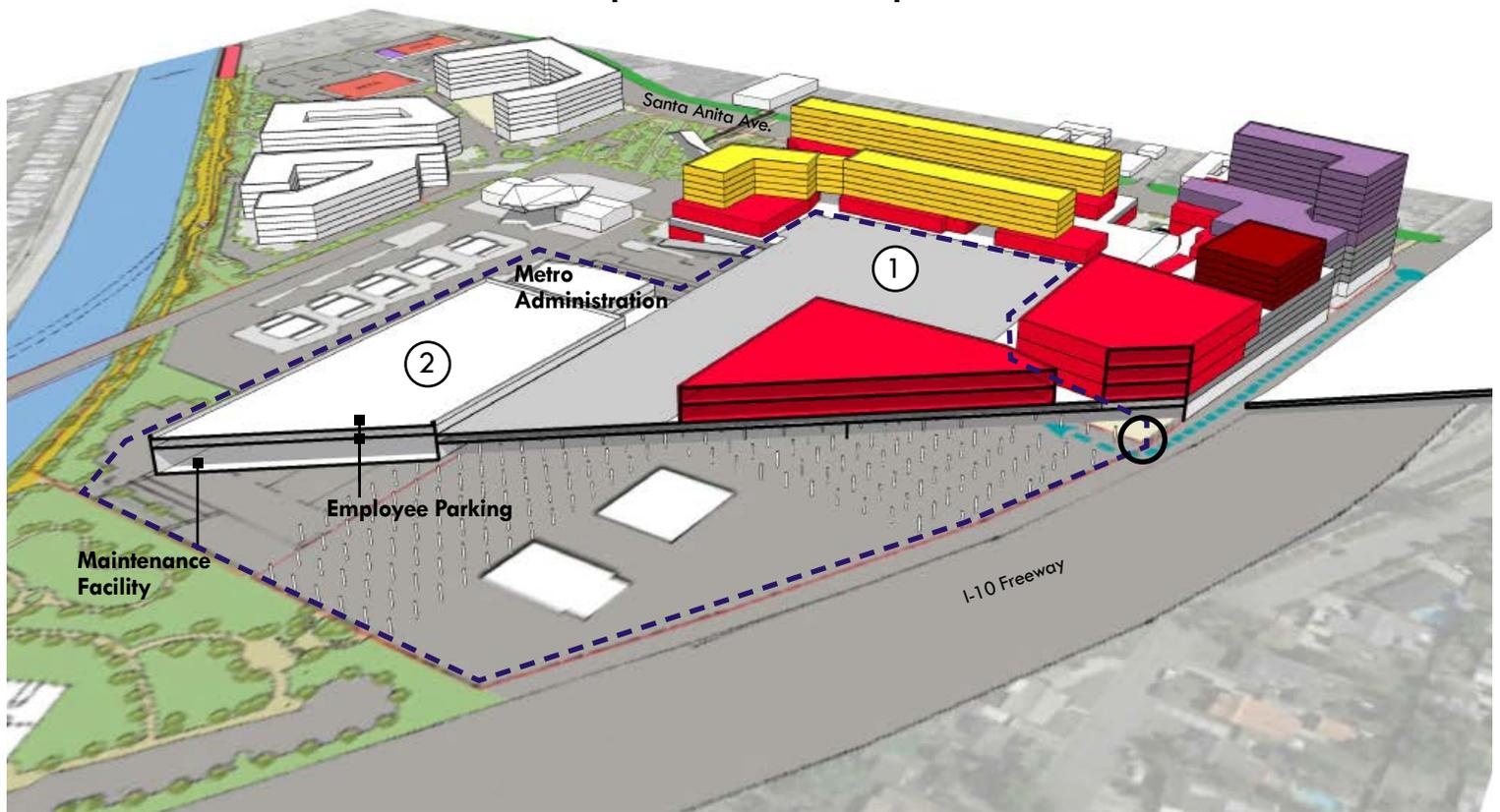
- Bus Circulation
- Bus Parking Area
- New Division 9 Bus Entrance

not to scale ●

Metro facilities. The recently built Division 13 maintenance facility near Los Angeles Union Station offers an excellent precedent for building a parking structure to accommodate the growing needs of Metro maintenance facilities. According to estimates, Division 13 provides up to 375 spaces of employee parking, 62 non-revenue and visitor parking spaces, 132 - 40' bus parking stalls and 52 - 60' bus parking stalls (total of 201 40'-equivalent buses), and 19 bus repair/maintenance bays that comprise approximately 480,000 square feet of space in a combined parking structure/maintenance facility. As El Monte currently offers 246 - 40'-equivalent

stalls, Division 13 serves as an initial precedent for sizing assumptions when evaluating approaches to accommodating Metro's future plans for Division 9. Gruen will work with Metro to develop a more detailed program that is tailored to Metro's needs and the Division 9 site. To size the new Division 9 Maintenance Shop/Parking Facility and bus parking for the preliminary concept below, Gruen prorated the proposed Division 9 parking and square footage requirements using the as-built conditions of Division 13. General parking and square footage comparisons between Division 9 and Division 13 are shown in Table 4, and as-built images and plans for Division 13 are shown in Figures 7 and 8, respectively.

Figure 6 - Preliminary Concept - Division 9 Partial Deck and Parking Structure with Gateway 5 Redevelopment Section-Perspective



Legend not to scale 

 Parking Facility	 Hospitality	 New Division 9 Bus Entrance
 Retail	 Residential	 Parking Deck
 Office	 Division 9 Site	 New Division 9 Maintenance Shop/Parking Facility

Parking

A multi-level deck is provided along Santa Anita Avenue. Commuters, customers, and residents will share this parking deck. By building a multi-level structure with a smaller footprint, users will be able to more easily navigate to available stalls through speed ramps or helical ramps. This approach will also limit the extent of Division 9 land taken or covered by the parking structure, affording Metro the flexibility it needs to plan for the future of the site. Additionally, co-locating parking with the Gateway 5 redevelopment will enhance the commuter experience by offering convenient, attractive retail options along the route from the parking structure to El Monte Station.

The roughly 110 spaces of bus parking lost on the eastern 1/3 of the site will be relocated to a new Division 9 Maintenance Shop/Parking Facility. The parking structure is conveniently located west of the existing Administration building. This structure will replace the existing employee parking structure, which according to the Metro Five-Year Transit Service & Capital Improvement Plan (FY2014 - FY2018) is, "Inefficient due to poor design" and "Needs to be replaced." The Capital Improvement Plan also indicates the existing maintenance shop is, "Undersized and outdated" and that "A new maintenance shop is needed." Building a parking structure for the maintenance shop, storage, or other Division 9 uses as well as Metro's employee parking needs is likely far less expensive than building a podium structure over most of the Division 9 site.

Circulation

The existing signalized intersection for bus ingress/egress at Santa Anita is maintained. Buses will enter the site at Santa Anita and into the parking deck. Buses will also be able to access the site from a proposed entry using the 10 Fwy on-ramp from the south of the Metro Division 9 Site. Buses will be able to follow the proposed circulation sequence and enter the new Division 9 Maintenance Shop/Parking Facility and existing CNG Fueling Station and Wash Facility from both entrances.

Structures

Buildings 4 through 9 will need to be rebuilt elsewhere on the Division 9 site and are proposed to be

Table 4 - Programmatic Assumptions

Division 13 / Division 9 Comparison			
	Division 13	Division 9 Existing	Division 9 Proposed
Bus Parking (40' Bus Equivalent)	201	242*	291**
Employee Parking	375	480	530
Non-Revenue Parking	41	52	68**
Maintenance Shop	70,000 sf	34,000 sf	81,000 sf**
Tire Shop/ Storage/ etc.		14,600 sf	

* From Metro Five-Year Transit Service & Capital Improvement Plan (FY 2014 - FY 2018).

** Based on a proportional calculation of parking on the Division 13 and Division 9 sites; the conceptual plan represents a maintenance shop that is approximately 2.5 times larger than the current Division 9 shop.

incorporated into the rebuilt Division 9 Maintenance Shop/Parking Facility west of the Administration building.

Clearances

Decking over any part of the Division 9 site poses complications from the perspective of clearances. At a minimum, 30' clear spans must be provided for maintenance shops and wash facilities. Absolutely no part of the CNG Fueling Facility can be covered or enclosed.

Visibility and Screening

While much of the maintenance facility will not be screened through the use of a deck structure, other approaches can be utilized. Articulated walls, vegetation, solar panels, public art, and other interesting treatments can be installed along the perimeter of the site to screen maintenance operations.

Figure 7 - Division 13 As-Built Images

Birdseye looking northeast



Exterior



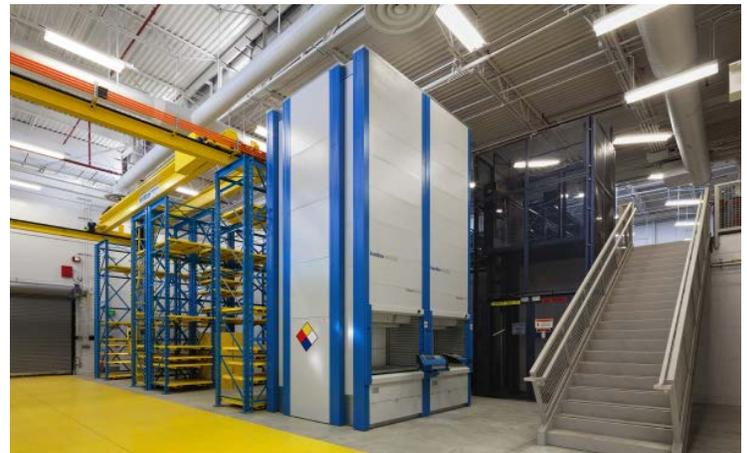
Maintenance Bays



Service/brake inspection bay



Storage area



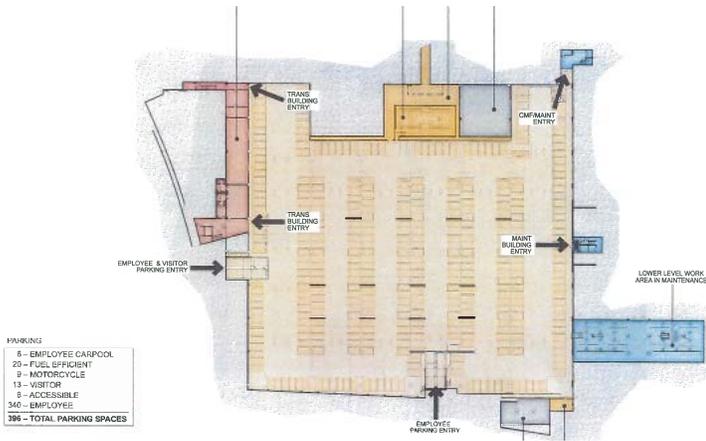
Wash bays



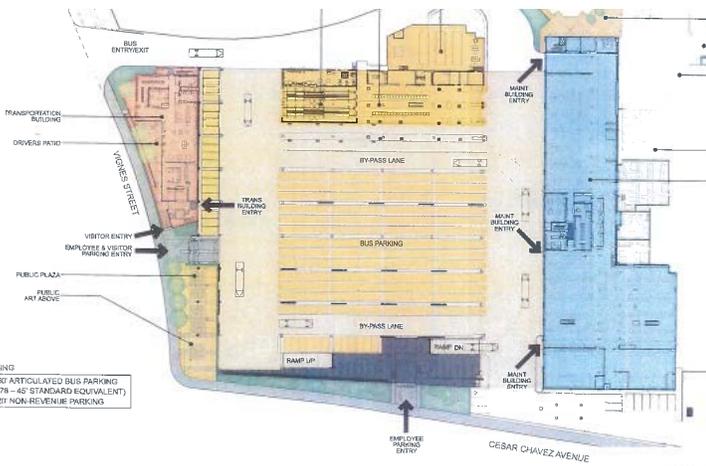
Source: Maintenance Design Group Metro Division 13 Maintenance Facility

Figure 8 - Division 13 Level Plans

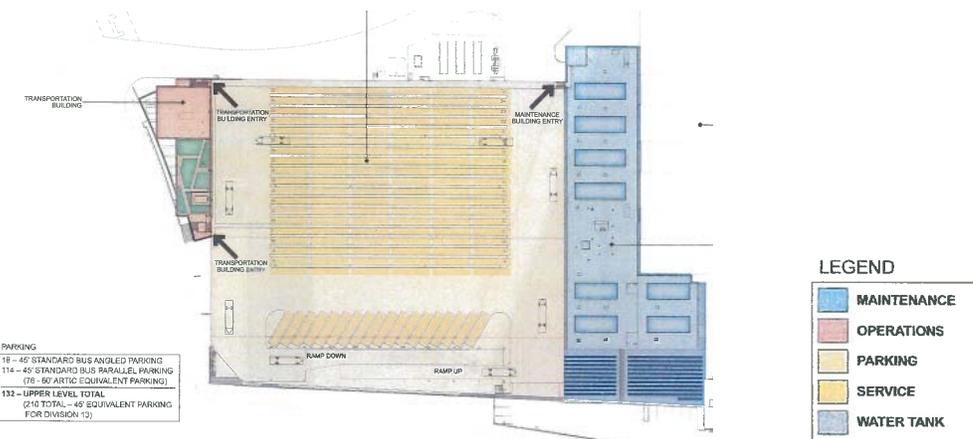
Basement Level



Ground Level



Level 2



Phasing and Operations

This option will significantly reduce the impacts of Gateway 5 construction on Metro maintenance and operations, since much of the site will not be impacted by construction of a deck structure. Under this scheme, Gruen recommends first building a new Division 9 Maintenance Shop/Parking Facility to free up land closer to Santa Anita Avenue for redevelopment staging and construction.

3 - Alternatives Evaluation

Each alternative will be evaluated using a set of criteria. The criteria could include the following:

- Cost
- Revenue generation potential (parking, joint development revenues, etc.)
- Energy consumption/GHG emissions
- Potential for shared infrastructure
- Disruption to operations
- Parking impacts
- Others

During all phases of the project, the Gateway 5 team will work with Metro to determine the scope of the feasibility study and review possible design options. Gateway 5 is committed to understanding and meeting Metro's needs to the greatest extent possible.

CHAPTER .10 RESOURCES

UPDATE

CHAPTER .11 FINANCING

UPDATE

CHAPTER .12 PROPRIETARY INFORMATION

UPDATE

CHAPTER .13 JOINT DEVELOPMENT PARTNER/CITY OF EL MONTE

UPDATE

**CITY OF EL MONTE
LETTER FROM MAYOR
CITY COUNCIL RESOLUTION
FOR JOINT DEVELOPMENT**

UPDATE

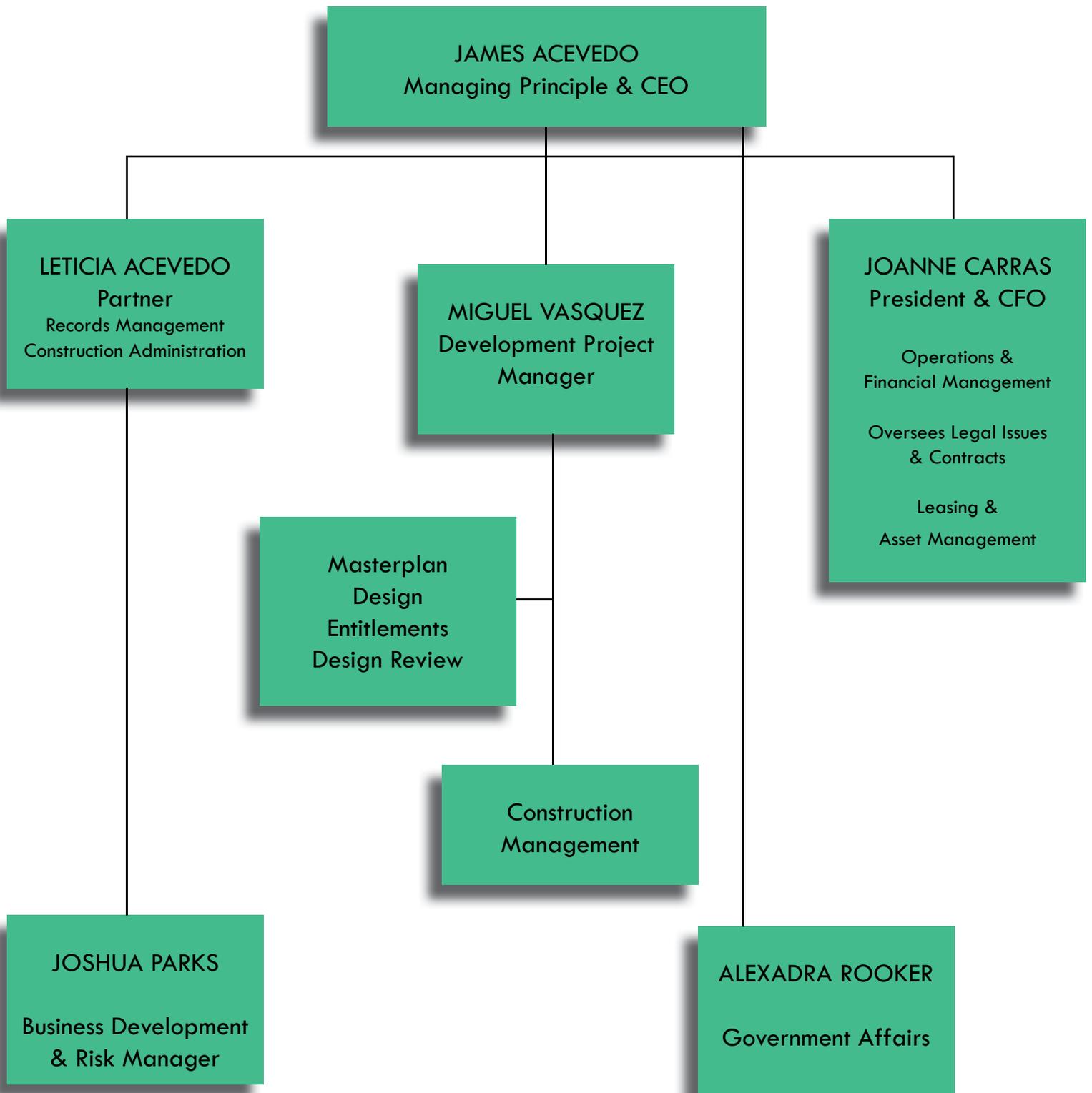
WHY GRAPEVINE DEVELOPMENT?

- 1.
- 2.
- 3.
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- 5.

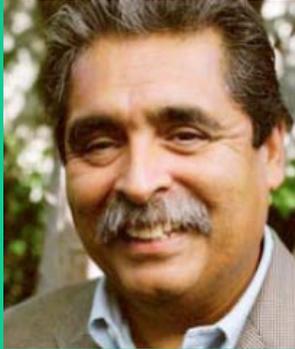
UPDATE

DEVELOPMENT TEAM STATEMENT OF QUALIFICATIONS





GRAPEVINE DEVELOPMENT STATEMENT OF QUALIFICATIONS



EDUCATION

Undergraduate Degree- Political Science

California Sate University at Los Angeles

Masters Degree – Instructional Media

California Sate University at Los Angeles

Masters Degree- Communication

University of Southern California (USC)

Coro Fellowship in Public Affairs

Los Angeles, California

CORO Fellow, Los Angeles

GOVERNMENT APPOINTMENTS

Mayor Riordan Appointments

Commissioner

Los Angeles City Board of Zoning Appeals

Commissioner

Los Angeles City Fire Department

Mayor Hahn Appointment

Commissioner

Port of Los Angeles

Governor Davis Appointment

Commissioner

California State Board of Pharmacy

NON PROFIT

Founder & Former Chairman,

Neighborhood Partners, 501(c)

ICSC Member since 1998

James Acevedo

PRINCIPAL | CEO

Mr. James Acevedo serves as CEO and Managing Partner of Grapevine Development, LLC, which provides fee service development and construction management services for partners and clients, including serving as master developer and construction manager for a number of economic development projects via public-private partnerships, educational facilities and private development partners.

Mr. Acevedo is also one of the founding Principals and CEO of Grapevine Advisors, LLC and Gateway Five, LLC which own the privately held land in the co-development of a 60-acre mixed use high density transit project in the San Gabriel Valley.

Mr. James Acevedo is a native of East Los Angeles with a distinguished career as a facilitator of people and ideas. As a teenager, he played a key role in the Chicano movement. Throughout the course of his work he has discovered that Latino families needed a voice to be recognized in the political arena and community at large. This drove him to facilitate Latino leadership and foster economic development initiatives in these underserved and overlooked communities.

Mr. Acevedo has over 25 years of experience in real estate development, construction management and government relations, including the acquisition, entitlement, management and leasing of affordable multifamily housing, single family housing, commercial developments, retail, mixed-use, transit, educational facilities and other public-private developments from master planning, procuring entitlements, and managing ground up construction.

Mr. Acevedo's career also included hospital administration for several years. He served as CEO of Mission & Community Hospitals, Director of Development, Panorama Hospital, Regional Administrator of El Monte Hospital and Supervisor of CEOs, Woodruff & Monterey Park Hospitals.

Highlighting a few projects

Mr. James Acevedo serves as CEO and Managing Partner of Grapevine Development, LLC, which provides fee service development and construction management services for partners and clients, including serving as master developer and construction manager for a number of economic development projects via public-private partnerships, educational facilities and private development partners.

