GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

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LARRY SCHLOSSBERG, AIA, LEED AP
DEBRA GEROD, AIA, LEED AP
ASHOK VANMALI, AIA

February 10, 2011

Ms. Sandee Scott, Sr. Contracts Administrator
Southern California Association of Governments (SCAG), Compass Blueprint
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Re: RFP 11-001-BR06 Compass Blueprint Demonstration Project – Alessandro Boulevard Corridor Implementation Project

Dear Ms. Scott,

Gruen Associates is pleased to submit our proposal to assist the City in transforming Alessandro Boulevard into a vibrant corridor by creating a Mixed-Use Overlay District, rezoning areas along Alessandro Boulevard to Residential 30 to provide community's housing options for the community, and converting Alessandro Boulevard into a "Complete Street." Our team's vast experience in land use and transportation planning and projects that incorporate urban design, land use and transportation planning traffic planning/engineering will assist the City of Moreno Valley in developing a vision that considers all elements of a vibrant and sustainable mixed-use development.

Elaine Carbrey, AIA, AICP, Associate Partner, will be the contact person for all questions or additional information required – tel 323-937-4270, fax 323-937-6001 or carbrey@gruenassociates.com. Gruen Associates is located at 6330 San Vicente Boulevard, Suite 200, Los Angeles, CA 90048.

Gruen Associates' statement and discussion of the technical approach for the scope of requested planning services, experience of prime consultant, profile of sub consultants, a draft line item budget for those services requested and required forms are included herein.

Our team for this project includes:

- **Gruen Associates** for visioning, land use planning, transportation planning, urban design, and outreach
- **Iteris, Inc.** for transportation analysis and traffic engineering
- **Terry A. Hayes & Associates, Inc.** for environmental consulting services

Gruen Associates and our consultants welcome the opportunity to assist the City of Moreno Valley.

Respectfully submitted,

GRUEN ASSOCIATES

Larry Schlossberg, AIA, LEED AP
Partner

RFP 11-001-BR06

Compass Blueprint Demonstration Project – Alessandro Boulevard Corridor Implementation Project

Gruen Associates, a local architectural, planning, and urban design firm, has extensive experience in transit-oriented development projects, specific plans, redevelopment plans, streetscape design and construction drawings, conceptual and strategic plans, developing mixed use zoning codes, community outreach and consensus building. Gruen Associates land use planning and architecture addresses sustainability and green building design.

Gruen Associates has successfully worked with SCAG on the Compass Blueprint Implementation Projects, and has numerous award-winning projects that integrate land use and transportation. Our unparalleled experience in land use and transportation planning, architecture, landscape architecture and urban design coupled with our team of experts in the field of traffic planning/engineering will assist the City of Moreno Valley in developing a vision that considers all elements of a vibrant and sustainable mixed-use development.

Elaine Carbrey, AIA, AICP, Associate Partner, will be the contact person for all questions or additional information required – tel 323-937-4270, fax 323-937-6001 or carbrey@gruenassociates.com. Gruen Associates is located at 6330 San Vicente Boulevard, Suite 200, Los Angeles, CA 90048.

Authorized to Commit the Firm to this Project,

Larry Schlossberg, AIA, LEED AP
Partner

Request for Proposal – 11-001-BR06

COMPASS BLUEPRINT DEMONSTRATION PROJECTS
Alessandro Boulevard Corridor Implementation Project

TECHNICAL APPROACH

Discussion of Project Objectives, Concerns, and Key Issues

Scheduled to operate by 2011, the proposed Perris Line, a 24-mile Metrolink extension of the existing Route 91 commuter line between Los Angeles and Downtown Riverside will bring a new vitality to Moreno Valley, as the planned Moreno Valley March Field Station at the southwest quadrant of Alessandro Boulevard will greatly enhance regional accessibility. The new station will anchor, redefine and reinforce the boulevard's importance as a local and regional linkage. It is anticipated that a transit route will connect the Metrolink Station to the Riverside County Regional Medical Center (RCRMC) located at the eastern end of the corridor, adding a new array of opportunities for the development of mixed-use districts around transit stations. An initial effort in that direction is the recent Compass Blueprint study which organizes the corridor into nodes designed to propose synergy along Alessandro Boulevard. Today, Alessandro Boulevard is a four-to-six lane arterial with a landscaped median that not only serves as a commercial and industrial corridor but it is also the site of important civic uses such as the City Hall and Recreation Center. The corridor also has single-family residential uses and large expanses of undeveloped land.