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EDUCATION

**Bachelor of Arts, Ethnic Studies,
California State University at Los Angeles**
**Elementary Teaching Credentials
Bilingual Credential (Spanish/English),
California State University at Los Angeles**
Education Administration, California State University at Los Angeles

PROFESSIONAL DEVELOPMENT

**“Business Finance and Development Seminar”
2007, Valley Economic Development Center**
**“Alternative Energy Conference 2007” Anaheim
Convention Center**
“Public Policy Internship” MALDEF
**“Business Marketing within
Latino Market Seminar”
Rio Hondo College**
Fluent in Spanish

MEMBERSHIPS & PROFESSIONAL AFFILIATIONS

Member, Hispanic Woman’s Council
Member, Women in Public Affairs
Member, ICSC

Leticia Lazo Acevedo

PARTNER

Mrs. Leticia Acevedo is a partner and owner-operator of Grapevine Development, LLC, which provides fee service development and construction management services for partners and clients, including serving as master developer and construction manager for a number of economic development projects via public-private partnerships, educational facilities and private development partners.

Mrs. Acevedo is also one of the founding Principals of Grapevine Advisors, LLC and Gateway Five, LLC which own the privately held land in the public-private co-development of a 60-acre mixed use high density transit project in the San Gabriel Valley.

With more than eleven years of experience in real estate development and construction, Leticia has formed and co-owned three real estate development firms in California and co-owned a certified woman-owned & managed construction company for several years. She has served as Vice President for affiliated consulting companies, such as, DCP, City Sights, and TAG facilitating real estate development, land acquisition, entitlements and construction administration. The real estate projects consisted of new and rehab commercial, affordable housing and new custom residential homes. She actively participates in architectural and interior design decisions and selection of green building materials. She attended the Small Business Contractors Bidders Bootcamp for Los Community College.

Mrs. Acevedo provides oversight of financial books and records, including assisting with construction management and administration. As the tax matters partner, she oversees the CPA and book-keeping for all of the companies. She also assists with contract compliance.

She recruits and oversees the college Intern Program for all of the Grapevine companies.

Given her fluency in Spanish, Mrs. Acevedo interfaces with Latino business owners and families. She translates documents and actively engages in grass roots community outreach walking door to door to garnish support for projects from the neighborhood.

Mrs. Acevedo started her career as an elementary school teacher and served on a number of Boards and Commissions during her teaching tenure. She was instrumental in the creation of Educational programs that favorably impacted the communities and enhanced the educational development of the students. Some of her volunteer positions included:

- Hispanic Board Commissioner, LA Unified School District
- Vice President, Parent Teacher Assoc., Humphrey Ave School
- Facilitator, School Site Accreditation Review

Our Lady of Perpetual Help School

Santa Rosa Elementary School

Highlighting a few projects

Grapevine's current projects include public infrastructure, environmental remediation, several multifamily projects, single family, retail and other mixed-use commercial projects. Current construction management projects and public partners include the City of El Monte as well as private economic developments in the San Fernando Valley.

As the Master Developer for the City of El Monte's Gateway Project since 2012, Grapevine Advisors is responsible for a 60-acre mixed-use transit oriented development that straddles the El Monte Metro Station along Interstate 10 & Santa Anita Blvd. The first phase of construction commenced in June 2014 after a decade of entitlements and false starts by other developers. The initial public infrastructure phase underway will cost over \$30 million to support vertical construction of over 750 multifamily units (affordable and market rate), a community center and about 75,000 SF of retail, restaurant, and commercial space. The first phase of this public private partnership [P3] will cost in excess of \$200 million and valued in excess of \$356 million.

Grapevine Advisors also served as fee developer for a 21,000 SF commercial building in the San Fernando Valley, responsible for acquisition, land assemblage, entitlements, construction management and leasing for an economic development initiative sponsored by President Obama and funded by HUD. The HUD loan is a total of \$7.1 million for this project completed in 2015.

Public educational facilities completed by the Grapevine team include Pioneer Elementary Pre K-8, Delano, California, which was completed in 2013. With an overall project budget in excess of \$70 million, Mrs. Acevedo provided construction administration for this project for over 2 years interfacing with the State officials, construction contractors, the Delano Union School District and the State Department of Finance (DOF).

Mrs. Acevedo interfaces with small businesses in the Latino communities and mentors new businesses to better serve the needs of these underserved communities which include healthy food initiatives, adult day care, child care and educational facilities. She served as Cultural Event/Curriculum Coordinator at St Hilary Elementary and as a Program Director for the East Valley YMCA.



Joanne Carras

PRESIDENT & CFO

Ms. Carras has over 33 years of successful experience in commercial real estate development, investment, finance, leasing, asset management and construction of projects valued at over \$10 Billion in real property investments.

As President of the Grapevine companies, she assists the CEO with implementation of strategic organizational plans and directs members of the Grapevine team to carry out the mission in a cost efficient manner. As the CFO, she manages the financial affairs of the Grapevine companies, forecasting financial requirements, managing accounting issues, debt and investment structures and investor relations. She also oversees all of the company legal issues, contracts and develops and implements the leasing and management goals.

With nearly half of her career in the public sector, elected and appointed in a number of Federal, county, and municipal positions, she has gained unparalleled expertise in regulatory issues, entitlements and the public process making her uniquely qualified to successfully foster and execute public-private partnerships [P3] stimulating economic development and sustainable economic growth for underserved communities throughout the United States. Her creative concepts and strategies have been shared and modeled by numerous communities. Her passion to facilitate development in economically challenged communities has resulted in millions of square feet of urban infill development valued in excess of \$2.5 Billion.

She has been instrumental in structuring the development of privately managed investment funds in excess of \$250 million aggregating capital from institutional investors, leveraging over \$200 million in public subsidies enticing investment with above-average returns. Her active involvement in a broad range of real estate endeavors has provided her an acute sensitivity for strategic investment analysis resulting in a wide range of innovative transactional structures.

Ms. Carras has served as Managing Partner holding partnership interests and as a Development Manager of several real estate development companies managing a number of commercial and residential real estate investments throughout the western United States.

As a licensed real estate agent for over 33 years, Ms. Carras has managed the acquisition, investment development, construction, and leasing of over 3.9 million sq. ft. of commercial and residential properties, including retail, office, multi-family, mixed-use and industrial properties throughout the United States.

EDUCATION

Bachelor of Science Degree/Pre-Law

Arizona State University 1979-83

Graduated Magna Cum Laude and

Phi Beta Kappa

Masters of Environmental

Science & Technology

Arizona State University 1984-86

PROFESSIONAL

Continuing education in law, real estate,

finance, and economics. Served as an officer and guest speaker for these trade and professional organizations.

FDIC

Federal Deposit Insurance Corporation

FHLB

Federal Home Loan Bank

EDA

Economic Development Administration

ICSC

International Council of Shopping Centers

ULI

Urban Land Institute

The Milken Institute

UPDATE



GOVERNMENT APPOINTMENTS

Vice Chair

California Democratic Party

Since 1997

Democratic National Committee (DNC)

Awarded the Distinguished Honor

“Influential Latina in Politics”

Sacramento Hispanic

Chamber of Commerce

Fluent in Spanish

Alexandra Gallardo Rooker

GOVERNMENTAL AFFAIRS

Alexandra Gallardo-Rooker is a recognized leader in the political and policy arena with a proven track record of effectively working with local/state/federal agencies and key elected officials. Her comprehensive understanding of the inter-workings of the legislative and political process has continued to provide valuable insights in her role as Vice Chair of the California Democratic Party and to the individuals she represents as the lead legislative strategist in California for the Communication Workers of America (CWA).

Ms. Rooker’s in-depth knowledge of California’s highly complex legislative procedures and background working on labor issues makes her an invaluable resource to those organizations she works with, as well as to policy-makers and elected officials, as they consider an array of issues at the state and federal levels that would have a direct impact on organized labor outcomes and shaping the political landscape of the state.

She helps us navigate through the public policy maze by knowing who to contact when we seek resolution with public policy makers. She also serves as Grapevine’s liaison to the union trade leadership.

As a testament to Ms. Rooker’s expertise, professionalism and ability to build strong and meaningful relationships with elected officials statewide, she was appointed to State Superintendent of Public Instruction Tom Torlakson’s transition team upon him taken office.

Moreover, holding various leadership positions within the Democratic National Committee (DNC) and California Democratic Party (CDP), were she currently serves as Vice Chair of the Party, a position she has held since 1997, Ms. Rooker’s leadership has continued to shape the policy and political environment of California. Furthermore, her ability to work with a variety of stakeholders has earned her the distinguished honor from the Sacramento Hispanic Chamber of Commerce as being named an “Influential Latina in Politics.”

Highlighting a few projects

Grapevine's current projects include public infrastructure, environmental remediation, several multifamily projects, single family, retail and other mixed-use commercial projects. Current construction management projects and public partners include the City of El Monte as well as private economic developments in the San Fernando Valley and Ms. Rooker has been instrumental in reaching the highest level of public officials to facilitate our economic development goals with the Gateway project, as well as, networking and making new introductions for Grapevine to expand potential redevelopment opportunities in other cities.

As the Master Developer for the City of El Monte's Gateway Project since 2012, Grapevine Advisors is responsible for a 60-acre mixed-use transit oriented development that straddles the El Monte Metro Station along Interstate 10 & Santa Anita Blvd. The first phase of construction commenced in June 2014 after a decade of entitlements and false starts by other developers. The initial public infrastructure phase underway will cost over \$30 million to support vertical construction of over 750 multifamily units (affordable and market rate), a community center and about 75,000 SF of retail, restaurant, and commercial space. The first phase of this public private partnership [P3] will cost in excess of \$200 million and valued in excess of \$356 million.

Ms. Rooker's role as a consultant with the Digital 395 Middle Mile Project, played a critical part in securing the necessary funding to implement the project and bring faster broadband to 36 communities in the Eastern Sierra Region, clearly illustrates her abilities as a savvy state affairs professional with the ability to manage sensitive issues impacting a wide range of stakeholders.

Ms. Rooker's abilities in promoting CWA's legislative agenda is unquestioned, as her work has been pivotal in advancing Assembly Bill 2987, the Digital Infrastructure and Video Competition Act of 2006 through the state legislature and securing the Governor's signature on the landmark legislation



EDUCATION

HARVARD UNIVERSITY

Bachelor of Arts - Government

GOVERNMENT COLLABORATIONS

Office of the Governor of Massachusetts

US Department of States

City of Los Angeles

Shanghai Municipal People's Government

Seoul Metropolitan Government

Fluent in Korean

Joshua Parks

BUSINESS DEVELOPMENT & RISK MANAGER

Joshua Parks provides technological business organization strategies and oversight of company records systems integrating efficiencies and company-wide communication systems. He oversees disaster recovery systems and implements advanced technology so that corporate books and records are maintained electronically and retrievable in the event of an unforeseeable loss.

Throughout his career he has created effective initiatives, assessed and managed risk factors, executed the plans with managerial solutions to achieve desired goals. His relentless pursuit of creating excellence in operation through establishing cohesive principles and team relationship building has brought him much success in steering various corporations and organizations to leap to superior results at any given project.

He has been involved in government projects with the Office of the Governor of Massachusetts, U.S. Department of States, City of Los Angeles, Shanghai Municipal People's Government, and Seoul Metropolitan Government facilitating projects management, development proposals, lobbyists' initiatives, logistics management, and public relations.

He has represented the foreign conglomerate holding companies such as Samsung, Hyundai, and CJ Group and other private investment groups in the field of development, solar energy, research and technical development, foreign investment, and private commercial transactions. Additionally, assisting various legal, media, and market access challenges.

He has been involved in operating businesses and organizations in the executive position for Mediation Source, IGS Consulting, Eastern Food Services, EFM, Etude Lounge, a premiere beauty salon and academy, and California Marketplace, a quality retail mall and grocery markets in Koreatown; Good Sower Foundation, a nonprofit social entrepreneurship organization, as well as other various domestic and international non-profit organizations.

He is also an enthusiastic social entrepreneur, engineering projects and advocating companies to create purposeful social benefits, both in profit and nonprofit platform. He continues to create successful collaboration among private commercial sectors, religious organizations, and non-profit organizations in finding common purpose social justice in the area of poverty, human rights, access to education and health care.

He resides in Simi Valley, California with his four daughters and his wife, Belle, married for over 20 years.



EDUCATION

Education Bachelor of Arts International Affairs
University of Colorado

PROFESSIONAL AFFILIATIONS:

Class B General Contractor
State of California
ULI Urban Land Institute

CHARITABLE ORGANIZATIONS:

Big Brother Mentor

Miguel Vasquez

DEVELOPMENT MANAGER

Miguel Vasquez has served as Grapevine's Development Manager for almost 3 years which requires him to facilitate entitlements and design review with a variety of government officials on a routine basis. As Project Manager, he serves as "boots on the ground" managing construction crews and processing construction draws. He coordinates a number of integral development issues, from design to completion of construction. He also coordinates all of the professional consultants, such as architects, engineers and general contractors.

Miguel Vasquez's career in commercial real estate development began in 2003 with Coastal Rim Properties Inc., a real estate development firm that completed projects throughout the Western United States and Hawaii. As Vice President of Development Services, Mr. Vasquez's expertise encompassed a variety of product types ranging from multifamily housing, affordable housing for families and seniors, mixed use projects including residential, office and retail, to continuum care communities for seniors incorporating, independent, assisted living, and skilled nursing facilities. Recent projects include

several institutional size, mixed-use developments in the San Francisco bay area, affordable housing for rural farm workers in the Central Valley, a \$30Million Infrastructure Project in the San Gabriel Valley, and affordable housing coordination for 132-unit complex which received its CO in September 2015.

Mr. Vasquez is proficient in the spectrum of development services ranging from acquisitions and due diligence, city/agency entitlements, community outreach, environmental review, budget development & analysis, title/escrow, coordination and design development with all A&E consultants, construction management, related legal matters, facilitating investment & financing, as well as insurance matters.

ARCHITECTS ORANGE STATEMENT OF QUALIFICATIONS

Company Profile

Founded in 1974, Architects Orange is a full service architectural and planning firm specializing in high quality Mixed Use, Masterplan, Residential, Retail, Commercial and Hospitality projects. With a talented team, skilled in a variety of project types, Architects Orange has naturally emerged as a national leader in architectural design. Architects Orange consists of design professionals led by Senior Partner Jack Selman and Partners Darrel Hebenstreit, Jim Dietze, Hugh Rose, RC Alley, Ed Cadavona, Rob Budetti and Ken Smith. The group views each project as a unique opportunity to apply proven expertise, generating creative solutions within budget, and delivering inspired and successful projects.

Architects Orange emphasizes the team approach – owner, architect, consultants and contractor – collaborating through all phases of the project. We are adept at leading multi disciplined high performance teams to provide solutions of design relevance, cost effectiveness and operational and organizational excellence. We strive to understand the specific location constraints and site features, and pursue intelligent solutions that maximize the opportunities and create high value for the client.

Architects Orange is organized around a Principal led system which ensures the highest quality expertise and continuity from beginning to end of each project. Principal commitment means your project will receive the resources and talent needed to meet all deadlines and deliverables every time. From our headquarters in Orange County, California, the Architects Orange team has served clients across the United States as well as around the globe.



ARCHITECTS ORANGE

ARCHITECTS ORANGE





Robert Budetti, AIA, CDP

Partner

Personal Description

Mr. Budetti has spent over 25 years managing large scale complex projects around the United States and in Middle East as well as managing major development programs for National clients. Rob has also been responsible for growing and developing dynamic teams of architects and consultants to successfully deliver projects that consistently exceed the client's expectations. Rob's enthusiastic approach to each project has earned him a reputation as a professional who quickly and effectively builds solid and lasting relationships with clients, government agencies, consultants and contractors. He is experienced with retail, mixed-use, commercial, office, and residential projects.

Education

School of Architecture, California State Polytechnic University, Pomona, CA
Bachelor of Architecture

California State Polytechnic University International Summer Program

Registrations

NCARB Certified Architect

Licensed Architect in Alaska, Arizona, California, Colorado, Florida, Georgia, Idaho, Mississippi, Montana, New Mexico, Nevada, North Carolina, Oklahoma, Oregon, Pennsylvania, Texas, Utah, Washington

Affiliations

ULI
ICSC
CDP

Professional Experience

Alhambra Place, Alhambra, CA – A renovated mixed-use project with 134,000 SF of retail and restaurants anchored by a remodeled two-story building with grocery on the ground level and national retail tenants and two new retail buildings at the second level.

The Village at La Floresta, Brea, CA – A new mixed use retail center incorporating a new gourmet grocer, retailing and dining uses. The project focuses on a corner round plaza space with terraced restaurant dining and walkways around a central water feature. 210 multi-family units are provided.

91st Avenue and Van Buren Mixed Use, Tolleson, Arizona – A new mixed-use project on two 45,000 SF sites including 70,000 SF retail, 200 residential units and a new City Hall.

Westfield Valley Fair Mall, San Jose, CA – Renovation and expansion of a major regional mall including a dining terrace, luxury wing and general upgrades throughout the mall.

Westfield North County, Escondido, CA – Remodel of existing mall including entrances on levels 1, 2 and 3 to create a contemporary and inviting new facade. Dining court remodeled and public common spaces enhanced with amenities and architectural features.

Ibn Battuta Mall, Dubai, UAE - Themed mixed-use project includes 18,000,000 sf of retail, entertainment district, 2,764 hotel keys, 3,500 condominiums & 3,300,000 sf of office space.

Great Mall Dubai, UAE - A 3.5 million sf regional mall & home furnishing mall connected by an entertainment zone, over structured parking in a contemporary Islamic design.

The River, Rancho Mirage, CA - This project is a 250,000 sf retail / entertainment center on over 30 acres. Includes theatre, restaurants, and retail and office space.

West Hollywood Gateway, CA – 700,000 multi level retail & restaurant over 3 levels underground parking. Public plaza provides gathering spot & outdoor seating for restaurants.

The Gateway, El Monte, CA - A 65 acre TOD mixed-use development with 1,000,000 SF retail, entertainment and office space, a 200 room hotel and 1,850 multi-family units adjacent to a new transit building.

Tustin Legacy, Tustin, CA – 100,000 SF retail center inspired by the history of Tustin and the Marine Corps Air Station. The "Contemporary Barn" architectural style takes inspiration from the industrial aesthetics of the hangars to the agricultural farmlands that surrounded the site in the early 1900's.

The Veranda Retail Center, Concord, CA - New retail center on 30 acre site in Concord, California with approximately 347,000 SF of total building area.

Westfield – UTC, San Diego, CA - Addition & renovation of a 1.2 million sf regional mall including 3 new dept. stores, 350,000 sf two level lifestyle retail and five parking structures.

Westfield Santa Anita Lifestyle Center, Arcadia, CA - Renovation and expansion of mall with new 100,000 SF mixed-use lifestyle center with fountains and gardens over a 2-level garage.

Nut Tree, Vacaville, CA - 300,000 sf power and lifestyle center anchored by Best Buy, Old Navy with Boutique shops with office space above.

Citrus Plaza, San Bernardino, CA - 500,000 sf power center anchored by Target and Kohl's, with exterior food court, and associated pad buildings.

Sierra Crossing, Bakersfield, CA - A 203-acre mixed-use development includes main street retail center, power center, class A office district and 4-star hotel and conference center.

The Orchard at Saddleback, Lake Forest, CA - 270,000 sf lifestyle retail center anchored by mini majors, grocery, and restaurants.

ARCHITECTS ORANGE





Kenneth J. Smith, AIA

Partner

Personal Description

Ken has over 30 years of national and international experience including numerous award winning retail and mixed-use projects. From master planning to building design, he brings a dynamic approach to the design process that has fostered long relationships with Clients and his colleagues alike. He has a reputation for innovation and of bringing together talented design teams that have set trends in mixed-use, retail and entertainment design.

Education

University of Southern California
Bachelor of Architecture

Registrations

Licensed Architect in California

Affiliations

ICSC
ULI
USC Architectural Guild
Tournament of Roses Association
Friends of Gamble House

Professional Experience

Alhambra Place, Alhambra, CA – A renovated mixed-use project with 134,000 SF of retail and restaurants anchored by a remodeled two-story building with grocery on the ground level and national retail tenants and two new retail buildings at the second level.

The Village at La Floresta, Brea, CA – A new retail center incorporating a new gourmet grocer, retailing and dining uses. The project focuses on a corner round plaza space with terraced restaurant dining and walkways around a central water feature.

The Point, El Segundo, CA – A new 119,000 SF, 1 & 2 story specialty retail / mixed use center in a contemporary coastal architectural style. The project provides a shopping, dining and lifestyle destination for the South Bay beach communities.

The Village at Bella Terra, Huntington Beach, CA – This new 4-story, wrap style, mixed-use project is located on the 2.8 acre Bella Terra retail site and provides 467 dwelling units and 19,000 SF of ground floor retail. An above-grade open parking structure is provided along with an open air plaza and community park.

Westfield – University Towne Center, La Jolla, CA – Renovation and expansion of an open-air regional mall including retenanting of a department store into a health club, two national retailers and a stadium-seating cinema complex. Renovated food court with new dining terrace.

West Covina Mall, West Covina, CA – Expansion and renovation of existing mall with two story addition to include Nordstrom Rack and gold's Gym, restaurant and misc. shops.

Las Colinas Live – The project creates a New Orleans style streetscape with nightclubs and live music creating a festive environment with concert & open-air horsemanship arenas, hotel and retail.

Ibn Battuta Mall, Dubai, UAE - Themed mixed-use project includes 18,000,000 sf of retail, entertainment district, 2,764 hotel keys, 3,500 condominiums & 3,300,000 sf of office space.

Coliseum City Mixed Use Project, Los Angeles, CA – Part of the USC revitalization, this 1.4 million SF project is located across from The Coliseum and new soccer stadium providing a vibrant retail street environment anchored with two hotels and university housing over structured parking.

Tustin Village, Tustin, CA – Inspired by the history of Tustin and the Marine Corps Air Station this project's "Contemporary Barn" architectural style takes inspiration from the industrial aesthetics of the hangars to the agricultural farmlands that surrounded the site in the early 1900's.

The Promenade at Downey, Downey, CA – A large themed entertainment center with a cinema, health club, shopping and dining incorporated with historical landmark buildings from the time when NASA's Space Program occupied the site.

LA Fitness, Various Locations - As one of the premier health fitness clubs in the nation, LA Fitness has locations in acquired properties and ground-up locations. Scope of work has been involved in both location types from entitlement surfaces through full service.

Westfield North County, Escondido, CA – Remodel of existing mall including entrances on levels 1, 2 and 3 to create a contemporary and inviting new facade. Dining court remodeled and public common spaces enhanced with amenities and architectural features.

Fashion Outlet of Las Vegas, Primm, NV - 800,000 sf outlet shopping development attached to the Primadonna Casino with super graphic design elements and contemporary detailing

Fox Entertainment, Los Angeles, CA – 2.5 million sf mixed use entertainment project with hotel, office, and retail across from the Staples center Arena in downtown Los Angeles.

West Covina Heights, West Covina, CA – This 400,000 sf power center is anchored by The Home Depot and Target along with other national name brand retailers, shops and restaurants.





Samuel P. Saludo

Principal

Personal Description

Sammy has over 30 years of design experience on projects in the United States, the Middle East and Asia. In his current capacity in Architects Orange's office, he brings to Clients and projects extensive experience in Masterplanning Retail, Residential, Lifestyle, Resorts, Mixed-Use and other Commercial developments. Sammy's involvement in projects starts from conceptual design thru design development. He also coordinates with Consultants and production architect to make sure the design intent is carried thru. Working closely with the Client, Sammy is able to develop design in the most efficient and timely manner. He is committed to provide his Clients the design excellence that makes projects successful.

Education

University of Santo Tomas - Manila
Bachelor of Architecture

Registrations

Licensed Architect in the
Philippines

Affiliations

AAIA
ULI
ICSC
UAP CAL

Professional Experience

Alhambra Place, Alhambra, CA - New mixed-use project includes about 134,000 sf of retail and restaurants anchored by a two-story building with grocery at the ground level and national retail tenants at the second level.

The Village at La Floresta, Brea, CA - A new mixed-use development in the City of Brea with more than 82,000 sf of retail tenants anchored by a grocery, restaurants and specialty retail tenants. The main plaza area at the intersection of Valencia Ave. and Imperial Hwy. serves as the focal point of the development with outdoor seating areas for the restaurants, as well as, nicely appointed soft seating areas with trellises and lush landscaping.

The Orchard at Saddleback, Lake Forest, CA - 270,000 sf lifestyle retail center anchored by mini majors, grocery, and restaurants with main street style retail environment.

West Covina Mall, West Covina, CA - Expansion and renovation of existing mall with two story addition to include Nordstrom Rack and gold's Gym, restaurant and misc. shops.

Ibn Battuta Mall, Dubai, UAE - Themed mixed-use project includes 18,000,000 sf of retail, entertainment district, 2,764 hotel keys, 3,500 condominiums & 3,300,000 sf of office space.

Great Mall, Dubai, UAE - A 3.5 million sf regional mall & home furnishing mall connected by an entertainment zone, over structured parking in a contemporary Islamic design.

Dragon Mart, Dubai, UAE - Extensive renovation of a 1.7 million sf Chinese mart, including new foot court, new plan organization, signage & way finding, and site work.

Westfield Santa Anita, Arcadia, CA - 100,000 sf lifestyle retail expansion to existing mall

Citrus Plaza, San Bernardino, CA - 500,000 sf power center anchored by Target and Kohl's with exterior food court and associated pad buildings.

Mountain Grove at Citrus Plaza, Redlands, CA

This is a mixed-use promotional/lifestyle center located at the northwest quadrant of Interstate 10 and Interstate 210 with 630,000 sf of total GLA.

The Marketplace East at Grand Crossing, City of Industry, CA

Kohl's anchored 204,600 sf promotional retail/restaurant power center on 18.6 acres located at Grand Ave & Valley Blvd.

Edinger Plaza, Huntington Beach, CA

Expansion and repositioning of retail center to accommodate Nordstrom Rack, Dick's Sporting Goods and Michael's in modern design style.

Tesoro Village, Valencia, CA

Features Spanish Mission Architecture with pedestrian-scale amenities, community gathering area with seating and large ornate outdoor fireplace.

Nut Tree, Vacaville, CA

300,000 sf power and lifestyle center anchored by Best Buy, Old Navy with Boutique shops with office space above.

Westfield - University Town Center, San Diego, CA

Addition & renovation of 1.2 million sf mall including 3 new dept. stores, 350,000 sf two level lifestyle retail, & five parking structures.

Sierra Crossing, Bakersfield, CA

A 203-acre master planning project with retail, hotel and office.

West Covina Mall, West Covina, CA

Expansion and renovation of existing mall with two story addition to include Nordstrom Rack and gold's Gym, restaurant and misc. shops.

El Monte Transit Village, CA

A TOD mixed-use development with retail, entertainment, office, hotel and multi-family residential

Alba Village, Medford, OR

Lifestyle retail is part of a 200-acre master planned development



Glenn Man
Senior Designer

Personal Description

Mr. Man has spent over 15 years designing large-scale, complex projects around the United States and in the Middle East and Asia. Glenn has also been responsible for master planning, concept design and project coordination for major international projects. He is experienced with retail, mixed-use, commercial, office, and residential projects.

Education

Harvard University, Graduate School of Design, Cambridge, MA
Master of Architecture in Urban Design

University of Waterloo, School of Architecture, Waterloo, ON, Canada
Bachelor of Architecture

Registrations

LEED ND

Affiliations

ULI

Professional Experience

El Monte Transit Village, El Monte, CA – Located next to a major transit system at the northwest corner of Interstate 10 & Santa Anita Avenue, this master planned development has a mix of uses that includes 46,500 SM of retail & entertainment, 46,500 SM of commercial & office, a 250-key hotel and 1,850 residential units.

Promenade 2035, Woodland Hills, CA – A 1.5 million SF development in the San Fernando Valley. Project is comprised of a 15,000 seat stadium, 350 residential units, 300 key boutique hotel & a 27- story office tower.

Monterey Peninsula Masterplan, Monterey, Mexico - Secured residential development with 500,000 SF lifestyle center with community green space and amenities.

Marina Marketplace, Marina Del Rey, CA - Strip Mall redevelopment with residential and retail remodel.

O'Hare International Airport Control Tower Chicago IL – Air control tower for the north runway.

Yongsan IBD, Seoul, South Korea - 3.3 million SM masterplan development in central Seoul with an International Business District consisting of commercial office and residential towers and a 1.5 million SF retail center.

Entertainment District Masterplan, Dubai, UAE – 28 million SM master plan, 250,000 resident population, 17 million SM GFA. Project components include Universal Theme Park, Resort Hotels, Water Park, RDE, Town Center, Central Park, High Speed Rail, Subway Lines, and FIFA Football Stadium.

Gemdale Corporate HQ, Shenzhen, China - Partnered with Foster & Partners on a corporate headquarters campus. Project components include 250m high Icon tower, low rise office towers and 30,000 SM of retail.

Mall of the World, Dubai, UAE - 7 million SF shopping mall, 10,000 hotel rooms, healthcare district, theatre quarter, Couture Boulevard.

Downtown Vision Plan, Baldwin Park, CA
Downtown revitalization development consisting of a 450,000 SF retail center and 3,500 residential units.

Dubai Festival City, Dubai, UAE - 2 million SF mall with 5 star hotel resort.

Aerospace Corporation Office Tower, El Segundo CA – 4-story Class A office tower. 125,000 sf.



Bruce Greenfield

Principal

Personal Description

Mr. Greenfield draws upon 30 years of dynamic architectural experience in large scale hospitality and mixed use projects around the globe. Bruce has a strong record of successful leadership and goal achievement. He thoughtfully balances design and technical solutions with budget and schedule to create well thought out projects that consistently exceed stakeholder expectations. Bruce is adept at leading the consultants to cost effective yet highly creative solutions. His attention to detail and ability to succinctly define, document and communicate the project make him a valued addition to your project team.

Education

University of Arizona, Tuscon
Bachelor of Architecture

Architectural Management Institute,
San Francisco
Certificate in Practice Management

Phillip Crosby Quality College
Certificate of Accomplishment

Certificate course in Priority
Management Techniques

Registrations

NCARB Certified Architect

Licensed Architect in California

Affiliations

AIA
ULI
ICSC
ARDA
ICBO

Professional Experience

Inn at the Mission, an Autograph Collection Hotel, San Juan Capistrano, CA – 124 key four star boutique hotel directly across from the historic Mission. Project includes ballroom, board rooms, and outdoor event space for 300 guests. A full service spa, signature restaurant and below grade parking are provided. Project carefully ties to the historic mission, while mixing contemporary and historic elements and handcrafted artisanal design touches.

Marriott Warner Center, Los Angeles, CA – Renovations to lobby area and pool area / fitness center for this full service hotel property included adding a Starbucks facility.

St. Regis Residences & Spa Tower, Houston, TX – New 17 story tower over parking with 47 St. Regis Residences, 15,000 sf spa, new pool deck and new Porte Cochere and lobby.

Hilton Turtle Bay Resort, North Shore Oahu - 120 key family resort located between the beach and the golf course in a tsunami zone at Turtle Bay, Oahu.

Hyatt Regency Aventine, La Jolla, CA –Major hotel renovation including all 417 guest rooms, suites, corridors and meeting rooms in 17 story structure.

Marriott Newport Coast Villas Resort, Newport Beach, CA - A 70-acre, 700 villa ocean view resort and spa inspired by a Tuscan hillside village with a beautiful town center and piazza

Marriott Autograph Hotel, Jackson Hole Wyoming, – New 160 key boutique hotel near the town square and elk preserve. 4 stories over parking with retail, restaurant and spa facilities.

Fantasy Springs Casino, Indio, CA – Casino Expansion and new 300 key four star hotel, entertainment district, 5,000 seat arena, pro bowling center, timeshare resort & golf course.

Mountain Villas Resort, San Diego, CA – prototype guest room design, and 3 new resort neighborhoods and downtown district totaling over 500 units in existing golf centered resort.

Loews Santa Monica Beach Hotel, Santa Monica, CA – Renovation of 317 guest rooms, suites and corridors at this four star ocean view property. Brand new room a corridor designs include new lighting, complete redo of guest bathrooms, new finishes, furniture and built ins throughout, as well as new code compliant accessible rooms.

Hilton Paris Las Vegas, Las Vegas, NV – Record Architect for Parisian themed 33-story hotel tower over casino podium including 2,916 keys, 28 room types and luxurious 5 bay presidential suite.

W Hotel, Huntington Beach, CA – Three towers over parking with 132 standard hotel rooms, 28 Wow/Super Wow suites, 15 fractional units, ballrooms, restaurants and full service spa.

Hilton Grand Vacations Club, Las Vegas, NV - 2,717 keys in 4 high-rise towers, includes full service spa, restaurants, 3 pool amenity decks, conference center, retail & structured parking.

Hilton Grand Vacations Club, Waikoloa Beach, HI - 10-acre, ocean view resort with 120 villas in 8 buildings along the King's Golf Course. With pool amenity deck, lounge, and club house.

Hyatt Place Hotel & Condominium Tower, Virginia Beach, VA - 20-story beach front condominium & hotel tower with restaurants, full service spa, and ocean view rooftop pool decks

Marriott Shadow Ridge Resort & Golf Club, Palm Desert, CA - A 315-acre, 990 villa resort with Nick Faldo Golf Course & Training Academy, clubhouse, tennis center, kids club, & pool decks.

Marriot Autograph Hotel, Mammoth, CA – New 150 key boutique hotel with restaurants, spa and conference center over below grade parking, adjacent to village ski lift.

Sheraton Wild Horse Pass Expansion, Phoenix, AZ – A 40,000 SF expansion including a new 15,000 SF ballroom, new meeting rooms Kitchen Expansion and pre-function areas.





RC Alley
Partner

Education

Texas Tech University
Bachelor of Architecture

Registrations

NCARB Certified Architect

Licensed Architect in Arizona,
California, Colorado, Florida, Illinois,
Nevada, Utah

Affiliations

ULI

Personal Description

RC Alley has over 30 years of experience in the field of Architecture with the last 20 at Architects Orange. He is experienced in high-density multifamily residential, mixed-use, retail, and commercial projects. As the Lead Partner of the Multifamily and Mixed-Use practice at Architects Orange, RC is responsible for all project aspects from concept through construction. Mr. Alley's hands-on approach produces a fine balance between the design and technical aspects of projects.

Professional Experience

The Heritage, Santa Ana, CA – An 18-acre mixed use, apartment and retail master plan with 4 sites. Three of the sites are wrap style with 5-story type III construction. The fourth site is phased with an existing office building and DATA center to remain. A second phase to replace it with a podium residential project.

Malden Station, Fullerton, CA – 200 dwelling units and 5,100 SF of commercial space. The project occupies a complete city block with frontage on a commercial street and existing railroad tracks to the rear.

Ascent Apartments, San Jose, CA – Located in the Silicon Valley this 650 unit project is on a 10.8 acre lot and features a leasing center, clubroom, fitness, courtyards, playground, pool and spa.

Triana Warner Center, CA - Part of a large master planned site. A mixed-use component with variety of units, townhouses, flats, and upscale restaurants. 360 units, 15,000 sf of retail.

Corona North Main, CA – California Coastal style. 14 acres, 4-story, high-density tucked under buildings. 214 units over ground floor retail.

The Avenue, Denver, CO – Mixed-use 20.73 acre site. 8.4 acres of multifamily, 7.3 acres of commercial, and 4.95 acres for office use. 209 dwelling units within 13 tucked under buildings.

University House, Fullerton, CA - Mixed-use 6.8 acre project serving Cal State Fullerton. 363 student units above 30,000 sf retail. 11,000 sf recreational facility. Above grade parking

Alexan Pacific Grove, Orange, CA - In the "Uptown" redevelopment district, this urban infill high-density project provides 278 dwelling units, resort-style recreation area, and 5,000 sf of retail.

Waterford Place, Dublin, CA - Northern California upscale mixed-use residential over retail. High suburban density rental of 47 units per acre. 525 units total.

Five Lagunas, Laguna Hills, CA – Next to the Laguna Hills mall this project is a high density, mixed use project consisting of three five-story wrap style residential and mixed use buildings. The project will provide 988 units and 79,500 SF of added commercial space.

A Town Apartments, Anaheim, CA – The first project to be designed in the A Town master plan area of the Platinum Triangle. A 5-story, type III wrap project with 400 units; some contain loft mezzanines.

Gateway, Orange, CA - 884 unit complex. Two above ground wrapped parking structures and one podium building.

Carillon Apartment Homes, Woodland Hills, CA – 5.45 acres. 4-story buildings. 264 units clustered around 1 parking structure. Includes leasing, pool, recreation, & fitness facilities.

River Terrace Apartments, Santa Clara, CA - Spanish style wrap design. 40 dwelling units per acre with efficient tenant parking provided in two 4-story parking structures.

Pinnacle at Sierra Madre Villas, Pasadena, CA Located adjacent to a historic pharmaceutical facility. It features beautifully restored buildings, garden court, recreation, and office facility.

Meridian Place Apartments, Northridge, CA – 200 units. 4-story stories over one level of at grade parking and one level of subterranean parking. Ground level retail, office, & fitness area.

Jacaranda Active Seniors Community, Fullerton, CA – 4 linear buildings housing 131 seniors units. Resort type amenities and pathways promote social interaction/networking.

Homecoming @ Terra Vista, Rancho Cucamonga, CA – Master planned community. 241 villas, townhomes, & apartments. Resort style. Direct garage access for all units.





Ed Cadavona

Partner

Personal Description

Mr. Cadavona is a Partner and the lead designer for all residential and mixed-use projects. He has extensive knowledge of a variety of residential product types and has developed innovative solutions for podium, wrap, walk-up and townhouse projects as well as senior apartments and student housing. His involvement in projects starts from site planning to building design. Mr. Cadavona has over 30 years of experience in the design of residential, mixed-use, and hospitality projects, and has garnered several award-winning projects in California and Hawaii.

Education

University of Hawaii
Bachelor of Architecture

Registrations

NCARB Certified Architect

Licensed Architect in California and
Hawaii

Affiliations

AIA
ULI

Professional Experience

Elan Apartments, Huntington Beach, CA – A new 4 and 5-story mixed use project located at Beach Blvd. & Ellis. The project provides 274 units over a partial raised podium and a subterranean level parking structure along with 8,500 SF of ground floor retail.

The Artisan at North Main Phase I, Corona, CA Phase I of a mixed use development on two parcels designed to create a commercial "Main Street" in the final phase. The project provides 200 units and 34,400 SF of commercial space.

The Village at Bella Terra, Huntington Beach, CA – The Village is a new 4-story, wrap style, mixed-use project located on the 7 acres Bella Terra mall site. 467 units and 19,000 SF ground floor retail around an above-grade parking structure.

Brookhurst Triangle, Garden Grove, CA - Mixed-use 25,000 sf of new retail shop and restaurants with 5 buildings, 709 residential units. Wrap and Podium designs.

Renaissance, Orange, CA – Located in the "uptown" redevelopment area of Orange. 10 acre site. 3 and 4-story multifamily project provides 460 dwelling units.

Main Street Village, Irvine, CA - 481 units within 4-story buildings. Orange County's first ready to rent certifiably green complex

Alexan Fontaine, Marina Del Rey, CA - A waterfront, wrap design consisting of two 4-story courtyard buildings around a 5-level parking structure. 426 units total.

Avenue One, Irvine, CA - 341 luxury condominium units wrapped around two integrated parking structures.

Archstone Gateway, Orange, CA - 884 unit complex. Two above ground wrapped parking structures and one podium portion.

Urbana Apartments, San Diego, CA – A modern 6-story structure on a one-half acre site providing 96 units and 1,138 SF of commercial area below. Located in downtown San Diego the project is walking distances from Petco Park Ballpark and the Gaslamp District.

The Artisan at North Main Phase II, Corona, CA - Phase II of a mixed use development along the main front street with the residential and retail along the back and side. Together these form a mixed use "Main Street" with a central common court and auto turn circle.

Ascent Apartments, San Jose, CA – Located in the Silicon Valley this 650 unit project is on a 10.8 acre lot and features a leasing center, clubroom, fitness, courtyards, playground, pool and spa.

Waterford Place, Dublin, CA – Northern California mixed-use upscale residential over retail. High suburban density rental of 47 units per acre with 525 units total.

University House, Fullerton, CA – Mixed-use 6.8 acre project serving Cal State Fullerton. 363 student units above 30,000 sf retail. 11,000 sf recreational facility. Above grade parking

Long Beach City Place, Long Beach, CA - A mixed-used urban infill on a 4-acre parcel. Provides 221 dwelling units over 70,000 sf of retail.

Corona South Main, Riverside, CA – Downtown revitalization project. 4-story residential buildings, 370 apartments and 100 condominiums. Parking structures over retail, restaurants, & offices.

The Avenue, Denver, CO – 20.73 acres of multi-family, commercial, and office. 209 dwelling units within 13 tuck-under buildings. Plus 3 buildings of retail with 2-stories of dwelling units above each.

The Westin Princeville Ocean Resort Villas, Kauai, HI – Along a lush cliff, 2 and 3-story wood-framed villas oriented towards natural views. Modern plantation style & surface parking.





David J. Gilmour, AICP

Senior Planner

Personal Description

As Senior Planner at Architects Orange, Mr. Gilmour assists in the marketing, administration and planning design for infill and master planning projects for the firm. He has headed up the planning department of his own firm at NewmanGarrisonGilmour + Partners (formerly the Newport Beach office of Kaufman Meeks + Partners) as well as directed the planning efforts of other nationally and internationally known Orange County architectural and planning firms. He has also worked for the City and the County of Beaufort, South Carolina and the City of Philadelphia, Pennsylvania. David has designed over 1,750 neighborhood/infill site plans and 25 large-scale community plans with 105 having been built over his 38 years of practice.

Education

University of Pennsylvania
Master of City Planning

California Polytechnic State University,
San Luis Obispo
Bachelor of Science in City & Regional Planning

Registrations

American Institute of Certified Planners (since 1980)

Affiliations

American Planning Association

Past Affiliations

Urban Land Institute
California Redevelopment Association
Orange County Green Building Council

Professional Experience

Master Plans

San Elijo Hills, San Marcos, CA – 2,000 acre master planned community with retail, schools, and parks. Detached & attached single family homes with panoramic ocean views. The project also included assisting on the preparations of the specific plan document, including development standards and design guidelines.

Westhaven, Ontario, CA – 266 acres, 1,037 homes, 100,000 sf of commercial, an elementary school, park, and several large open space/greenbelts. The major constraint for the master plan was to work with several different property owners.

Potero Valley Ranch, Valencia, CA – 1,036 acre master planned community. 6,600 units within an enclosed valley of land made up of 3 distinct villages. Golf course & clubhouse facility.

Windwillow Homes, Township, PA – 710 acre master plan. Golf course, community center, & 1,800 units in 23 neighborhoods. 26 acres of commercial use.