A revitalized Alessandro Boulevard corridor will signify a major accomplishment towards the fulfillment of the Moreno Valley Vision Plan that calls for "a thriving multi-modal boulevard that connects neighborhoods and employment centers with regional, community, and neighborhood-serving retail and service spaced along the corridor in activity nodes." Gruen Associates' extensive experience in mixed-use developments and especially compact walkable developments focused around major transportation corridor and transit projects will aid in defining mixed-use overlay district for the Alessandro Boulevard Corridor that are strongly anchored on the idea of balanced growth and sustainability. Our goals and objectives for the project encompass looking at the corridor from two complementary perspectives:

1. Private Realm - Mixed-Use Overlay District, Rezoning and General Plan Amendments
   - Create an Overlay District for the Alessandro Boulevard Corridor to identify areas suited for Mixed Use Zones (MUD1 and MUD2). This will help diversify retail-commercial profile to activate street edges and create a vibrant "destination place." The urban design strategies will encourage the development of a viable mix of transit-supportive and pedestrian-sensitive entertainment, retail, office, and residential uses while protecting significant environmental and cultural features of the area.
   - Rezone the site identified in the proposal along Alessandro Boulevard to Residential 30 (R30)
   - Amend the General Plan to include the new standards and identify next steps for guiding future implementation along the Corridor.

2. Public Realm - Cross-Sections for Alessandro Boulevard and specialized street section standards for identified nodes
   - Prepare cross-sections for Alessandro Boulevard right-of-way as a major arterial with multiple functions from the standpoint of circulation, potential transit route, and making it a safe and comfortable corridor for other modes of travel such as pedestrians and bicyclists. Gruen team will also identify locations along the Alessandro Boulevard Corridor suited for specialized street section standards such as intersection treatment, street furniture concepts, paving concepts, public signage and banners for wayfinding, and /or gateway/entry treatment.
   - Create a prototype design for covered bus stops. Currently, the bus shelters along the corridor lack identity and basic comfort found in other communities.

Key issues identified and the guiding principles established by the previous study will structure the development of Overlay District and help identify areas suited for the Overlay District along the corridor. Some of the issues that need to be addressed as part of this project are listed below:

- Mostly automobile-oriented uses exist along Alessandro Boulevard. The development pattern along the Corridor generally consists of strip commercial with large expanses of parking lots located adjacent to sidewalks.
- There is limited vehicular and pedestrian connectivity between the neighborhoods and adjoining developments along the Corridor. Transit stops are not fully integrated with other transportation modes especially pedestrian.
- Bicycle access, wide sidewalks, trees and landscaping, transit, bus stops, street furniture, and vehicular traffic all compete for the limited right-of-way

- The airport patterns near the train station restrict certain land uses.
- The existing drainage swales need to be maintained while providing connections to the building entrances from the street.
- The Overlay District to apply Mixed-Use zones has to be consistent with the Vision Plan.

Gruen Associates understands that projects can be most successful when an integrated and collaborative process is established at the beginning of the engagement, working with the City, stakeholders, businesses and other stakeholders, and SCAG. Our long term experience in projects that integrate land use and transportation will aid in defining alternative scenarios that will be discussed with stakeholders in order to produce a preferred plan. The Overlay District will encourage innovative, neotraditional mixed-use development, reduce sprawl and segregation of land use and encourage more efficient use of land and public services by promoting a compact settlement pattern. It will promote the creation of urban places which are oriented to pedestrians, thereby promoting citizen security and social interaction and reinforce physical, visual, and spatial features through the consistent use of urban design standards. It will discourage the development of businesses that contribute to traffic congestion and/or disrupt the pedestrian environment, such as drive-in and drive-through businesses, automobile service stations, and new and used vehicles sales or service establishments. The resulting product will be compiled in a final Overlay District Report and PowerPoint to be presented to the City officials.