Mission Grove Plaza & Business Park, Riverside, CA – Master plan for a 335 acre commercial, manufacturing, and industrial park. Project consisted of master site planning and design guidelines.

Three Rings Ranch, Beaumont, CA – An overall master plan and specific plan for a 176 acre new community consisting of single family homes a multifamily neighborhood.

Hampton Beach, Virginia Beach, VA – 119 acre seaside resort master plan consisting of 14 luxury residential neighborhoods, a hotel, and visitor mixed-use commercial village.

Hydriil Master Plan, Houston TX – Master plan for 93 acres consisting of commercial apartments, hotels, offices, restaurant pads, and six industrial building sites.

Sector 99, Gurgaon, India – 106 acre community master plan, 6 distinct gated neighborhoods, & a central open space feature that connects a main recreation & commercial area.

Neighborhood Plans

Watermarke, Irvine, CA – Overall concept site/building plan for a 355 unit, 4-story wrap product. Open courtyards to capture the adjacent open space views & long distance views of Saddleback mountains. Created 2 similar buildings for ease of phasing and to reduce construction costs.

Homecoming at the Preserve, Chino, CA – Master planning for a 52 acre, 796 unit apartment project community of stacked flats and town homes. Project consists of 11 neighborhoods and a significant major leasing and active recreation area connected by pedestrian paseos.

Stadium Lofts, Anaheim, CA – Conceptual site layout for a vertically mixed-use project consisting of 390 units and approximately 15,000 sf of restaurant and commercial use.

Puerto Del Sol, Los Angeles, CA – Overall conceptual building plan for a 3 acre infill site vertical mixed-use neighborhood adjacent to the Lincoln Heights Gold Line Metro Station.

Provence, Valencia, CA – Site planning for 360 family oriented apartments with a pre-school pad adjacent to the neighborhood. Creation of a pedestrian paseo uninterrupted by cars was a major design feature.

Amerige Pointe, Fullerton, CA – Site planning for a 13 acre mixed-use project in the Amerige Heights Master Plan. Apartments, work/live, and commercial uses included.

Hidden Valley, Simi Valley, CA – 325 affordable units on four odd shaped parcels adjacent to the metro station in Simi Valley. Product was very cost effective to construct.

Tierra Vista, Oxnard, CA – Site planning for a neo traditional apartment project encompassing 404 units that caters to a new hospital complex nearby.

Riverbend, Oakland, NJ – Rugged hillside master plan. 394 homes on 300 acres. 200 acres of permanent open space including a pond and community recreation area.





Diego Alessi, ASLA

Landscape Studio Director

Personal Description

Diego Alessi has over 20 years of experience in Landscape Architecture and has spent a majority of those years focused on Hospitality Resort Development, Retail/Mixed use, and High Density Residential projects in both International and Domestic Markets. His broad project experience also includes Rooftop Venues, Night Clubs, Restaurants, Urban Spaces, Parks and Recreation, Master Planned Communities and Golf Course Design. As Landscape Studio Director Mr. Alessi is responsible for all aspects of the design process, including business development and is extremely active in the daily development of projects. His approach to design is collaborative, flexible and hands on constantly working to provide progressive and dynamic solutions. His ability to author a story through Landscape and execute it to the completion of the project strengthens Architects Orange's ability to deliver a comprehensive and well thought out vision for our clients.

Education

California State Polytechnic University, Pomona
Bachelors of Science, Landscape Architecture
Santa Chiara Study Center – Castiglion Fiorentino, Italy
Semester Abroad

Registrations

LARE Certified Landscape Architect
Licensed Landscape Architect, California #4201

Affiliations

ASLA, American Society of Landscape Architects
ULI, Urban Land Institute

Languages:

Spanish, Remedial Italian

Professional Experience – Retail / Commercial

Station Park, Farmington, UT	The Village at Meridian, Meridian, ID
Stations Casinos Corporate Office, Las Vegas, NV	The District at Green Valley Ranch, Henderson, NV
Americana at Brand, Glendale CA	Bridgeport Village, Portland, OR
The Village at Totem Lake, Kirkland, WA	The Trails at Silverdale, Silverdale, WA
Nyberg Rivers, Tualatin, OR	Medimpact Corporate Campus, San Diego, CA
UFC Corporate Office, Las Vegas, NV	Plaza 183, Cerritos CA
Summit Corporate Park, Aliso Viejo, CA	Las Vegas Performing Arts Center, Las Vegas, NV

Professional Experience – Hospitality

Margaritaville Resort Hotel, Hollywood, FL	Golden Nugget Hotel and Casino, Las Vegas, NV
Golden Nugget Hotel and Casino, Lake Charles, LA	Redrock Resort and Casino, Las Vegas, NV
Ritz Carlton Hotel, Lake Las Vegas, NV	Hilton Bayfront Hotel, San Diego, CA
Pechanga Resort and Casino Expansion, Temecula, CA	Blue Diamond Timeshare Resort, Las Vegas, CA
Dream Hotel, Hollywood, CA	

Professional Experience – High Density Residential

Circa 37 Apartments, San Diego, CA	Westpark Apartments, San Diego, CA
The Marke Apartments, Santa Ana, CA	1901 First St. Apartments, Santa Ana, CA
Ten50 Condominiums, Los Angeles, CA	

Professional Experience – Master Planned Communities

Painted Trails, Mission Viejo, CA	Armstrong Ranch, Santa Ana, CA
Mont Calabasas, Calabasas, CA	Pacific Highlands Ranch, CA
Coto de Caza, Trabuco Canyon, CA	Nevada Trails, Las Vegas, NV

Professional Experience – International

Korullorya Mixed Use, Istanbul, Turkey	Fifth County High Density Residential, Dalian, China
Blue Mountain Mixed Use, Dalian, China	Niagara Falls Casino and Boardwalk, Niagara, Canada

* All Projects Completed by Diego Alessi while acting as Principal at Lifescapes, International.





Urbana Apartments
San Diego, CA

Mixed Use In-Fill



The Urbana project is a six story, 92,000 SF multifamily structure in the heart of downtown. The project provides a total of 96 apartments with a variety of plan types and all with private outdoor balconies and commercial retail below. Urbana is located on the border of the East Village and Ballpark districts in downtown San Diego within easy walking distance to the Petco Park Ballpark, Gaslamp District and Convention Center. The building design is a modern expression that fits well with the local context of repurposed industrial buildings and new adjacent developments. Since its opening this boutique midrise has garnered numerous awards and has become a coveted, exclusive location for urban professionals, entrepreneurs and visionaries.

ARCHITECTS ORANGE





El Monte Transit Village
El Monte, CA

*Mixed-Use Transit Oriented
Development*

The development is located next to a major transit system for buses and metro rail at the northwest corner of Interstate 10 and Santa Anita Avenue in the City of El Monte. The masterplanned development has a mix of uses that include a 5-story residential building over parking and 25,000 SF of tuck under ground floor retail and a 4-star boutique hotel.

ARCHITECTS ORANGE





Ascent Apartments
San Jose, CA

*Urban Community
Apartments*

Located in the Silicon Valley this 650 unit residential apartment complex is located on an 10.8 acre lot formerly part of the landmark Hitachi campus where electric power infrastructure and information technologies were pioneered. Keeping true to the history of innovation on this site, the design provides a drive-through parking structure transformed into an opulent porte-cochere and vehicular lobby and two residential buildings that reinterpret the mid-century industrial buildings on the Hitachi campus. The unparalleled amenities of the project emphasize entertainment with outdoor kitchens, salt water pool and bark park.

ARCHITECTS ORANGE





*Elan Apartments
Huntington Beach, CA*

Coastal Convenience

A new 4 and 5-story mixed-use project located on the south-east corner of Beach Blvd. and Ellis Ave. in the City of Huntington Beach, CA. The project consists of approximately 8,500 SF of ground floor retail and 274 units over a partial raised podium and one full subterranean level parking level.

ARCHITECTS ORANGE





*The Point Retail Center
El Segundo, CA*

Specialty Center

Poised on a hill top this project is located at the southern entry to El Segundo north of Manhattan Beach. Dynamic contemporary coastal architecture highlights this 98,000 SF, one and two-story, specialty retail / mixed use center.



ARCHITECTS ORANGE





*Westfield University
Towne Center
La Jolla, CA*

*Mall Renovation in a
Contemporary Fashion*

Working with the Westfield design team this open-air regional mall includes the retenanting of an existing department store into a health club, two national retailers and a signature stadium-seating cinema complex. The existing food court building was renovated and repositioned with new tenants and dining terraces. Common area improvements include full facade remodels and renovation of key outdoor courtyards and promenades. The new look provides a "resort casual" environment with contemporary design elements and dynamic landscaped courts promoting a relaxed yet vibrant shopping experience.

ARCHITECTS ORANGE





*Marriott AC Hotel
Broadway & Long Beach, Long Beach, CA*

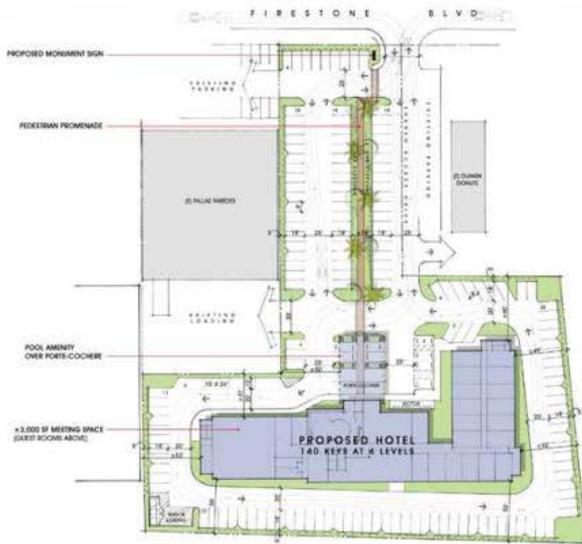
Located at the southwest corner of Long Beach Boulevard and East Broadway this new, ground up, AC Hotel by Marriott will be a mixed-use project containing activated ground floor retail with hotel lobby guest arrival & drop-off areas, upper level guestrooms, and supporting back of house operations. Parking will be subterranean at/ or above grade. The hotel program targets 160-180 guestrooms and will be a customized AC Hotel by Marriott. The building structure is anticipated to be concrete construction for ground and subterranean levels with 5-6 stories of guestrooms above.

ARCHITECTS ORANGE





*Spring Hill Suites by Marriott
Downey, CA*



ARCHITECTS ORANGE

This project is a new, ground up, Springhill Suites by Marriott (SSM) located on Firestone Blvd. in the City of Downey. The site area is 112,285 SF on 2.5 acres. The new hotel program consists of a non-prototypical Spring Hill Suites by Marriott with 140 guest rooms. The building will be 4 stories of wood construction and will provide a fitness center, first floor bar and lounge and 3,000 SF of meeting space with a pre-function area. There will also be a "roof top" pool, spa, and bar on top of the Porte-Cochere roof.



SVA ARCHITECTS STATEMENT OF QUALIFICATIONS



ARCHITECTS



ERNESTO M. VASQUEZ, FAIA, NCARB PARTNER & CEO

Since the firm's establishment, Mr. Vasquez has brought creativity and expertise to the team, which has garnered the firm recognition throughout the building industry as innovators in both residential and mixed-use design. He has guided design teams on more than 1,000 major projects which have been recognized with prestigious national design and planning awards. He was formerly Founder of MVE Partners (MVE) and President of MVE Institutional (MVEI). Ernie was/is the Partner-in-Charge for most projects listed in this package; many of those projects were completed while he was with MVE and MVEI prior to the rebranding of SVA Architects.

Education:

Bachelor of Architecture, with Honors, California Polytechnic State University, San Luis Obispo

License:

California - 09135

Affiliations

- American Institute of Architects
- Urban Land Institute
- National Council of Architectural Registration Board
- BRIDGE Housing Board of Directors (5 years)
- Board Member of National Parks Foundation (2 years)
- Chairman for The Wooden Floor After School Program in Santa Ana, California

- + The Residences at Berkeley Plaza, Berkeley, CA - The new residential destination proposes a mixed-use building with approximately 355 for-rent residential units adjacent to the BART Station in the central core of downtown. This project is targeting a LEED Gold certification.
- + El Montey Gateway Master Plan & Phase I, El Monte, California - This master planned project will be a model for transit-oriented developments, offering a multitude of affordable and residential units over three phases with a variety of open spaces that encourage pedestrian usage and interaction. Parcel 1, The Exchange at El Monte, has delivered 132 affordable units in a four-story building on podium over one level of parking since its completion in August 2015.
- + Potters Lane, Midway City, California - Potter's Lane is a new, visionary housing project for our military veterans: the project team will renovate modified-steel shipping containers, transforming them into fully functional and aesthetically pleasing housing units that harmonize with the surrounding area and environment.
- + Celadon 9th & Broadway Affordable Mixed-Use Tower, San Diego, California - The project includes retail and commercial spaces above 2 1/2 floors of below grade parking and with sixteen stories of mixed residential apartments above. The project will achieve LEED Silver Certification.
- + Uptown Oakland, Oakland, California - A dynamic 14-acre urban renewal project including 60,000 sq.ft. of retail/commercial space, 1,200 mixed-income apartments, as well as 400-units of off-campus graduate housing and 900 market rate condominiums. It is LEED Silver Certified.
- + Avalon Walnut Creek BART Transit Village, Walnut Creek, California - Avalon Walnut Creek is home to 5,000 residents. It features 423 rental townhomes and flats over street-level retail and includes 20% affordable housing units. The market-rate podium housing units are three-to-five stories over 45,000 square feet of retail space with 100 for-sale units of podium housing over parking.



Size

13.8 Acres

Unit Mix

970 Units

Construction Date

2004

Client

Greystone Group

Awards

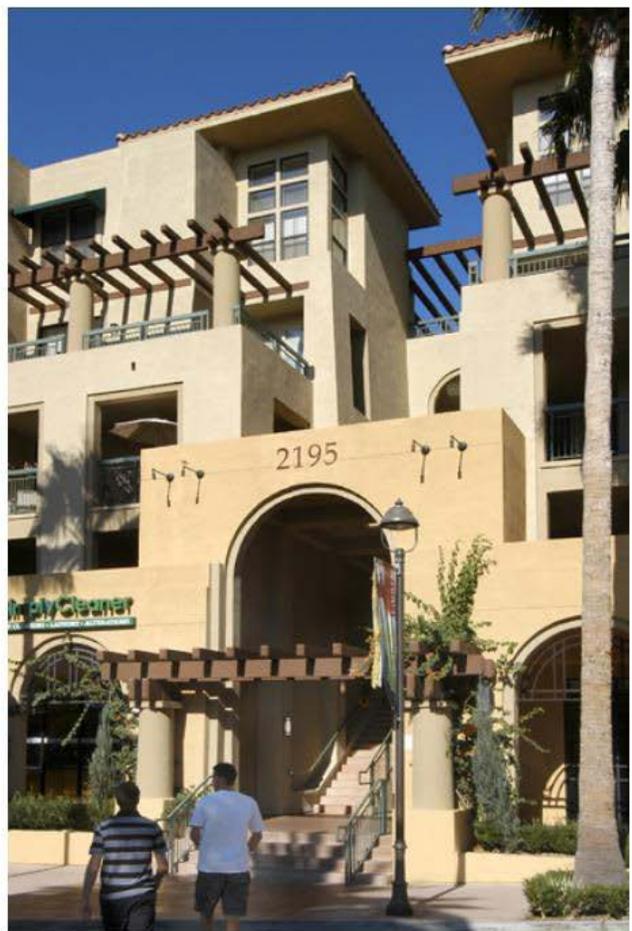
NAHB Pillars of the Industry - Finalist
 Gold Nugget Grand Award
 Gold Nugget Merit Award (2)

THE PROMENADE AT RIO VISTA SAN DIEGO, CALIFORNIA

The Promenade at Rio Vista is a unique 13.8-acre walkable, mixed-use community, which takes advantage of the site's characteristics of light-rail transit and riverfront trails. The development consists of six individual structures of four stories over a two-level subterranean garage, with commercial and retail in buildings surrounding a commons. The commons serve as the heart of the community and provide a destination for residents and transit ridership alike. The space is enlivened by arcades fronting commercial activities, with outdoor patios for sidewalk dining with a large fountain as a memory point. Based upon the architecture of Irving Gill, the flat and low-pitched roofs of The Promenade acknowledge the benign climate of the area and relate to an architectural tradition indicative of the region. Trellises, pergolas, courtyards, patios and arched windows tie the interior spaces to a landscape set-off by simple, light-colored building forms. A network of private streets and pedestrian paths provide connections to destinations both within and outside the community. Retail parking is parallel on the street or integrated into the guest parking of the structured garage, with access to the commons through the lobbies of each building.



**THE PROMENADE AT RIO VISTA
SAN DIEGO, CALIFORNIA**



Size

175,129 sq.ft. (3.9 acre site)

Unit Mix

252

Construction Date

2015

Awards

ULI Smart Growth Award of Excellence

Client

BRIDGE Housing

**COMM 22 (BRONZE TRIANGLE)
SAN DIEGO, CALIFORNIA**

Located on a 4-acre site in the Logan Heights district of San Diego, Comm 22 is a mixed-use, transit-oriented development that offers 252 affordable family apartments and senior housing options. The project seeks to meet the unique social, economic and physical needs of the community with the inclusion of market-rate lofts, for-sale homes, postal and bank services, a health clinic, daycare facility and approximately 19,000 sq.ft. of commercial retail space. The project provides a more commuter friendly environment that reduces the amount of cars on the road and promotes utilization of public transportation.

The proposed hierarchy of sidewalks, alleyways, lanes and streets all focus on the connectivity to the commercial retail edge along Commercial Street and 22nd Street. Courtyards, pocket parks and landscaped open spaces will energize a more festive gathering place for families and children to interact together. Unique roof forms would also provide solar sustainability while creating new building typology forms reinterpreting the historic character of this former warehouse district.

Ernesto M. Vasquez was the Founding Partner & Partner-in-Charge of the project while with MVE&P, a company formerly affiliated with MVEI (now SVA).



**COMM 22 (BRONZE TRIANGLE)
SAN DIEGO, CALIFORNIA**



Size
Parcel 2
1.845 Acres
Parcel 4
2.427 Acres
Unit Mix
Parcel 2
212 Units
Parcel 4
208 Units
Construction Date
Parcel 2
2017
Parcel 4
2017
Client
Grapevine Advisors, LLC

EL MONTE GATEWAY PARCEL 2 & PARCEL 4 EL MONTE, CALIFORNIA

The City of El Monte has developed a master plan for a transit-friendly mixed-use development at El Monte Gateway, anchored by the newest and largest regional transit hub in the MTA network. Representing an investment of more than \$80 million in local transportation funds and expected to serve up to 50,000 users daily, El Monte Station will provide convenient access to residents and visitors to the greater Los Angeles region.

Parcel 2 is 1.89 acres that will consist of 212 market rate multifamily rental housing units in a five story building. This parcel consist of Type III construction over 2 levels of Type I parking garage that will provide 303 parking spaces.

Parcel 4 is 2.4 acres that will consist of 208 market rate multifamily rental housing units in a five story building. The ground floor consists of 25,000 SF of retail and dining space.

The projects include a variety of open spaces that encourage pedestrian usage and interaction, including large outdoor dining and sitting areas adjacent to the retail. Existing baseball fields will be re-constructed, along with support buildings and accessible picnic and play areas. Further, the project will include new connections to the existing regional bike path for local users and will create a new pathway system for pedestrians and bicycles.



**EL MONTE GATEWAY PARCEL 2 & PARCEL 4
EL MONTE, CALIFORNIA**

Parcel 4



Parcel 2



Size
650,000 sq.ft.

Stories
28

Construction Date
1995

Client
Catellus Development
Corporation

**MTA HEADQUARTERS TOWER
LOS ANGELES, CALIFORNIA**

The MTA Headquarters Building is a major component in Gateway Center, the 52-acre urban complex located near downtown on former railroads. The Center is intended to rejuvenate the Union Station area as an important transportation hub, and is a highly visible psychological and physical tie connecting the Central Business District with the growing East Los Angeles community. The building's design establishes a distinctive architectural vocabulary derived in part from the historic 1938 station, the last of the great urban train stations built in America during the past 150 years. It is unique in many aspects.

The project's character is distinctly Southern California in spirit, with numerous contextual influences of the 1930's Hispanic-Deco imagery of the adjacent Union Station and Post Office facilities. Designed in buff-colored Minnesota limestone with Italian granite accents, the building features two-story arches and a third-level concourse linking the complex with Union Station's east portal. The MTA's headquarters tower was completed on-time and on-budget without a single change order, perhaps the only major Los Angeles office building to achieve this distinction.



**MTA HEADQUARTERS TOWER
LOS ANGELES, CALIFORNIA**



3.7 Exhibits: **HOLLYWOOD & VINE** | Hollywood, California

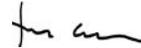
Firm Name	McLarand Vasquez Emsiek & Partners, Inc.
Role Completed	Partner-in-Charge
Client Units	2009
Photographer	Legacy Partners, Gatehouse Capital 375 Steve Hinds Photography

With one of the most recognizable intersections in the world as its address, this mixed-use development revitalized an aging urban district while sharing the historical Taft building and delivered a true Hollywood urban experience. Part of Los Angeles' many MTA transit villages, the project incorporates an existing subway terminal in its design. The development contextually responds to historical influences within the old Hollywood district through the use of colorful materials and matching cornice heights. It also aspires to the present and future of Hollywood through its incorporation of lifestyle signage features and celebrated wall graphics as an architectural expression in itself. The \$400 million design was planned with multiple districts to respond to the urban fabric of the Hollywood community. A gateway transit plaza is located on Hollywood Boulevard at the key subway terminal entrance. The forecourt plaza located mid-block is surrounded with local shops and restaurants and provides a forecourt entry for the hotel and condominium buildings.

Ernesto led the design team for the luxury apartments and assisted in the coordination with the Redevelopment Agency of City of Los Angeles along with the MTA Agency assisting in the Multi Modal resolutions from the Bus Berth Design to the Motor Court Mid-Block Urban Plaza joint use of the Hotel, Condos and Apartments. Ernesto also led the design and management of the team, navigating complex multi team leadership of two separate developers and multiple city agencies.

I have personal knowledge of the nominee's responsibility for the project listed. That responsibility included:

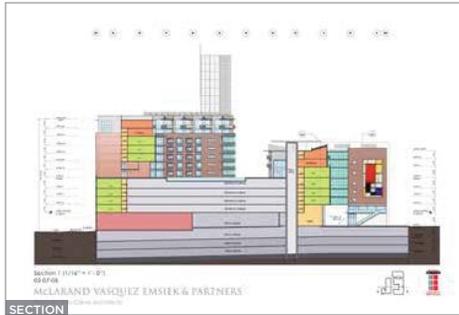
- Project under direction of the nominee
- Nominee's firm executed the project



Richard F. Emsiek, AIA, NCARB, President
McLarand Vasquez Emsiek & Partners, Inc.



BEFORE



SECTION



PEDESTRIAN LINKAGE

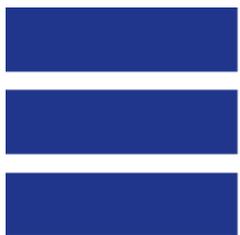


SITE PLAN



AFTER

KPRS STATEMENT OF QUALIFICATIONS



KPRS

Preconstruction Services

Technical Services



The Team Approach is the main concept of our service and philosophy.

Technical Services

Our team is proud of its success and reputation for consistently delivering projects of the highest quality, on time and within our Clients' guidelines.

Our cost management system is a proprietary system developed by Lev Rabinovich, Vice President of Preconstruction. It provides a single source document for the total range of the project requirements. This method provides tremendous flexibility to accommodate specific client requirements and utilizes several different software packages for efficient cost and document control.

The Team Approach

In providing cost management services, our team seeks to participate as a full member with our client and consultant teams. Each of the principal team members brings specific expertise to the program. Through the interface of the team and integration of their capabilities, program objectives are realized.

Conceptual Estimate

Our cost estimating team will prepare a conceptual estimate based on programming documents and defined assumptions mutually agreed to by the owner and the design team. We have developed a unique approach to providing and presenting our estimates.

Our team provides a factual account of the project status, presenting meaningful information to allow team members to make timely decisions. Furthermore, as each document is produced in the different phases of the design and construction document process, a library of information is created, taking into consideration key decisions and value added options.

During the early schematic phase, we will work closely with the owner and the architect in providing cost data for all alternative configuration schemes and will form the basis for the project budget. During the early phases of the project, while the greatest number of options are open, decisions can be made that have the greatest impact on the final project costs.

KPRS Construction Services, Inc.



Preconstruction Services
Technical Services

Our cost control and cost estimating methods are founded upon early involvement in the pre-construction phase.

Design Development Estimate

This estimate is based upon a detailed takeoff of the final design development or preliminary drawings. It will be prepared with sufficient detail to provide a thorough review of the various design elements and will facilitate changes, substitutions, or reductions of current design should this prove necessary or desired. This estimate will verify that increases in project cost are either not occurring, or that they are being considered and documented.



Construction Documents Estimate

This approach will incorporate a detailed contract estimate for each of the various items of work. It will be summarized in accordance with the procurement plan of contract packaging and will be based on an analysis of the construction drawings and specifications, a detailed quantity survey of the materials required, and carefully appraised unit prices for labor and material. It will provide the final check on the budget and can serve as the basis of a Guaranteed Maximum Price.

Technical Services

Analysis of Warehouse Building - Titup Concrete

Project	Assembly Summary					
	Industrial Orange, CA	Industrial Vista, CA	Industrial Tempe, AZ	Industrial Ladera Hills, CA	Industrial Lake Forest, CA	Industrial Fontana, CA
Date	Jan-80	Jan-80	Aug-87	Jan-80	Oct-87	Feb-87
Gross Building Area (sf)	23,765	84,753	196,525	34,399	37,708	488,360
Office Floor Area (sf)	2,768	0	0	2,712	20,728	27,088
Warehouse Floor Area (sf)	17,888	84,753	196,525	31,687	16,980	361,272
Gross Site Area (sf)	88,418	278,860	472,208	84,074	88,418	1,096,580
Height of Building (ft)	21.5025.5	19.5, 21.5, 21.5, 23.5	35, 40	34	33	30
No. of Building (ea)	4	9	2	1	1	1
No. of Floor (ea)	1	1	1	2	2	1
Schedule (month)	3	3	4	3	4	6.5
No. Description	Cost/GSP	Cost/GSP	Cost/GSP	Cost/GSP	Cost/GSP	Cost/GSP
01 Foundations & Substructure	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
02 Superstructure	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
03 Cabinet/Case	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
04 Roofing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Shell	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
05 Interior Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
06 Interior Finish	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
07 Interior Operable	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Interior Improvement	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
08 Landscaping/Planters	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
09 Signs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Construction Market/Analysis

As part of our preconstruction services, we analyze construction market factors that impact the construction of the facility. We will specifically analyze:

- Current availability of skilled subcontractors who can provide their services.
- Availability of specialized craftspeople.
- Projections of future construction work loads.
- Local labor conditions, including the capability of local business enterprises.
- Management and financial capability, quality, and workload of potential bidders.

Based on this market analysis and our analysis of the overall project requirements, we will develop a list of qualified subcontractors.

Historical Data

Throughout the preconstruction process, our team will evaluate the current project with historical data from similar projects in size and scope. With over 100 years of cumulative experience between the principals of KPRS, we have a comprehensive and reliable database of historical experience to base our historical cost analysis.

Budget Control

We will initiate project cost control procedures, including development of cost reporting. We will continually monitor the project budget, anticipated costs, and prepare monthly reports with the respect to the contract cost.

Preconstruction Services

Technical Services



Schedule of Values

We will assist in developing a reliable Schedule of Values format. This form will provide a basis for the payment requisitions and provide financial safety for the client during the construction phases of the project.

Value Engineering Studies

An important activity during the preconstruction phase is "Value Engineering Studies."

The value engineering process will identify areas where significant contributions can be made to reduce costs, speed construction, and enhance the project's value. This will be achieved through meetings and discussions with the client, architect, and engineers, discussing alternatives with the specialty contractors, investigating current market trends, extensive reporting and regular feedback to the project team.

When appropriate, detailed reports and recommendations will be produced so the architect and the owner can consider the implications of the options and make proper decisions. This documentation is one of the forms of continuity we will bring to the project.

In conjunction with the owner and the architect, we will review the design of the project on a continuous basis through the production of construction documents to assure that the design is the most cost-effective and consistent with the project goals.

In all cases, we look for possibilities to improve quality, expedite schedules, or optimize costs.

For the analysis of major building systems and subsystems, we, along with the team members, will use life cycle cost analysis and recommend those systems that most closely meet your requirements for first cost versus life cycle cost.

Value Engineering Workshop

Value Engineering Workshop is a collaborative effort between our Client, Design Team, Preconstruction and Project Management Teams, Subcontractors, and consultant teams. The workshop report will identify recommendations and options selected by the team.

Alternative options will be recommended for the following systems:

- Site work and associated infrastructure
- Parking requirements
- Foundations
- Building configuration and structure
- Building skin and architectural finishes
- Roofing systems
- Mechanical systems
- Electrical systems
- Acoustical details and materials
- Vertical transportation
- Fire protection systems
- Security systems
- Communication systems
- Life safety and building management systems
- Interior systems
- Materials and finishes maintenance capabilities

The value engineering ideas will be proposed to reduce the cost or increase the value of the project.

Our team will implement the following key activities developed during the preconstruction phase:

- Verification of project schedule
- Expedition of long lead times
- Expediting purchasing and buyouts
- Verify and release of critical materials
- Confirmation of each action reviewed in preconstruction
- Verification of the GMP record keeping and audit trails

Preconstruction Services

Technical Services



Sample of Value Engineering Ideas

Legend:

- 5 - Excellent
- 4 - Very Good
- 3 - Good
- 2 - Fair
- 1 - Poor
- A - Accepted
- R - Rejected
- S - Study Required
- I - Incorporated Design

ARCHITECTURAL RATING	Rating	A	R	S	I
A.1 Concrete pavers vs. terrazzo	5				✓
A.2 Precast alternative to stone	3	✓			
A.3 Stone back-up framing options	5	✓			
A.4 Roofing - substitute for clay tile	3				✓
STRUCTURAL					
S.1 Used Eccentric based frame	4	✓			
S.2 Shear wall to roof - deleted moment frame	4	✓			
S.3 Reduce roof framing system weight	4			✓	
MECHANICAL					
M.1 Evaluate secondary chilled water pumps	4			✓	
M.2 Eliminate all butterfly valves	2	✓			
ELETRICAL					
E.1 Review mech. load assumptions & criteria	5	✓			
E.2 Eliminate fluorescent dimming	4	✓			

Workshop approach will consist of the following phases:

1. Information and selection phase

The Project team reviews detailed cost estimate and evaluates all trades to be selected for future studies. Brainstorming sessions with the owner and design team are scheduled to create alternates and ideas in the areas of the largest potential return.

2. Evaluation and development phase

We conduct feasibility studies of all the alternatives created during the information and selection phase. We evaluate all ideas and establish the following factors: cost impact, performance, time impact, and quality and reliability impact.

3. Presentation and final selection phase

We prepare written proposals evaluating each alternative, noting all the saving which can be achieved by incorporating value engineering ideas into the final document.

Construction Services

Construction Approach

Construction Approach

Once established, the GMP will form the basis to proceed with the construction services. The following outline is a brief summary of the methodology KPRS will follow to execute a project.

During the construction phase, KPRS will provide all management and related services, as necessary. Our team will manage all conditions of the site work rules and will establish and monitor safety, security, cleaning and other conditions.

General Management and On-Site Staff

KPRS' personnel is accustomed to dealing with the upper management of subcontractors, whether it is in the field or at an off-site fabrication plant. By obtaining the commitment of the senior management of our subcontractors, our team will ensure the client of having its work done by the finest personnel and having personalized attention given to the project by each subcontractor.

Our team will establish, implement and maintain procedures to assure coordination among the architect, consultants, subcontractors, all local municipal authorities, governmental agencies, utility companies, etc., who may be involved in the project.

Our team will hold weekly job meetings with the owner's representatives, subcontractors, architects and other necessary parties to discuss procedures, progress, problems, scheduling, and open items.

Our team will assist the owner in obtaining the general building permits and Certificates of Occupancy as required, and will coordinate the obtaining of all legally required permits, licenses and certificates. We will assemble these documents from the contractors and deliver them at the completion of the work. KPRS will coordinate all work until final completion and acceptance of the project by the owner, including a comprehensive final inspection to ensure that the materials furnished and work performance are in accordance with the contract documents.

During the construction phase of the project, KPRS will provide all management and related services,



as necessary, to adequately supervise, monitor and coordinate the work of all subcontractors. Our team will manage all conditions of the site work rules and will establish and monitor safety, security, cleaning and other conditions.

Coordinate Testing and Inspection

KPRS will develop and enforce a quality control system in order to ensure that the highest standards of construction are met. Our team will develop a checking and testing procedure to ensure that all systems are adequately tested and balanced prior to their acceptance.

Our team will coordinate all testing, as required by the technical sections of the specifications, and as required by the building code. Our team will keep an accurate record of all tests, inspections conducted and test reports.

Our team will coordinate the services of professional engineers, engineer-of-record and the architect, as required by the building codes, for work, if any, that would be performed for the owner directly.

Coordinate Shop Drawings Submissions

KPRS will receive and review for compliance with the contract documents all shop drawings, materials and other items submitted by the subcontractors. Requests for approval from subcontractors, delivery schedules, material lists, shop drawings, samples, plus more, will be commented upon and submitted to the architect for concurring approval.

Construction Services

Construction Approach



Approvals of technical adequacy of shop drawings and samples will remain the duty of the architect. KPRS will oversee the submission of all shop drawings, composite shop and coordination drawings, brochures and material samples, and instruct the subcontractors that submission shall comply with project requirements.

Comprehensive Safety Program

KPRS will review the safety program developed by each subcontractor and will prepare and submit to the owner a recommended comprehensive Safety Program, which complies with the requirements of Occupational Safety and Health (OSHA), as amended. During construction, our team will monitor compliance by each subcontractor with its contractual safety requirements, and in collaboration with the project personnel charged with monitoring fire and safety regulations, will correct any deficiencies.

Labor and Community Relations

KPRS will make recommendations, as necessary, for the development and administration of an effective labor and community relations program for the project and for avoidance of labor disputes during construction.

Proactive Scheduling

Achieving predictable project outcomes is a process that depends on current and accurate information, communication, and teamwork.

At KPRS, we strive to great lengths to produce an initial target schedule incorporating requirements from all parties including: owners, designers, contractors, suppliers and end users.

This establishes the baseline schedule that serves as a measuring point for the entire project.

By focusing on the initial scheduling plan we have essentially minimized the potential problems that will slow down the project.

We use Primavera, the most comprehensive scheduling program available, as our scheduling software.

The Project Team will review the 14 day look-ahead schedules weekly during the subcontractor's and owner's coordination meetings. The schedule will be used as a tool to discuss deliveries and installation sequences. Any problems or issues will be addressed accordingly and the schedule will be adjusted to reflect the changes, if necessary.

The Project Team will update the current schedule and review it against the baseline schedule to identify potential conflicts or impacts due to the latest adjustments. The schedule will then be discussed with the owner and subcontractors in order to review possible solutions to minimizing impacts and methods of taking proactive steps necessary to ensure that the project will be delivered on time and on budget.

KPRS Construction Services, Inc.



Project

El Monte Busway and Transit Center
El Monte, CA

Considered the end of the historic Santa Fe Trail, the city of El Monte is known as a transit hub. Their new bus facility, El Monte Busway and Transit Center, is the largest bus facility west of Chicago and offers interstate, regional, and local bus services to an average of 40,000 passengers daily. KPRS made this happen by nearly doubling the size of the previous center with a two-level bus terminal. El Monte now features transit retail stores, surface parking, and a service center. As part of Metro's public art program, a clock sculpture is suspended from a stainless steel arch by artist Donald Lipski, adding to the center's unique modern ambience.



Owner Los Angeles Metropolitan Transportation Authority (LACMTA)

Architect Gensler

Value \$50,000,000

LEED Certification Rating LEED NC Gold

KPRS Construction Services, Inc.

 KPRS

Project

El Monte Gateway
Jamboree Housing
El Monte, CA

Jamboree is an affordable housing project conveniently located adjacent to the newly constructed El Monte Station, the largest bus facility west of Chicago. The new four story housing development includes 132 apartments. Multiple options for unit layouts provide tenants with the opportunity to find the right home for their needs. A tot lot and spacious common areas help make Jamboree an inviting familial atmosphere.



Owner Jamboree Housing Corporation

Architect MVE Institutional, Inc.

Value \$22,500,000

Size 1.84 acres

KPRS Construction Services, Inc.



Project

El Monte Gateway
Grapevine Advisors
El Monte, CA

The Gateway project was developed to support a community on the go. It is located adjacent to El Monte Metro Station, the largest bus facility west of Chicago. This project includes two buildings totalling 420 podium market-rate apartments. The mixed-use apartments contain 25,000 sf of retail space on the ground floor. Multiple unit layouts help tenants find the right home for their needs. Spacious common areas and a refreshing pool contribute to the community's inviting social atmosphere.



Owner Grapevine Advisors LLC
Architect SVA Architects, Inc.
Value \$97,000,000
Size 5.5 acres

KPRS Construction Services, Inc.



Project

Hayward Senior Apartments
Hayward, CA

The Downtown Hayward Senior Apartments will be the new construction of 60 one-and two-bedroom rental apartments for seniors and approximately 6,000 square feet of retail space on a 0.97 acre lot in downtown Hayward California. The building will be designed and constructed using sustainable, "green building" principles, and will obtain LEED Gold Certification or equivalent. The project will feature a large courtyard with water feature, a large community room, a computer and multi-media room, outdoor barbecues and tables, communal kitchen, library, and fitness center.



Owner Meta Housing
Architect Banta Design
Value \$15,800,000
Size 60 Units

KPRS Construction Services, Inc.



Project
Glendale Arts Colony
Glendale, CA

Glendale Arts Colony is a modern, 70-unit affordable apartment community consisting of multiple floor plans. This project features a modern architectural design that will uphold the community's fully arts-focused concept. Residents will have the opportunity to enjoy professional-grade art studio and art gallery spaces. This complex will offer large community areas, including an art gallery, large community rooms, a sculpture garden, and an arts related entry that connects the community with the Arts & Entertainment District to the West. The Glendale Arts Colony will be constructed using sustainable green principles and will be built to LEED Silver standards certification.



Owner Meta Housing Corporation
Architect Studio One Eleven
Value \$18,750,000
Size 259,000 sf
Leed Certification Rating Silver

KPRS Construction Services, Inc.



Project

Korean American National Museum
Los Angeles, CA

KPRS was selected to assist with preconstruction services for Korean American National Museum. KPRS will be preconstructing the 98,000 sf multiuse facility in their new home in the Koreatown neighborhood of Los Angeles that will contain a dual purpose structure of 25,968 sf devoted to housing the Museum gallery and event spaces and 66,221 sf of multi-family residential units. The ground level is largely devoted to the museum with residential units, 2nd level is split between museum event space and 11 residential apartment units. The 3rd floor contains 16 residential units along with resident amenities (Fitness & Community Rooms) and the 4th-6th levels contain 19 residential units each for a total of 103 units.



Owner Korean American National Museum, Inc.
Architect Gruen Associates
Value \$30M
Size 98,000 sf

KPRS Construction Services, Inc.



Project

Washington Family Apartments
Los Angeles, CA

The Washington Family Apartments located in Los Angeles, is a 55 unit complex shared between an existing building and a newly added structure. The existing portions will undergo a seismic retrofit. The mixed use complex is four stories with one, two and three bedroom floor plans. The project will be built to LEED Gold standards, using a contemporary design. Residents will enjoy a community room, computer room, children's play area and open courtyards.



Owner Meta Housing Corporation
Architect Y&M Architects
Value \$13,750,000
Size 55 Units
Leed Certification Rating Gold

KPRS Construction Services, Inc.



Project

Wilshire Manor
Los Angeles, CA

KPRS was chosen to complete a 160,000 sf renovation of the Wilshire Manor Beverly Hills apartment building. The project includes a revamp of the building's 16 floors and 287 units. The scope of work entails the following: seismic renovation, thermal solar system, elevator replacement, shoring, new store-front windows, electrical upgrades, and gas line relocation. At the forefront of the KPRS team's agenda while completing this project was being considerate of the building's current tenants.



Owner Thomas Safran & Associates

Architect Nadel Architects

Value \$28,000,000

Size 160,000 sf

KPRS Construction Services, Inc.



Project

Long Beach & 21st Apartments for
Meta Housing
Long Beach, CA

Long Beach & 21st Apartments is a 41-unit residential complex as well as an affordable housing project to accommodate a high density of residents. The modern housing offers a warm environment where residents can enjoy a lively communal atmosphere. This is highlighted by the kitchen and community room, ample outdoor seating, and library. The project has created the space for seniors to live a dynamic lifestyle, while the building itself has helped revitalize the area on Long Beach Blvd. KPRS is proud to be a part of a project which affords quality housing to low-income seniors. The new development was completed in 14 months, and has achieved LEED Gold Certification.



Owner Long Beach & 21st LP
Architect PSL Architects/Los Angeles, CA
Value \$7,260,000
Size 37,238 sq. ft.
Leed Certification Rating Gold

KPRS Construction Services, Inc.



Project

azalea Regional Shopping Center
South Gate, CA

Developed with modern architecture to compliment South Gate's unique identity, the azalea Regional Shopping Center brings the community a place to shop and socialize. The scope of work for this center includes grading, site development, construction of anchor buildings, shop buildings, and plaza. The shopping center contains beautiful details such as a reflection pool and fountain, lounge and social area in the plaza, and lush landscaping. The center houses nationally recognized tenants, retail shops, and restaurants. A few of these include Marshalls, Michaels, Ulta, Forever21, In N Out, Walmart, and Petco.



Owner Primestor Development

Architect Nadel Architects

Value \$40,000,000

Size 380,000 sf

KPRS Construction Services, Inc.



Project

Lake Forest Gateway
Lake Forest, CA

The Lake Forest Gateway project renovation is a 9-acre retail center in South Orange County, where the 5 and 405 freeways merge. The scope of work includes the demolition of four existing buildings, construction of five new shop buildings, complete replacement of site infrastructure, and new center entrance and traffic signal. The renovated shopping destination includes multiple lifestyle communal areas with fountains, trellises, and other amenities.



Owner Lake Forest Gateway, LLC
Architect Bundy-Finkel
Value \$11,000,000
Size 92,000 sf

KPRS Construction Services, Inc.