Scope of Work and Process

Task 1 Orientation for Private and Public Realms

Gruen will facilitate a "kick-off" meeting with the City of Moreno Valley and other stakeholders invited by the City, and the Gruen Project team to:

- Re-confirm the goals and objectives of the requested planning services.
- Fine-tune the draft schedule and work plan.
- Develop an initial list of key stakeholders.
- Obtain background information, reports from the City and identify required surveys and maps, relevant data, reports etc, including but not limited to CAD and GIS data (parcel maps, land ownership, land use, environmental constraints), aerial photos, and other relevant data.
- Discuss with City staff the process for General Plan amendments and zone change.
- Discuss key issues relevant to the street cross-sections, transit, bicycle, and other uses.

DELIVERABLES: Meeting minutes, draft schedule, and key stakeholders list

Task 2 Evaluation of Existing Conditions for Private and Public Realms

The Gruen team will:

- Prepare base map of the study area using available CAD and/or GIS mapping, aerial photos, and maps provided by the City. The base map will show (when readily available from the City) information such as Alessandro Boulevard right-of-way, existing land uses, vacant sites, redevelopment areas, parcel lines, major trees, transit stops, and other features.
- The team will conduct a field reconnaissance of the study area and verify physical and operational features of the area, and allow for a "Complete Streets" level of analyses. A general inventory of transportation features will be collected. Items that will be important during the field review process will be to observe and document street operating conditions, especially vehicular, transit, pedestrian, and bicycle activity. The team will review Vision Plan document and other pertinent studies, as provided by SCAG and City staffs. The team will also request data files related to the City's subregional activity-based traffic analysis model. The team will have the ability to work with both the City's TRANSIMS and the County's RIVTAM models and output files, as needed.
- Visit and photograph site to further identify location and characteristics of existing land uses, vacant areas and potential connections to other areas. We will take photographs and notes that will be used throughout the process to describe the area in reports and presentations to stakeholders and decision makers. We place a high priority on understanding the intricacies of the study area. Concurrent with the documentation of existing features we will have an ongoing dialogue between team members and City staff in which ideas, concepts, and specific opportunities and constraints will be identified, discussed, and analyzed. The field notes, photos, and sketches developed at this time will be used extensively throughout the course of the project.

- Review General Plan uses within the nodes established by the Vision Plan prepared earlier.
- Conduct a one-day interview session of key stakeholders selected and invited by the City to gather their input.

DELIVERABLES: Base Map, mapping of key businesses, photographic survey, summary of interviews

Task 3 Private Realm

3a) Mixed Use Overlay District

The recently adopted Mixed Use Development Districts 1 and 2 will help promote the development of pedestrian oriented mixed-use districts in which a variety of complementary retail, commercial, office, civic, and residential uses will be permitted. To address critical land use issues our primary focus will be to create an Overlay District by:

- Identifying opportunity sites for an overlay district. A few key factors that will be considered are listed below:
  - Large vacant parcels - offer opportunities for the development of job-generating mixed-use districts that will include uses ranging from sustainable manufacturing, office parks, family-entertainment centers, specialty retail, boutique resorts, higher density housing etc.
  - Underutilized parcels - have the potential for infill development that can significantly change the character of the study area.
  - Contiguous parcels under same ownership - have the potential for catalytic development.
  - Proximity to transit stops and/or various civic or public uses.
- Establishing the boundary of the Overlay District and location of each zone in coordination with the City staff.
- Creating urban design strategies related to: landscaping; building façade articulation; lighting; convertibility; development orientation; transit and pedestrian amenities; parking signage; and screening or equipment. Good urban design contributes to an improved civic and natural environment, enhance quality of life, sustain economic development and maintain a community's unique identity and above all help intensity land uses.
- Preparing an illustrative concept showing development prospects for selected opportunity sites that are based not only on the aspirations of the City representatives and officials, but also a realistic assessment of what is possible within the marketplace based on the economic analysis included in the previous study, and is in line with community expectations. Input from key stakeholders whose decisions bring about new development will help to determine what kinds of growth opportunities are there within the influence area of the corridor and how they can be realized.
- Identifying one opportunity site within the Overlay District to illustrate how urban design standards related to orientation, connectivity, parking, landscape, exterior lighting, signage, screening, stormwater management, and building design can help change the character of a neighborhood. Gruen Associates will develop three-dimensional drawings for this opportunity site. Gruen will utilize a mixture of Sketch-up, Photoshop, and hand sketches to prepare these drawings.