Project
South Coast Collection
Costa Mesa, CA

The South Coast Collection project was a renovation initiative to update and improve the spacious shopping center, home to high-end restaurants, cafes, clothing stores, and décor retailers. KPRS did a complete façade remodel and entire site work revamp while tenants remained in business. The upgrades made by KPRS had a huge impact on South Coast's occupancy success. Prior to renovation, the center had a 48% occupancy rate. One year after KPRS completed work, the center boasted a rate of 95%.



Owner Burnham/Ward Properties
Architect Ware Malcomb
Value \$2,530,000
Size 288,000 sf

KPRS Construction Services, Inc.



Project

Home2 Suites Hilton
Montebello, CA

Home2 Suites Hotel is a 137,000 sf, 203 guest room hotel located within the existing Municipal Golf Course in Montebello. The project will feature existing amenities located in the immediate vicinity of the project site, which include the Montebello Municipal Golf Course, the Quiet Cannon Conference and Event Center and the existing Hotel Garden Inn.



Owner City of Montebello
Architect Gene Fong Associates
Value \$37,000,000
Size 137,000 sf

KPRS Construction Services, Inc.



Project

C3

Culver City, CA

The C3 office building located in Culver City, CA is designed for creative professionals in the Los Angeles market. The seven stories and over 300,000 sf are built for tenant interaction, and flexibility for growth. Special modern features include exterior stairs and outside porches while the interior showcases shared, open spaces that overlook mezzanines and workspaces. Parking is connected via sky bridges for convenient access on two separate floors.

**Owner** IDS Real Estate**Architect** Gensler**Value** \$70,000,000**Size** 330,000 sf

KPRS Construction Services, Inc.



Project
Playhouse Plaza
Pasadena, CA

KPRS constructed the Pasadena Playhouse Plaza building with IDS Real Estate and Gensler. The plaza is located on the Rose Parade route in the heart of Pasadena, and sits adjacent to the historic Pasadena Playhouse. The state-of-the-art, five-story steel structure totals 150,000 sf, with five levels of subterranean parking at 165,000 sf. The unique, art-deco style building blends with the surrounding downtown, and offers mixed-use space for offices and retail shops on the ground floor.



Owner IDS Real Estate
Architect Gensler
Value \$35,000,000
Size Parking Structure: 165,000 sf/ Five-Story Building: 150,000 sf

KPRS Construction Services, Inc.



Project

Orange County Great Park
Irvine, CA

The Orange County Great Park, a metropolitan park twice the size of New York's Central Park, spans approximately 200 acres, is located at the former El Toro Marine Base. The project is designed with several special features which include professional-level sports amenities, and 10 support buildings for soccer, baseball and softball stadiums. State-of-the-art wireless entertainment systems, unique high end canopies surrounding each building, and robust media and press facilities with rooftop lounges are also part of the scope.



Owner Five Point Communities Management

Architect NBBJ

Value \$60M

Completion Date November 2016

Size 72,264 sf - 10 Buildings

KPRS Construction Services, Inc.



Project
 Marina Park
 Newport Beach, CA

Situated on a 10.5-acre site, this Marina Park project is designed to meet LEED Silver rating requirements and includes a 13,400 SF Sailing Center and 11,000 SF Community Center. The two-story buildings will be adjoined by two skywalks.



Owner City of Newport Beach
Architect Bundy-Finkel Architects
Value \$18,748,000
Size 10.5-acre site

KPRS Construction Services, Inc.



GRUEN ASSOCIATES STATEMENT OF QUALIFICATIONS

FIRM BACKGROUND

Gruen Associates is a multi-disciplinary planning, urban design, architecture, and landscape architectural firm with 70 years in Los Angeles at 6330 San Vicente Boulevard. We are the 2015 AIA California Council Firm Award recipient and are well known for our award-winning planning and architecture including the recent Union Station Master Plan. With over 70 employees, Gruen Associates has received local, national and international recognition for its successful execution of mixed-use, governmental, institutional, residential, commercial, streetscape, master planning and architectural projects plus our special expertise in multi-modal transportation, transit station design, land use/transportation integration, linkages and transit-oriented planning and design.

Gruen Associates' strength in planning and urban design encompasses many outstanding regional, specific and downtown plans, streetscape plans, transit-oriented development plans, development feasibility studies, transit access and linkage studies, transit design guidelines/criteria, transit/transportation corridor planning, transit station and facility design (bus and rail), replanning of cities and neighborhoods, transportation corridor planning, streetscapes, as well as master planning of new communities, recreational and mixed-use developments, and college campuses.

Gruen Associates is deeply committed to meaningful consensus building between identified stakeholders as an integral part of its projects. We are experienced in working with ad-hoc committees and the community. We strive to blend function and efficiency with distinctive architectural, landscape and thematic components designed to respond to the client's and community's needs. The firm provides personal service, while taking advantage of the wide range of expertise and technical capability of a large organization. Our on-time and on-budget performance, time-tested consensus building and public participation processes continue to be integral and the key to the firm's success.

RELEVANT PROJECT EXPERIENCE

Transportation/Transit Experience

Many of our projects are transportation focused, where facilities are inextricably linked with the rest of the built environment. This work is varied and includes multiple modes, often combined within a single project. Gruen Associates has designed innovative and creative projects for many public agencies including Los Angeles Metro, SANBAG, Omnitrans, HSR, OCTA, plus numerous projects for cities. In addition, we have prepared mixed-use and transit-oriented developments (TODs) for the private sector. Among Gruen Associates' constructed transit projects for Metro are the San Fernando Valley East-West Transit Connector Conceptual Design and MIS/EIR (The Orange Line), Mid-City Exposition Light Rail Transit Design-Build Project, Phase 1, Metro Orange Line Canoga Extension, the Los Angeles to Pasadena Metro Gold Line and the Santa Monica Boulevard Transit Parkway.

The El Monte Transit Center will benefit from our strong experience in planning and design around Metrolink stations. Gruen recently completed the ARRIVE corridor project for SANBAG and SCAG that proposes strategies for transforming the San Bernardino Metrolink line, over time from a traditional commuter rail line to one that promotes transit-oriented development. Following this project, we are working with a developer, the City of Rancho Cucamonga and SANBAG on Empire Yards, a TOD, adjacent to the Rancho Cucamonga Metrolink station to a mixed use walkable community with a sense of place. Other planning and design efforts

around Metrolink stations include the earlier mentioned Union Station Master Plan, SCAG Transit Access for Cyclists and Pedestrians in San Bernardino County, Redlands Passenger Rail Station Area Plan, and High Speed Rail Stations at Fullerton, Norwalk and Anaheim, which involve modifications to Metrolink stations.

Our projects involve successful coordination with agencies including Metro, LADOT, Southern California Regional Rail Authority (Metrolink), BNSF Railway, Caltrans and with cities and other agencies.

Experience with Maintenance Facilities

The El Monte Transit Center includes the Division 9 maintenance facility, which will be maintained on site. Gruen Associates is currently working on two maintenance facility projects for Metro—Division 16 Southwestern Yard and Division 20 Non-revenue Vehicle Maintenance Building. Both projects are Design-Build, where Gruen is the Architect. The projects are under construction.

Division 16 Southwestern Yard is a new Metro Light Rail Vehicle (LRV) operations and maintenance facility to be constructed within an approximate 18-acre site located in Los Angeles, California. The site is bounded by Arbor Vitae Street to the north, Neutrogena Corporation to the west, industrial buildings and warehouses to the south, and the planned construction of the new Crenshaw/LAX Transit Corridor tracks to the east. The SW Yard will be connected to the mainline tracks by two at-grade connections; one at the southeastern end of the SW Yard, and the other crossing Arbor Vitae Street north of the SW Yard site. Pedestrians and vehicles will access the SW Yard from two controlled entrances along Arbor Vitae Street.

The Southwestern Yard is intended to support the Crenshaw/LAX Transit Corridor Project and provide LRV transportation maintenance and storage functions, current use and future expansion for the Metro Crenshaw/LAX Project and Metro Green Line LRV fleet. The SW Yard incorporates LRV and related equipment storage and service, inspection, and maintenance inclusive of LRV cleaning, LRV washing, LRV blowdown, LRV heavy repairs, LRV body repair and LRV painting. The SW Yard design shall be configured for storage of 70 LRVs. However, the initial construction shall accommodate storage for 48 LRVs. The SW Yard is a secured facility consisting of tracks, buildings, equipment, supporting systems, miscellaneous appurtenances, and related site development. The SW Yard facilities will also accommodate Metro staff and other employees engaged in general administration, operations, repair and maintenance, and transit security.

The Division 20 Non-revenue Vehicle Maintenance Building project will be LEED Certified and will include a Parts Storage Expansion addition for the existing Division 20 Yard Rail Fleet Services (RFS) Maintenance Facility. The three-story, approximately 86,500-SF building will have rooftop parking for Metro employees. The RFS Maintenance Facility is Metro's existing Division 20 Building for undertaking maintenance of the passenger railcar fleet. This is also known as the Division 20 Main Shop Building. The Parts Storage Expansion will be a one-story approximately 4,500-SF storage expansion structure attached to the existing RFS Maintenance Facility.

The Metro Division 20 Yard is a storage, maintenance and cleaning facility that services the existing Metro Red and Purple Lines Heavy Rail fleet and includes existing facilities for Metro Maintenance of Way/Non-Revenue Vehicle Maintenance and the RFS Maintenance Facility. The Yard is located in downtown Los Angeles between Commercial Street and 6th Street in the north/south direction and between South Santa Fe Avenue and the Los Angeles River in the east/west direction.

Transforming Communities

We have extensive planning and design experience in integrating land use, urban design and mobility resulting in **constructed streetscapes, corridors, transit parkways/corridors and public parks**. Our projects transform neighborhoods, including the multiple award-winning **Rosemead Boulevard Safety Enhancements and Beautification Project**, that now features a tree-lined, two-mile separated cycle track, public art, new pedestrian amenities including widened sidewalks, street furniture, enhanced pedestrian crossings, canopy trees, storm water enhancements, a landscaped median, a reconstructed narrower street, new transit shelters and gateways; all of which reflect extensive community input. Team members on the Rosemead Boulevard Safety Enhancements and Beautification project revitalized a former Caltrans highway and underused boulevard into a community multi-modal place of activity, art, culture, engagement and economic growth. In addition to Rosemead Boulevard, examples of other projects set to transform communities that are at various scales, incorporate multi-modal transportation and/or community outreach programs include:

- Recently, we completed the **Long Beach Downtown and TOD Pedestrian Master Plan** including a community engagement process with three (3) community events, a walking tour, focus group meetings, online surveys and stakeholders meetings. This effort included a Pedestrian tool Kit, a “do-it yourself” manual, with design guidelines, attractive visuals, and strategies for streetscape interventions. It also identified capital improvement packages to be implemented as funding becomes available.
- Currently, we are working with the City of Los Angeles, multiple public agencies and stakeholders along a 12-mile stretch of the Los Angeles River implementing a continuous bikeway, pedestrian pathways, pocket parks, new bridges and pedestrian amenities.
- The **Metro Orange Line (MOL), the MOL Canoga Extension and the Metro Mid-City/Exposition LRT Line projects**—for which Gruen was the Architect, Landscape Architect and Urban Designer—transformed entire communities through transit, multi-use paths, landscaping and transit amenities.
 - For the **MOL Canoga Extension** project, Gruen in coordination with the team’s engineers, explored whether alternatives could be adjusted to create more space for urban enhancements, storm water management (drought-tolerant landscaping) and a bikeway; evaluated trade-offs between the various authorities; engaged the team and the community in the design of unique busway bridge crossings to the Chatsworth Station reflecting the community’s unique character; and involved in the creation of transit stations to brand the BRT system.
 - For the **Mid-City/Exposition LRT Line** design-build project, we worked closely with an area Design Committee in designing the stations, the bike path, the guideways, the landscape and the corridor to fit within the community.
- The **Los Angeles to Pasadena Metro Gold Line and Transit Plaza at Mission Station** was part of the light rail system and incorporated TOD, mixed-use and residential amenities in the historic hub of Pasadena. The team formed a supportive relationship with stakeholders, governing agencies and community members through outreach efforts and sensitive aesthetic/functional solutions to address

varying concerns in the communities along the alignment. We helped Metro earn the support of initial opponents of the project by relocating a roadway to allow for a new, engaging Transit Plaza.

- **Village Walk and Streetscape**, is a recently constructed three-phased new mixed-use development and streetscape project on Ventura Boulevard in Tarzana, California, which includes a Whole Foods as its anchor. Though a private development project, a two-block streetscape project with special paving, landscaping, fountains, artwork and outdoor dining was constructed within the city's right-of-way greatly enhancing the character of the boulevard.
- The **sbX E Street BRT Corridor** project was voted the Best Urban Street Transformation of 2014. As the first of nine planned corridors, the 16.2-mile route brings first-of-its-kind express Bus Rapid Transit service to the Inland Empire. The new high-tech, user-friendly station design by Gruen offers more frequent service, fewer stops and higher average speeds than traditional bus service. Landscaping, also designed by Gruen, enhances the stations and transitions along the route to reflect the habitat of the differing areas.

Adam S. Maleitzke, AICP
Gruen Associates
 Project Manager and Senior Planner



EDUCATION

Master of Urban & Regional Planning, Humphrey Institute of Public Affairs, University of Minnesota

Master of Landscape Architecture, College of Design, University of Minnesota

Bachelor of Arts, Architecture, Urban Studies, University of Minnesota

PROFESSIONAL REGISTRATION / AFFILIATION

Member, American Institute of Certified Planners (AICP)

PROJECT AWARDS

The ARRIVE Corridor
 • 2016 APA Transportation Planning Award, APA Inland Empire Section

PROFESSIONAL AWARDS AND SPEAKING ENGAGEMENTS

Professional Award
 • 2008 Outstanding Partner in Public Engagement, Center for Urban & Regional Affairs

Speaking Engagements
 • 2013 Rail-Volution: "Regional Programs to Fund Livable Communities"
 • 2013 Minnesota Chapter of the American Institute of Architects Statewide Conference: "Site Planning for Livable Communities and Transit-Oriented Development"
 • 2011 Minnesota Chapter of the American Planning Association Statewide Conference: "Scenario and Visualization Tools for Public Engagement"

PROFESSIONAL EXPERIENCE

Adam joined Gruen Associates in 2014 as a Senior Planner and Project Manager. His areas of expertise are in transit-oriented development (TOD), urban design, streetscapes, public engagement, economic and environmental impact analysis, redevelopment plans, transportation, and regional land use policy. Prior to joining Gruen, he managed the \$37 million TOD grant program for the Metropolitan Council, the regional planning agency for the Minneapolis-St. Paul metropolitan area, and developed a TOD handbook and design review process for developers in the region.

His other skills include managing urban design projects; leading community-based planning efforts for residents, developers and community groups along a seven-mile stretch of a light rail transit corridor; facilitating an innovative development process to implement station area plans; working with property owners, city officials, community members and transit professionals to discuss redevelopment opportunities; conducting due diligence; negotiating agreements; and preparing architectural plans. As an independent consultant, Adam has developed master plans for streetscapes, redevelopment areas, campuses, urban parks and rail conversion projects. His public involvement processes to build consensus for contentious issues use planning decision support systems, mediated group discussion and design workshops.

RELEVANT PROJECTS

Empire Yards and The ARRIVE Corridor, San Bernardino County, CA. Adam was part of the team to create an integrated regional rail/land use vision and implementation strategy for San Bernardino County's Metrolink Line and the areas around the Montclair, Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino stations. The project has spurred a new TOD around the Metrolink station in Rancho Cucamonga. Adam is the Project Manager and Senior Urban Designer for this pedestrian-friendly mixed-use community, called Empire Yards.

CAHSRA, Burbank-Anaheim Corridor Station Area Planning and Station Design, Burbank-Anaheim, CA. Adam is the Project Manager and Senior Planner leading a team of planners, urban designers and architects for the preparation of station design concepts and a station area vision for proposed stations at Norwalk/Santa Fe Springs, Fullerton and Anaheim. The goal will be to develop 15% design plans that closely integrate bicycle and pedestrian infrastructure, local transit connections and parking options, while developing iconic station designs that include retail and passenger amenities. The team will also work with local planners to develop an urban design plan and strategies for redevelopment, shared parking and opportunities to improve local infrastructure.

Adam S. Maleitzke, AICP *(cont.)*
Gruen Associates
 Project Manager and Senior Planner

RELEVANT PROJECTS *(cont.)*

Metro Airport Metro Connector, 96th Street Station, Los Angeles, CA. Adam is working with Metro staff to design a multi-modal transportation facility that will provide connections between the Los Angeles International Airport (LAX) Automated People Mover and light rail, shuttles, regional bus service, and a Metro bike hub. LAX, with over 70 million annual passengers and several million more anticipated within the next 20 years, will rely on this critical hub within the regional transportation system to alleviate congestion.

Downtown and TOD Pedestrian Master Plan, Long Beach, CA. Adam was the Project Manager and Senior Planner for the preparation of a Downtown and TOD Pedestrian Master Plan for the City of Long Beach. The intent of the Long Beach Downtown Pedestrian Master Plan (LBDPMP) was to provide policies, guidelines, and standards to catalyze infrastructure projects that incorporate best practices for pedestrian design. The plan also recommended \$70 million in new pedestrian infrastructure projects for the City over the next 15 years. Innovative community outreach efforts include pop-up meetings and have allowed some elements to move forward into development.

Los Angeles World Airports (LAWA), LAX Design Guidelines, Los Angeles, CA. Over the next 10 years, LAWA will invest over \$4 billion to alleviate congestion at LAX. Major projects will include an Automated People Mover (APM) to connect terminals to parking and transit facilities; a new consolidated rental car facility; and hospitality, entertainment and retail destinations. Working with a team of environmental planners and LAWA staff, Adam is the Senior Planner preparing a vision and design guidelines for a new LAX, to support LAWA's vision for a multi-modal, pedestrian-friendly and economically vibrant airport that improves the passenger experience.

PROJECTS PRIOR TO JOINING GRUEN ASSOCIATES:

29th Avenue Streetscape Redesign Audubon Neighborhood Association (ANA), Minneapolis, MN. To address the impact of traffic from proposed redevelopment projects on the west end of the 29th Avenue NE corridor, Adam worked with ANA to develop a streetscape plan. The plan calls for traffic calming features, stormwater filtration devices, gateway enhancements, pocket parks and other pedestrian improvements. Design workshops and visual preference surveys helped to engage residents and businesses in the process.

Livable Communities Transit-Oriented Development Handbook Metropolitan Council, St. Paul, MN. A guide to assist developers and planners in designing better transit-oriented development projects, covering a broad range of metrics and qualitative criteria used in the evaluation of grant applications. The Handbook includes strategies for creating transit-supportive development projects, station area measures of TOD, and a graphic analysis of funded projects in the region.

Larry Schlossberg, AIA, AICP, LEED AP BD+C
Gruen Associates
 Partner-in-Charge and Architectural Designer



EDUCATION

Master of Architecture,
 Washington University, St. Louis

Bachelor of Science,
 Architecture,
 California Polytechnic State
 University, San Luis Obispo

PROFESSIONAL
REGISTRATION /
AFFILIATION

Registered Architect in California
 #C17410

Member, American Institute of
 Architects (AIA)

Member, American Institute of
 Certified Planners (AICP)

LEED Accredited Professional

Member, National Council of
 Architectural Registration
 Boards No. 68678

PROJECT AWARDS

The ARRIVE Corridor
 • 2016 APA Transportation
 Planning Award, APA Inland
 Empire Section

SANBAG Transportation –
 Land Use Integration Project
 • 2009 Compass Blueprint
 Excellence Award in Mobility
 from the Southern California
 Association of Governments
 • 2009 Comprehensive Planning
 Award, Large Jurisdiction, APA
 Inland Empire Section

San Fernando Valley East-West
 Transit Corridor (Orange Line)
 • 2007 Presidential Honoree
 Transportation Award, AIA
 • 2003 Rail-Trail Design
 Recognition Award,
 Rails-to-Trails Conservancy/ASLA
 • 2000 APA Focused Issue
 Planning Award, Los Angeles
 Section

PROFESSIONAL EXPERIENCE

Larry is responsible for directing the design activities of Gruen Associates, which includes work in architecture, interior design, urban design and physical planning. His work is broadly multi-disciplinary, having completed projects that span the range of environmental design from interior design to architecture to new community planning. His practice is international, including major architectural, planning and design work in the United States and overseas. Larry's design work has focused on public and institutional projects, winning numerous honors and design awards for transformational architecture and implementation plans.

Larry will be the Partner-in-Charge and Architectural Designer providing overall guidance, ensuring the best of Gruen's in-house resources and providing additional expertise as may be required. He has been with Gruen for 28 years of which 19 years has been as a Partner. In his more than 30-year career, he has worked with many public agencies and private clients. He is currently the Partner-in-Charge for the Empire Yards mixed-use TOD project around the Metrolink station in the city of Rancho Cucamonga.

RELEVANT PROJECTS

Empire Lakes and The ARRIVE Corridor, San Bernardino County, CA. Larry was the Partner-in-Charge on the project to create an integrated regional rail/land use vision and implementation strategy for the San Bernardino County Metrolink Line and the areas around the Montclair, Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino stations. The project has spurred a new TOD around the Metrolink station in Rancho Cucamonga called Empire Yards. Larry is the Partner-in-Charge for this pedestrian-friendly mixed-use community.

San Fernando Valley East-West Transit Corridor MIS/DEIR/FEIR (The Orange Line BRT), Los Angeles, CA. Gruen Associates led a multi-disciplinary team, which produced a Major Investment Study (MIS) evaluating seven fixed guideway transit alternatives for construction within a former railroad right-of-way in the San Fernando Valley. A Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) was completed in May 2001 and a Final EIR certified by the MTA Board in February 2002. Larry developed the conceptual station designs for the successful project.

Key to Downtown Implementation Plan, Lake Elsinore, CA. Larry, as Partner-in-Charge, prepared concepts for a new library and mixed-use center in downtown. The concepts informed the Design Standards for the public, private and mixed-use buildings as well as the design for streetscapes, public spaces and landscaping.

Larry Schlossberg, AIA, AICP, LEED AP BD+C (cont.)

Gruen Associates

Partner-in-Charge and Architectural Designer

PROJECT AWARDS (cont.)

Hollywood Los Angeles
Beautification Team
Headquarters

- 2006 Business Environmental Award

Grossmont Trolley Station
Transit-Oriented Development
Feasibility Planning Study

- 2001 Outstanding Planning – Planning Implementation Award, APA San Diego Section

Westwood Village Specific
Plan and Westwood Village
Streetscape Design Concept Plan

- Implementation Award, APA Los Angeles Section
- City of Los Angeles Cultural Affairs Commission Design Excellence Award

OCTA Bus Rapid Transit Station
Plan

- 2003 Outstanding Planning – Focused Issue Planning Award, APA, Orange County Section

Morongo Band of Mission Indians
Administrative Complex

- 2011 Best of LA Architects Award – Domestic, Los Angeles Business Council

Jewish Federation Goldsmith
Center

- 2001 Beautification Award – Commercial High-Rise, Los Angeles Business Council
- 2000 Engineering and Design Award, Southern California Chapter of American Concrete Institute

The Center for Early Education

- 2003 Southern California Development Forum Community Enrichment Award

Foley Federal Building and
United States Courthouse

- AIA Committee on Architecture for Justice, 2002-2003 Justice Facilities Review

RELEVANT PROJECTS (cont.)

Grossmont Trolley Station TOD Plan, La Mesa, CA. Larry, as the Partner-in-Charge, developed an architectural vision for the area surrounding the existing Grossmont Trolley Line Station. Among the issues addressed were uses and urban design concepts to intensify transit-oriented development, expansion of services to include the Mission Valley extension and disabled access to the nearby Grossmont Center at the top of the bluff.

Westwood Village Streetscape Plan, Los Angeles, CA. As a follow up to the Westwood Specific Plan prepared by Gruen Associates, Gruen prepared a streetscape plan and construction documents for the 45-acre area. The Westwood Village Streetscape Design Concept Plan provides design direction for the public rights-of-way with the purpose of making the pedestrian environment more attractive to shoppers and visitors from the surrounding neighborhoods, the Greater Westside Community, and nearby UCLA. The streetscape plan improvements included new street trees and street furniture throughout the Village, new widened sidewalks and pedestrian lighting on Broxton Avenue with places for outdoor dining, new decorative crosswalks, and a pedestrian plaza. Larry designed the gateway signage in the Plaza.

Tarzana Village Walk and Streetscape, Tarzana, CA. Larry is the Project Designer for the Village Walk, a new 250,000-SF mixed-use and streetscape project built on 5.5 acres of land in the heart of the community of Tarzana. The project consists of a 150,000-SF lifestyle center with retail, restaurants, a supermarket and 100,000 SF of residential uses with 73 townhouses/loft condominium units. The eclectic mix of tenants opening onto beautifully landscaped open spaces creates a sense-of-place for the community and provides for an exciting and diverse urban experience.

SANBAG Transportation Land Use Integration Project, County of San Bernardino, CA. Gruen worked with SANBAG to identify potential development opportunity sites and TOD adjacent to transportation facilities under consideration in San Bernardino County's Long Range Transportation Plan. Larry, as the Partner-in-Charge, prepared architectural concepts for the Fontana opportunity site.

West Los Angeles Civic Center, Los Angeles, CA. Larry served as the Project Manager/Designer for the conceptual vision plans that studied the redevelopment and repurposing of the West Los Angeles Civic Center. This study spanned six months and continues to be an evolving process. Situated just west of the 405 Freeway along Santa Monica Boulevard, the visioning proposal studies the potential of the civic center as a future mixed-use development that serves as a celebratory gateway to West Los Angeles and provides the surrounding community with a vibrant pedestrian-friendly environment.

Elaine V. Carbrey, AIA, AICP
Gruen Associates
 Director of Planning



EDUCATION

Bachelor of Architecture,
 Louisiana State University
 (Phi Kappa Phi)

Received the AIA Medal and
 Certificate, the Dean's Award
 in the School of Environmental
 Design, and the M.N. Davidson
 Scholarship

PROFESSIONAL REGISTRATION / AFFILIATION

Registered Architect in California
 #C8779

Member, American Institute of
 Architects (AIA)

Member, American Institute of
 Certified Planners (AICP)

Member, Lambda Alpha, an
 Honorary Land Economics
 Society

PROJECT AWARDS

The ARRIVE Corridor
 • 2016 APA Transportation
 Planning Award, APA Inland
 Empire Section

Union Station Master Plan
 • 2016 APA Transportation
 Planning Award, APA California
 Chapter
 • 2016 APA Transportation
 Planning Award, APA Los
 Angeles Section
 • 2015 Design Award – Urban
 Design + Planning, SCDF
 • 2015 AIA|LA NEXT LA Merit
 Award – Cityscapes, AIA|LA

SANBAG Improvements to
 Transit Access for Pedestrians
 and Cyclists
 • 2014 National Planning
 Achievement Award for
 Transportation Planning, APA
 • 2013 Focused Issue Planning
 Award – Award of Merit, APA
 California Chapter

PROFESSIONAL EXPERIENCE

Elaine joined Gruen Associates in 1969 and currently leads the firm's planning efforts as Director of Planning and Associate Partner. Bringing more than 40 years of experience, she participates in a full range of urban and regional planning, land use, urban design, master planning, transit, new communities planning, transportation, educational, environmental assessment, and architectural projects. Elaine has served as Project Manager, Principal Planner and Urban Designer for complex developments, which have encompassed a balance of needs for a variety of interest groups. She is experienced in working for the public and private sectors. Her deep involvement in transportation alternatives, environmental studies and public outreach for these projects will be invaluable to the team. Elaine uses her unique management, design, problem-solving and consensus-building skills to prepare award-winning, visionary, comprehensive plans for a wide variety of projects.

RELEVANT PROJECTS

- Los Angeles Union Station Master Plan, Los Angeles, CA
- ARRIVE Corridor Integrated Regional Rail & TOD Planning, San Bernardino County, CA
- SCAG City of Cerritos: Transit-Oriented Demonstration Project, Cerritos, CA
- Los Angeles Transit Neighborhood Plan & Streetscape - Four Expo Stations, Los Angeles, CA
- University Avenue Strategic Development Plan, Specific Plan and Streetscape Plan, Riverside, CA
- Terra Vista Community Plan/Specific Plan, Rancho Cucamonga, CA
- Section 14 Master Development Plan/Specific Plan, Palm Springs, CA
- Mixed-Use and Pedestrian Linkage Study and Mixed-Use Development Standards/Design Guidelines, Monterey Park, CA
- East Pasadena Specific Plan Revision, Pasadena, CA
- Westwood Village Specific Plan, Streetscape and EIR, Los Angeles, CA
- Metro Orange Line Canoga Extension Urban Design, AA, EIR, PE & Final Design, Los Angeles County, CA
- sbX E Street Bus Rapid Transit – TOD Concepts, Architecture of Stations, Urban Design & Landscape Architecture of the Corridor, San Bernardino County, CA
- I-710 Freeway Project EIR, Long Beach-60 Freeway – Urban Design Toolbox, Los Angeles County, CA
- Highway 99/Indio Boulevard Study, SCAG, Indio, CA
- LAWA Century Corridor Streetscape Plan and LAX Design Guidelines, Los Angeles, CA
- Rosemead Boulevard Safety Enhancements and Beautification Project, Temple City, CA
- Downtown and TOD Pedestrian Master Plan, Long Beach, CA
- Metro Vermont and North Hollywood to Pasadena BRT Corridor Technical Studies, Los Angeles County, CA

Elaine V. Carbrey, AIA, AICP (cont.)**Gruen Associates**
Director of Planning

PROJECT AWARDS (cont.)

Omnitrans Transit Design
Guidelines

- 2013 Focused Issue Planning Award, APA Inland Empire Section

Mid-City/Exposition Corridor Light
Rail Transit Project

- 2012 Transportation Facilities Design Award from the ASLA, Southern California Chapter
- 2008 Merit Award, AIA California Council

Metro Orange Line Canoga
Extension PE Transportation
Corridor

- 2013 Community Impact Award of Excellence, Los Angeles Business Council
- 2013 Large Transit Project of the Year, California Transportation Foundation (CTF)
- 2012 Project Team of the Year, AIA San Fernando Valley Chapter
- 2011 Innovative Transportation Solution Award, WTS International, Los Angeles Area Chapter

SANBAG Transportation –
Land Use Integration Project

- 2009 Compass Blueprint Excellence Award in Mobility from the Southern California Association of Governments
- 2009 Comprehensive Planning Award, Large Jurisdiction, APA Inland Empire Section

San Fernando Valley East-West
Transit Corridor (Orange Line)

- 2007 Presidential Honoree Transportation Award, AIA
- 2006 California Transportation Foundation Tranny Award for Transit Excellence
- 2003 Rail-Trail Design Recognition Award, Rails-to-Trails Conservancy/ASLA
- 2000 APA Focused Issue Planning Award, Los Angeles Section

RELEVANT PROJECTS (cont.)

- West Valley Connector Corridor, San Bernardino County, CA
- Mid-City/Exposition Corridor Light Rail Transit Project, Los Angeles County, CA
- CRA/LA 2009 Metro Call for Projects Grant Application for Martin Luther King Jr. Boulevard Improvements, Los Angeles, CA
- CRA/LA 2010 Metro Call for Projects Grant Application for Hollywood/Western Streetscape Improvements, Los Angeles, CA
- SANBAG Transportation Land Use Integration, San Bernardino County, CA
- Transit Design Guidelines for Omnitrans, San Bernardino County, CA
- SCAG/SANBAG Improvement to Transit Access for Cyclists and Pedestrians, San Bernardino County, CA
- La Cienega Boulevard Corridor Improvement Project, SCAG, Los Angeles, CA
- Marina del Rey Urban Design and Visioning, Los Angeles County, CA
- Key to Downtown Implementation Plan, SCAG, Lake Elsinore, CA
- Los Angeles Avenue Streetscape Improvement Project, Simi Valley, CA
- Pico Boulevard Streetscape Improvements, Los Angeles, CA
- Mid-City/Exposition Corridor Light Rail Transit Project, Los Angeles County, CA
- CRA/LA 2009 Metro Call for Projects Grant Application for Martin Luther King Jr. Boulevard Improvements, Los Angeles, CA
- Hollywood Boulevard BID Vision and Concept Plan, Hollywood, CA
- East Washington Boulevard Streetscape Plan, Pasadena, CA
- Beverly Hills Triangle Urban Design/Streetscape Program, Beverly Hills, CA
- Mixed-Use Strategic Implementation Plan, La Mesa, CA
- Glendale Blvd./Rte. 2 Freeway Terminus Improvement Project, Los Angeles, CA
- Lincoln Corridor Improvement Study, Urban Design Concepts, Los Angeles, CA
- Marina del Rey Waterfront Promenade Design Guidelines, Los Angeles, CA
- Mixed-Use Concepts for Town/Gown Area of Riverwalk, Riverside, CA
- Los Angeles Neighborhood Initiative: Community Revitalization and Streetscape Projects, NoHo and Jefferson Park, Los Angeles, CA
- Transit-Oriented Development Concept Plan Alternatives for RCC, Riverside, CA
- La Sierra University Specific Plan, Riverside, CA
- Loma Linda University and Medical Center Strategic Plan Update and Surplus Property Development Concept, Loma Linda, CA
- UCLA Traffic and Parking Study, Los Angeles, CA
- Palmdale Airport Master Plan, Los Angeles County, CA
- The Central Phoenix Development Plan, Phoenix, AZ
- Planning Consulting Services for Marina del Rey, CA
- Redlands Passenger Rail Station Area Plans and Transit Village Plan, San Bernardino County, CA
- Redlands Transit Village Plan and City of San Bernardino Transit Overlay General Plan Amendment, San Bernardino County, CA
- North/South San Fernando Valley Transit Corridor Regionally Significant Transportation Investment Study, Los Angeles County, CA
- TOD Studies for Urban Rail Project for the Cities of Fullerton and Costa Mesa, CA
- Sahara Lake City, India

Jill Wagner, AIA, LEED AP
Gruen Associates
QA/QC and Technical Expertise



EDUCATION

Bachelor of Architecture
 University of Southern
 California

PROFESSIONAL
REGISTRATION /
AFFILIATION

Registered Architect in California
 #C32811

Member, American Institute of
 Architects (AIA)

LEED Accredited Professional

Member, US Green Building
 Council, Los Angeles Chapter

Member, International Code
 Council

PROJECT AWARDS

Rosemead Boulevard Safety
 Enhancements and Beautification
 Project

- 4th Place, America's 10 Best
 New Bike Lanes of 2014,
 People for Bikes
- 2014 Quality of Life Merit Award
 from the American Society of
 Landscape Architects (ASLA),
 Southern California Chapter
- 2014 Merit Award for Urban
 Design from the California
 Council of the AIA
- 2013 Planning Excellence in
 Implementation Award – Small
 Jurisdiction from the American
 Planning Association (APA),
 Los Angeles Section

sbX E Street Bus Rapid Transit
 – Architecture of Stations,
 Urban Design and Landscape
 Architecture of the Corridor

- 2014 Voted Best Urban Street
 Transformation of 2014,
 Streetsblog LA
- 2006 Advocacy Planning Award,
 AICP Inland Empire Section

PROFESSIONAL EXPERIENCE

Jill joined Gruen Associates in 2000, was made an Associate in 2003 and was promoted to Associate Partner in 2012. She has been Project Manager, Project Architect and/or Technical Manager, QA/QC Reviewer and BIM Manager on a broad spectrum of projects ranging from large-scale civic, transit, institutional to small-scale projects. Jill is usually involved from the early stages of design through construction, providing technical management, quality control, production and coordination of documents to meet critical deadlines, and oversight of the construction administration phase. This range of experience allows her to combine a sensitivity to design with the realities of construction to deliver clients successful projects. Jill is also serving as the BIM Manager on two Design-Build projects for Metro's Division 16 and Division 20 to collaborate, maximize project efficiencies and minimize potential conflicts prior to construction.

RELEVANT PROJECTS

Metro Division 20 new Maintenance of Way/Non-Revenue Vehicle Maintenance Building 61S and Parts Storage Expansion, Los Angeles, CA. Jill is the BIM Manager for the new 86,500-SF building with rooftop parking for Metro employees. Major program functions include vehicle and rail maintenance bays, machine shop and fabrication room, shipping and receiving, high-density parts storage, engineering offices, and employee locker and break rooms. The Parts Storage Expansion adds to the existing Fleet Services Maintenance Facility and includes a high-density storage system. The project will be designed to meet LEED Certification.

Metro Division 16 Southwestern Yard, Los Angeles, CA. Jill is the BIM Manager for a new Metro Light Rail Vehicle (LRV) operations and maintenance facility to be constructed within an approximate 18-acre site located in Los Angeles, California. The site is bounded by Arbor Vitae Street to the north, Neutrogena Corporation to the west, industrial buildings and warehouses to the south, and the planned construction of the new Crenshaw/LAX Transit Corridor tracks to the east. The Southwestern Yard will be connected to the mainline tracks by two at-grade connections; one at the southeastern end of the yard, and the other crossing Arbor Vitae Street north of the site. Pedestrians and vehicles will access the yard from two controlled entrances along Arbor Vitae Street.

Metro Airport Metro Connector, 96th Street Station, Los Angeles, CA. Jill is the Technical Manager working with Metro staff to design a multi-modal transportation facility that will provide connections between the Los Angeles International Airport (LAX) Automated People Mover and light rail, shuttles, regional bus service, and a Metro bike hub. LAX, with over 70 million annual passengers and several million more anticipated within the next 20 years, will rely on this critical hub within the regional transportation system to alleviate congestion.

Jill Wagner, AIA, LEED AP (cont.)

Gruen Associates

QA/QC and Technical Expertise

PROJECT AWARDS (cont.)

- 8600 Wilshire Boulevard
- 2015 Design Award – Unbuilt Concept/In Construction/On the Boards, Southern California Development Forum
 - 2015 AIA/LA NEXT LA Merit Award, AIA Los Angeles Chapter
 - 2015 Design Concept Award, 45th Annual Los Angeles Awards, LA Business Council

LAX Central Utility Plant Replacement

- 2016 Merit Award, Design-Build Institute of America (DBIA), Western Pacific Region
- 2016 Honor Award - Engineering Excellence Awards, American Council of Engineering Companies (ACEC) California
- 2015 Best Projects Award - Energy/Industrial Category, Engineering News-Record, California Region
- 2015 Outstanding Architectural Engineering Project of the Year Award, American Society of Civil Engineers, Metropolitan Los Angeles Branch

Robert E. Coyle United States Courthouse

- 2009/2010 The Office Building of the Year Award (TOBY), Local Competition, Building Owners and Managers Association (BOMA) Sacramento
- 6th Annual Construction and Demolition Waste Management Awards – “Large Projects in Process” from the GSA National Office (2004-05)

Capitol Area East End Complex

- 2003 Constructor Award for Innovation in Design and Construction, Associated General Contractors
- 2002 Best Construction and Demolition Debris Diversion Program Award, California Resource Recovery Association
- 2001 “WRAP” Award, Waste Reduction Awards Program, California Integrated Waste Management Board

RELEVANT PROJECTS (cont.)

Omnitrans West Valley Connector Corridor, San Bernardino, CA. Jill is working with the team responsible for providing an enhanced, state-of-the-art BRT system to improve mobility in the San Bernardino Valley. The project is in response to the projected traffic congestion and an additional one-million people anticipated in the cities of Fontana, Rancho Cucamonga, Ontario, Montclair and Pomona by 2030. Gruen Associates worked on the first segment in the system, the 16.2-mile sbX E Street BRT Corridor, also known as the Green Line. The West Valley Connector Corridor project is the next segment in the system. She is working with our planners and urban designers to analyze all viable alternatives to determine the best option for faster, more attractive transit service on Holt Boulevard/Route 61 and Foothill Boulevard/Route 66 corridors; connect all major activity centers such as Ontario Mills, the Convention Center and Ontario International Airport, Victoria Gardens, downtown and civic center areas; connect three Metrolink stations; as well as major employers such as Kaiser Permanente Hospital in support of the cities’ plans.

Los Angeles Trade Tech College, Grand Avenue Enhancements and Blue Line Extension Programming/Design Criteria, Los Angeles, CA. Jill was the Project Manager for Gruen Associates’ design of a new entry structure and rehabilitation for Grand Avenue at the campus’ main entry. The \$2.3 million, FTA-funded project provides a necessary, accessible connection between the campus main quad, the Blue Line station, student parking and multiple bus line stops. In addition, it defines a notable campus entry while taking a restrained approach to implementing water management strategies in an effective utilization of the project budget.

sbX E Street Bus Rapid Transit – Architecture of Stations, Urban Design and Landscape Architecture of the Corridor, San Bernardino and Loma Linda, CA.

Gruen Associates served as urban designer, station planner, architect and landscape architect for the 16.5-mile transit corridor, which provided 16 new bus rapid transit stations with new canopies, passenger amenities, park-and-ride lots and landscaping along the entire corridor. As Technical Manager for Gruen Associates, Jill advanced the level of design from conceptual engineering to a completed engineering design package. This task included developing preliminary engineering phase through bid documents for all stations including coordination of CSU San Bernardino and Loma Linda University locations. The project was completed in 2014.

Rosemead Boulevard Safety Enhancements and Beautification Project, Temple City, CA.

Jill was the Project Manager for the two-mile streetscape project. Gruen Associates was the Prime consultant to the City of Temple City providing services from Pre-Design through Construction Administration. The project enhanced and maximized the boulevard’s visual quality, urban design character, and mobility for current and future residents and businesses along Rosemead Boulevard. Sidewalk widths and parkway dimensions were maximized. Street trees in “bump out” bio-swale planters, creation of visually artistic gateways at points of entry into Temple City, development of separated bike lanes, and the design of custom bus shelters were enhancements achieved. The award-winning project was completed in 2014.

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GRUENASSOCIATES
ARCHITECTURE | DESIGN | PLANNING | INTERIORS | LANDSCAPE

Cerritos TOD Demonstration Project (Specific Plan)

Cerritos, California



SCAG retained Gruen Associates as its prime consultant to prepare a conceptual Master Plan (urban design, planning and overall management) for redevelopment and improvement to approximately 400 acres in Cerritos—including the Los Cerritos Center, the Cerritos Auto Square and adjacent properties—to serve as a regional transportation hub and TOD in a walkable, park-like environment. A catalyst for the TOD Demonstration Project is the potential location of an Orangeline Transit Station on the West Santa Ana Branch of the Pacific Electric Right-of-Way (PE ROW). The PE ROW provides recreational opportunities for cyclists, pedestrians, runners and equestrians, convenient access to jobs, public facilities and shopping. The conceptual Master Plan is a guide for the future revitalization and redevelopment of the project area. It builds around existing core strengths of regional shopping, the auto square and commercial centers, and will allow this area to be continually re-energized and gradually transformed as a district destination even before transit is constructed. Gruen also provided prototype projects and proforma, based on our land use development standards and design guidelines, to achieve high-quality private development for the City in creating a specific plan.