DELIVERABLES: An illustrative concept illustrating a mix of vibrant uses and new infill development opportunities within the Overlay District, urban design strategies, and 3D drawings for one opportunity site illustrating urban design standards.

3b) Rezoning to Residential (R30) along Alessandro Boulevard

As per the General Plan the primary purpose of the R30 district is to provide a broadened range of housing types in an urban setting than is typically found within other areas of the City. The Gruen team will assist the City staff in preparing the application for rezoning of the identified site within the Redevelopment Area. TAHA will prepare a comprehensive Initial Study. The purpose of the Initial Study would be to identify any areas where a significant impact is anticipated and identify feasible mitigation to reduce the impact to a less-than-significant level. If the Initial Study demonstrates that feasible mitigation exists for all potential environmental impacts, the next step would be preparation of a Mitigated Negative Declaration (not included in this scope). Alternatively, if significant impacts are identified that cannot be mitigated, an Environmental Impact Report (included as a separate scope) would need to be prepared. The Initial Study will address all 16 environmental topic areas defined in the California Environmental Quality Act (CEQA) Checklist and provide a detailed response to each checklist question, identifying the proposed project's impacts for each of the topic areas. It is anticipated that up to two cycles of review, comments, and revisions will occur prior to finalizing the Draft Initial Study. Upon City approval, the Draft Initial Study will be submitted for distribution.

A traffic study will be prepared for the rezoning effort. The trip making characteristics of the R30 zoning will be developed and incorporated into the forecasting models to identify changes in trip making and patterns and the volumes of trips projected for the various modes. The travel forecast data will be incorporated with current data to develop future corridor volumes that will be incorporated in the corridor capacity analyses. The analyses will summarize conditions for each travel mode and identify performance issues, system deficiencies, and mitigation strategies. Analysis outputs will be developed identifying the future traffic volumes and levels of service. The appropriate LOS measures and significance metrics will also to be identified during this process. Appropriate mitigation concepts will be identified that appropriately address both system deficiencies and are consistent with the Vision Plan. The concepts will be designed to:

- Apply context-sensitive design considerations;
- Optimize pedestrian safety where pedestrian orientation is most relevant;
- Optimize vehicular and/or goods movement accessibility where necessary;
- Provide system flexibility to be able to accommodate fluctuating modal demands;
- Provide adaptability to accommodate changing future demand;
- Address functionality needs of local residents, businesses, and attractions.

DELIVERABLES: Initial study for the identified R30 area. Draft transportation technical report and final transportation technical report summarizing the inputs and results of the previous tasks will be developed. Documentation suitable to support preparation of the transportation section of the EIR effort will also be developed. Summary of capaCity analysis and model results will also be provided.

3c) General Plan Amendments

Gruen will have already reviewed the City's General Plan and zoning as background when it is not called out. For this task, it is assumed that suggested changes to the General Plan map including draft policies to implement the Mixed-Use Overlay District and Rezoning will be prepared by the Gruen team for City's review. Gruen staff assigned to the project has developed numerous urban design and specific plans for various cities and entitlement strategies for private developers to implement our planning and architecture projects, as well as prepared environmental documents. We recently identified General Plan amendments required for the two Transit-Oriented Developments in San Bernardino. We will bring this expertise to the City.