Client:
City of Cerritos and Southern California Association of Governments

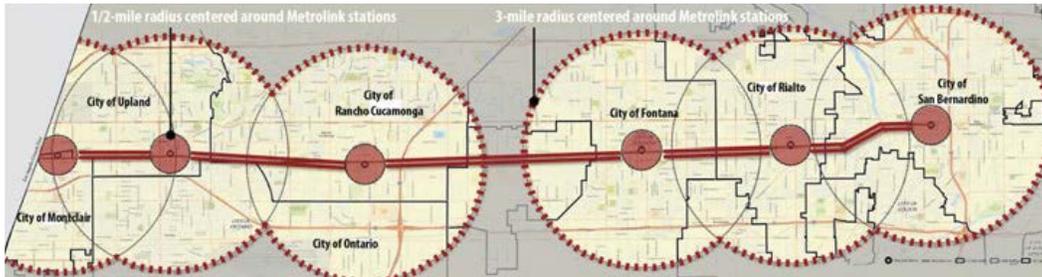
Current Status:
Completed March 2013

Contact:
Mr. Marco Anderson
SCAG Regional Planner
213.236.1879

Firm / Team Role:
Gruen Associates - Land Use Planner, Urban Designer, Landscape Architect:



The ARRIVE Corridor Inland Empire, California



The “ARRIVE Corridor” project addresses creating an integrated regional rail/land use vision and implementation strategy for the San Bernardino (SB) Metrolink Line and the 1/2-mile areas around the Montclair, Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino stations. The acronym ARRIVE stands for “Advanced Regional Rail Integrated Vision - East.” Gruen Associates is the Land Use Planner and Urban Designer leading the consultant team, which is tasked to “transition the ARRIVE Corridor, over time, to an integrated Transit-Oriented Development (TOD)/regional rail corridor, serving residents and businesses within active, growing, transit-oriented communities at the station locations and providing a high degree of transit interconnectivity to Valley destinations.”

The project engages a broad cross section of transportation, urban planning, economic, environmental and other stakeholders to map out a vision for the corridor, identify barriers and define the steps for implementation. The primary emphasis of the study is to address the barriers to TOD, particularly those related to the economic, institutional and environmental issues. The overall project objectives include defining an overall vision and implementation strategy; incorporating implementation initiatives into SANBAG, Metrolink and local jurisdictions’ plans, policies and action plans; making the station areas their own destinations; considering how Metrolink capacity and operational improvements might be staged over time to accomplish the vision and improving access to destinations from Metrolink station areas.

Client:

San Bernardino Associated Governments

Current Status:

2014 – 2015 (Plan Approved)

Contact:

**Mr. Tim Byrne, PE
Chief of Planning
909.884.8276**

Firm / Team Role:

**Gruen Associates - Prime Contractor,
Land Use Planner, Urban Planner and**

Los Angeles Union Station Master Plan

Los Angeles, California

Gruen Associates, in association with Grimshaw Architects, was awarded the master plan for Los Angeles Union Station in a two-stage process. After a rigorous multi-disciplinary effort including a sizable public outreach component as well as a significant environmental effort, the team has completed the planning process, arriving at a preferred plan alternative for a 42-acre parcel that includes the 1939 national historic landmark.

The Union Station Master Plan (USMP) Program was driven by three themes—transit optimization, destination and connectivity. The improvements and projects identified in the USMP are a response to these program themes and were vetted rigorously through the outreach process. Of the three program themes, transit optimization is the foundation of the USMP, with two main transit improvements setting the direction for the USMP—(1) the creation of a large, multimodal concourse in an east/west configuration and (2) the co-location of bus services through the relocation of Patsaouras Bus Plaza to the west side of the station in a north-south configuration and at the level of the railyard. The USMP identified improvements in three stages. Stage One calls for a series of perimeter improvements, which will soften the edges of the station, create better connections to the Civic Center and historic and cultural communities surrounding the station, and welcome transit riders and visitors to the public transportation hub of Southern California. Stage Two is focused on the major transit improvements including the concourse and the relocated bus plaza and subsequent private development. Finally, Stage Three is the arrival of a High-Speed Rail station serving Union Station.

Client:

Metro

Current Status:

**Completed 2014 (Master Plan)
Additional Services through 2016**

Contact:

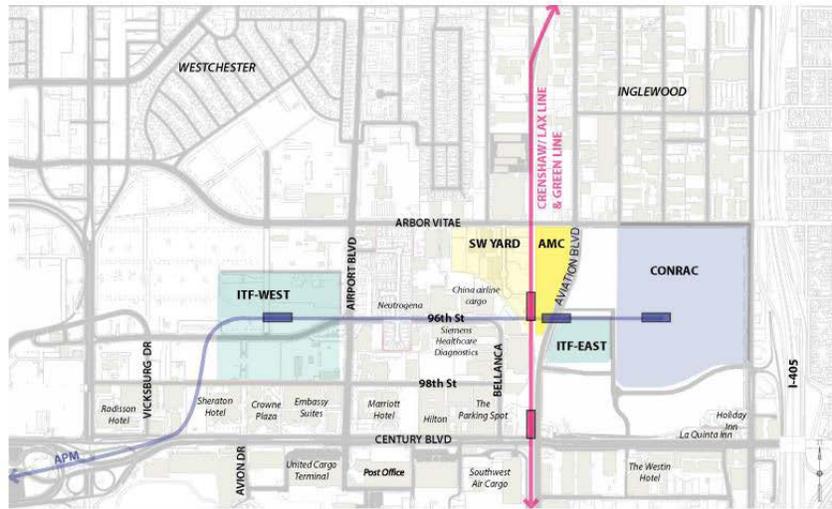
**Ms. Jenna Hornstock
Metro Deputy Executive Officer of
Countywide Planning
HornstockJ@metro.net
213.922.7437**

Firm / Team Role:

Gruen Associates - Prime Contractor,
Master Planner:
- Debra Gerod, Project Manager



Airport Metro Connector (AMC) / 96th Street Transit Station Los Angeles, California



Gruen and Grimshaw, working closely with Metro staff, is leading a 19-firm team to design a multi-modal transportation facility near the Los Angeles International Airport (LAX). The station will provide connections between the Automated People Mover and light rail, shuttles, regional bus service, and a Metro bike hub. LAX, with over 70 million annual passengers and several million more anticipated within the next 20 years, Metro will rely on this critical hub within the regional transportation system to alleviate congestion. The project area is approximately 9.5 acres.

Client:
Metro

Current Status:
2015 - Present

Key features of the project includes:

- Identify Existing Conditions
- Existing Policy Assessment
- Best Practices Review
- Community Outreach
- Plan Preparation, from Conceptual Design to Construction Documents
- Development of Final Design and Recommendations

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GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

Mid-City/Exposition Light Rail Transit Line Design-Build Project, Phase I Los Angeles to Culver City, California

Gruen Associates was the Design Lead for Urban Design, Architecture and Landscape Architecture for the new nine-station Expo, Phase I light rail transit line, preparing the Final Design for the Architecture of stations, bridge aesthetics, and Landscape Architecture for the entire corridor. As a major subconsultant on the Design-Build team, Gruen was an integral part in implementing the vision for a true Transit Parkway from Downtown Los Angeles to Culver City. The \$940 million, 11-mile light rail line travels along the Exposition railroad right-of-way (ROW) from downtown to its current terminus at Venice/Robertson in Culver City. Along that alignment, it connects some of the most dense residential neighborhoods of Los Angeles with a variety of cultural and historic sites as well as the business district of Downtown Los Angeles.

Gruen Associates as the Design Leader worked closely with an Urban Design Committee and reviewed the design of major features of the project.

Client:

Metro/Exposition Construction Authority (subconsultant to Parsons Transportation Group)

Current Status:

Completed 2012



Mid-City/Exposition Light Rail Transit Line Design-Build Project, Phase I - Landscape Los Angeles to Culver City, California

In addition to being the Design Lead for Urban Design and Architecture for the new 11-mile, \$940 Million light rail line running from Downtown Los Angeles to Culver City, Gruen Associates was also Landscape Architect for the entire corridor. The light rail line was envisioned as a true "Transit Parkway" with continuous trees and sustainable plantings providing visual buffering for neighboring residents and humanizing green space within industrial districts. Gruen Associates' landscape architects developed a plant palette and designs to implement the transit parkway concept in the extremely tight ROW conditions along the corridor. Rows of palm trees placed along the length of the platform helped to identify each station from a distance. Canopy trees were provided adjacent to soundwalls for shade. Gruen Associates was responsible for the design of nine new light rail stations and entry plazas, platform shade canopies and seating, bridge aesthetics, specialty sound walls, lighting, the incorporation of public art, and the urban design drawings for pedestrian access and linkages improvements of each station area encompassing approximately a 300-foot radius around each station access point.

Client:

Metro/Exposition Construction Authority (subconsultant to Parsons Transportation Group)

Current Status:

Completed 2012



Metro Orange Line (MOL) Canoga Extension San Fernando Valley, California



Gruen Associates designed the 18-mile, 18-station MOL project, which first opened to the public in the fall of 2005. Today the MOL carries over 25,000 riders daily, which is more than double original estimates. Through urban design, the busway is successful not only as a transportation facility, but also a community resource. The ROW was planned as a greenway including the busway, linear bicycle paths, pedestrian linkages and approximately 4,000 trees.

For the Canoga Extension of the MOL, Gruen was the Land Use Planner, Urban Designer, Architect and Landscape Architect on the consultant team, which developed concepts along the former four-mile railroad ROW that connects the current MOL terminus to the Chatsworth Metrolink Station. For the Preliminary Engineering (PE) Phase, Gruen Associates was responsible for the design of the Lassen Street Bridge and for preparing station site plans, PE plans for improvements for the architecture of the MOL stations and landscape architectural design. For the North Parking Lot and the Lassen Street/Railroad overcrossing, Gruen Associates prepared the architectural and landscape portions of the Final Construction documents and assisted Metro in the Statement of Work for the Design-Build RFP. Gruen Associates also provided Metro with design support during construction, which included the review of the Design-Build contractor's landscape drawings.

Client:
Metro

Current Status:
Completed 2013

Contact:
Mr. Hitesh Patel
Deputy Exec. Officer, Proj. Mgr., MOL
PatelH@metro.net
213.922.7212

Metro Orange Line (MOL) Canoga Extension - Landscape San Fernando Valley, California

Gruen Associates was the Land Use Planner, Urban Designer, Architect and Landscape Architect on the consultant team, which developed urban design and landscape concepts for the Canoga Transportation Corridor, a former four-mile railroad ROW that connects the current MOL terminus to the Chatsworth Metrolink Station in the San Fernando Valley.

Bioswales incorporated into the Canoga Transportation Corridor landscape design appear naturalistic using pea gravel and a California native plant palette in meandering forms. The vegetation in a bioswale provide measures for on-site water treatment and infiltration, ensuring that the water discharged into the receiving water bodies is cleaner than water discharged from conventional systems. The bioswales also help to control peak discharge by reducing runoff velocity, lengthening flow paths and increasing time of concentration. They provide for infiltration through the natural substrate to reduce total storm water runoff volume and provide effective pretreatment by trapping, filtering and infiltrating particulates and associated pollutants.

The project received the 2013 Community Impact Award of Excellence from the LABC, the 2013 Large Transit Project of the Year from the California Transportation Foundation (CTF), the 2012 Project Team of the Year from the AIA San Fernando Valley Chapter and a 2011 Innovative Transportation Solutions Award from WTS International's Los Angeles Area Chapter.

Client:

Metro

Current Status:

Completed 2013

Contact:

Mr. Hitesh Patel
Deputy Exec. Officer, Proj. Mgr., MOL
PatelH@metro.net
213.922.7212



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GRUENASSOCIATES
 ARCHITECTURE PLANNING INTERIORS LANDSCAPE

Metro Gold Line Project

Los Angeles to Pasadena, California

Gruen Associates was a member of the Construction Authority's project management team for the Metro Gold Line and was responsible for overall urban design, station architecture and landscape architecture. During the project's implementation, Gruen prepared and updated station renderings, site plans, and drawings as the project evolved; coordinated public art meetings; developed urban design and landscape concepts; participated in a complex and extensive community outreach effort; and prepared CPUC presentation materials. During the construction phase, Gruen reviewed contractor submittals for urban design station architecture and landscape architecture for consistency with the bid documents and community expectations. The challenge of the project was to build a light rail system that served its patrons while respecting the communities it travels through and their concerns. This entailed establishing a supportive relationship with stakeholders, governing agencies, and community members by providing aesthetically superior and functional solutions. Understanding the varying nature of communities along the alignment and generating solutions that are sensitive to varying concerns in each community enabled the Construction Authority to obtain support from initial opponents of the project and implement the project with full community support.

Client:

**Metro Gold Line Foothill Extension
Construction Authority**

Current Status:

Completed 2003 (Summer)

Contact:

**Mr. Habib Balian
Chief Executive Officer
hbalian@foothillextension.org
626.471.9050**

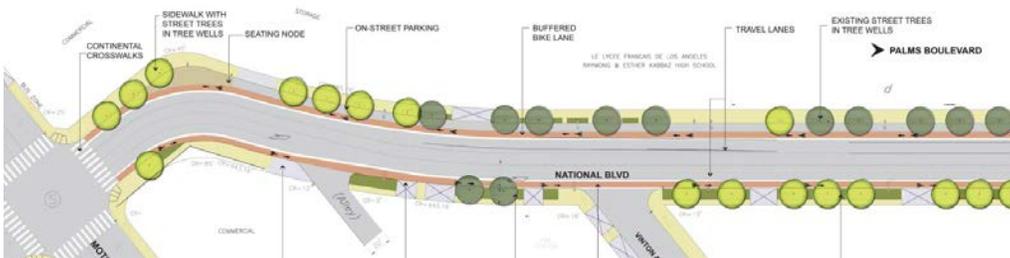


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GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

Los Angeles Transit Neighborhood Plans (LATNP) and Five Streetscape Plans

Los Angeles, California



Gruen Associates is currently the Land Use Planner, Urban Designer and Landscape Architect Consultant on a multi-disciplinary team assisting the City of Los Angeles' planning staff in preparing Transit Neighborhood Plans and five streetscape plans around four Exposition Light Rail stations, where people can live, work, shop and dine, all within a safe and pedestrian-friendly environment providing walkability to transit stations. As part of the two-year planning effort, the focus of the plans is to establish new development regulations that better support transit ridership, such as allowing increased development intensity near stations where appropriate; requiring the design of new buildings to be pedestrian-oriented and mixed-use; and improving the configuration and condition of streets to better promote pedestrian, bicycle and vehicular circulation.

Client:
 City of Los Angeles Department of City Planning

Current Status:
 2012 – Present; the draft documents are out for public review.

Contact:
 Ms. Patricia Diefenderfer, AICP
 City Planner
 213.978.1170



Long Beach Downtown and TOD Pedestrian Master Plan

Long Beach, California



The purpose of the Pedestrian Master Plan is to provide policies, guidelines and standards to ensure that all capital projects incorporate best practices for pedestrian design and identify catalytic infrastructure projects. Moreover, the Pedestrian Master Plan will also be consistent with, and further define, the Downtown Plan and Pedestrian Priority Areas identified in the Mobility Element. The Pedestrian Master Plan including a model or framework for the rest of the city, and includes a list of a \$70 Million CIP of projects so the City of Long Beach can pursue funding. The plan also provides short-term (detailed), mid-term and long-term projects along with cost estimates for the short-term projects to assist in the grant process funding. The Pedestrian Master Plan provides guidance to Public Works for urban design issues and was recently adopted by the City Council.

Client:
City of Long Beach

Current Status:
2014 – 2016 (Plan Approved)

Contact:
Mr. Ira Brown
Planner, City of Long Beach
Development Services
Ira.Brown@longbeach.gov
562.570.5237

Rosemead Blvd. Safety Enhancements/Beautification Temple City, California

Gruen Associates was the prime consultant for a \$15.7 million streetscape improvement project along an approximate two-mile long primary roadway. The design team's vision for the Boulevard was a Multi-Modal Corridor with Art. Gruen's role was to design landscape and urban design improvements and coordinate the team of KOA's traffic engineer and parking consultants, and cost estimating consultants, as well as facilitate the public outreach and assisting in obtaining grant funding. Safety enhancements proposed for the project included upgrades to pedestrian circulation, unique design for a separated, protected bicycle lane and curb bump-outs for street trees.

Client:

City of Temple City

Current Status:

Completed 2014

Contact:

**Mr. Vincent Yu
Councilman
vinceyu@templecity.us
626.703.9908**

Improvements included the installation of consistent street trees, seating nodes, upgrades to bus shelters, bike racks, drought-tolerant plants, specialty paving, slotted curbs for water infiltration into planted islands, and an Art Walk along the sidewalks. The Art Walk allows the City to install pavement art at approximately every 100 feet along the sidewalk over a number of years. The project was completed April 2014 and has achieved numerous awards including a 2013 Planning Excellence in Implementation Award, Small Jurisdiction from the APA, the 2014 Quality of Life Merit Award from the ASLA, the 2014 Merit Award for Urban Design from the California Council of the AIA and most recently voted one of the "best 10 new bike lanes of 2014" from the PeopleforBikes organization.



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GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

sbX E Street Bus Rapid Transit Corridor San Bernardino to Loma Linda, California



Gruen Associates served as the urban design and station area planning subconsultant on a multi-disciplinary team that conducted a Major Investment Study evaluating the corridor for enhanced transit service including BRT and other modes of travel. Known as sbX, the new high-tech, user-friendly 16.5-mile system was planned to offer more frequent service, fewer stops, and higher average speeds than traditional bus service. Investing in the new transportation system also encouraged redevelopment. Gruen prepared construction documents for 16 stations including site plans, station platforms, canopies, passenger amenities, equipment and landscaping for the entire corridor.

Gruen developed conceptual level plans for TODs and mixed-use developments within one-half-mile of various station locations. As part of the integrated team, Gruen located stations and prepared GIS analysis of demographics, concept design plans for transit and linkage concepts, and land use and urban design evaluations of each alternative as well as detailed design analysis of sbX stations and surrounding TODs. In addition, Gruen prepared the land use and urban design portions of the 5,309 submittals to assist in federal funding. The project was completed in 2014. Gruen is currently preparing a design guidelines manual to inform the design of future expansion to other corridors in the County.

Client:

Omnitrans

Current Status:

Completed 2014

Contact:

Mr. Milind Joshi, PE, PMP
Sr. Engineering Manager for Metro,
Former sbX Program Manager
JoshiM@metro.net
213.922.7989

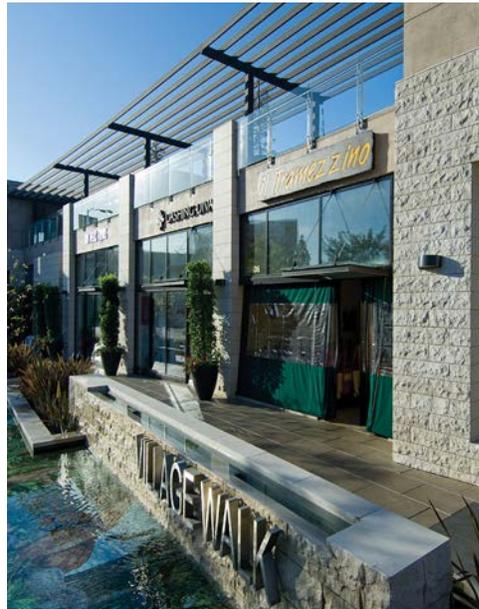
Village Walk and Streetscape - Three-Phased Project Tarzana, California

Gruen Associates is the Architect and Landscape Architect for the Village Walk at Tarzana, a new mixed-use and streetscape project on Ventura Boulevard. The 250,000-SF mixed-use project built on 5.5 acres consists of a 150,000-SF lifestyle center with retail, restaurant, and supermarket, and 100,000 SF of residential uses with 73 townhouses and loft condominium units. The eclectic mix of tenants opening onto a beautifully landscaped streetscape creates a sense-of-place for the community and provides for an exciting and diverse urban experience. The Village Walk is a private project; however, the client previously participated with the Business Improvement District to collaborate on the streetscape project.

Client:
Pacific Equity Properties, Inc.

Current Status:
2006 – Present

Contact:
Mr. Bryan Gordon
Chief Executive Officer
BGordon@PacEquity.com
310.255.0050



MIXED-USE, RETAIL AND STREETScape - PHASE 1



RESIDENCES AND TOWNHOUSES ON REDWING - PHASE 2



TOWNHOUSES ON YOLANDA - PHASE 3

Phase 1 completed in October 2009. Phases 2 and 3 include residential components and are under construction. Phase 2 includes residences and townhouses on Redwing and Phase 3 includes townhouses on Yolanda.

Date Palm Drive Corridor Connector Plan Cathedral City, California

Gruen Associates managed a multi-disciplinary team in incorporating Compass Blueprint's principles to create a strategy for the City to connect multiple specific plans, mixed land uses, vacant property, under-utilized properties and transportation corridors with key north and south destinations in the City. Gruen Associates completed the existing conditions, issues, opportunities and constraints report for the Corridor, which included analyzing 21 existing specific plans along with other plans applicable to the Project area. The project involved conducting stakeholder interviews; preparing alternative development scenarios for the public and private sectors and a final report which was presented at a Community Workshop, and to the City's Planning Commission and City Council. Gruen was awarded the 2011 Comprehensive Planning Award, Small Jurisdiction, Inland Empire Section of the American Planning Association for this project.

Client:
City of Cathedral City

Current Status:
2009 - 2010 (Completed)