DELIVERABLES: General plan amendments including draft policies to be included in the General Plan.

3d) Stakeholders/City Staff Meeting

The Gruen team will submit background information and Mixed-Use Overlay District concept and urban designs strategies, initial study for the rezoning, and General Plan amendments to City staff for internal review.

DELIVERABLES: Meeting agenda, sign-up sheets, power point presentation, a maximum of three boards, and meeting summary

Task 4 Public Realm

4a) A set of specialized street section standards for the Alessandro Boulevard Corridor and identified nodes

The Gruen team will utilize the mobility analysis, prepared as part of the previous study, and identify a set of specialized street sections for Alessandro Boulevard to transform the Boulevard from a automobile-oriented street to a "Complete Street" to enable safe access for all users i.e. pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities to safely move along and across a complete street. Other streetscape improvements along Alessandro Boulevard will be based on the analysis of the existing conditions, background information, and goals and objectives. Streetscape improvements will include providing missing sidewalks, adding a parkway and shade trees next to the curb, integrating existing bio-swales, providing better wayfinding and directional signage, public art, and additional street furniture. Gruen will prepare a streetscape/landscape concept for a typical block(s) of Alessandro Boulevard. The Gruen team will also identify nodes along Alessandro Boulevard for specialized street section standards such as intersection treatment at certain locations to green the intersection and make a bold statement, or identify nodes for public art, paving

concepts, street furniture concepts, public signage and banners for wayfinding, and/or gateway/entry treatment. We recently worked with the City of Cathedral City to develop a "complete street" for Date Palm Drive.

DELIVERABLES: Street sections of Alessandro Boulevard and identified nodes streetscape improvements standards

4b) Prototype Covered Bus Stops Design along Alessandro Boulevard Corridor

Currently, bus stops along the Corridor do not have shelters or amenities to protect the passengers from the elements. Gruen will provide a unified concept design for transit shelters along Alessandro Boulevard with adequate passenger amenities and lighting. The bus shelters will be designed as an integral part of the land uses around it and will provide linkages to these uses. The shelter design will provide a sense of place and a distinctive image while protecting the passengers from sun, wind, and rain. Careful placement of bus stops with its transit amenities will help create a sense of place along a streetscape while providing a comfortable safe space for waiting passengers and an attractive visual element in the environment for those that pass by the station. If the City has a vendor for maintenance of the bus shelters through advertising, Gruen will meet with this vendor. The new design will consider solar collectors and LED lights.

DELIVERABLES: Bus shelter design

4c) General plan Amendments

For this task, it is assumed that suggested changes to the Alessandro Boulevard street section and other changes will be outlined to be incorporated in the General Plan.

DELIVERABLES: General plan amendments to be included in the General Plan.

4d) Stakeholders/City Staff Meeting

The Gruen team will submit background information and street section for Alessandro Boulevard and other street sections prepared for identified nodes to City staff for internal review at various stages of the process and will present these to the stakeholders for input into selection of the preferred direction.

DELIVERABLES: Meeting agenda, sign-up sheets, power point presentation, a maximum of three boards of alternative scenarios, and meeting summary

Task 5 Overlay District Report and Final Street Section Standards

Based on the comments from staff and the stakeholders, the Gruen team will provide the draft Overlay District Report including urban design strategies and draft preferred street section standards to City staff for review. One set of revisions will be made to the Overlay District report and the street section standards.

DELIVERABLES: Final street section standards

Task 6 Final Presentations

The Gruen team will assist the City staff in presenting the Plan to City's Planning Commission and City Council (maximum of two meetings)

DELIVERABLES: PowerPoint presentation, meeting agenda, sign-up sheets, comment forms, and meeting summary

Difficulties Expected or Anticipated and Solutions

The traffic analysis for the street section standards will be developed from the previous work conducted during the development of the Vision Plan and on other analyses for the area. The Gruen team will rely on the City to provide copies of the previous traffic analyses along with traffic volume data and analysis worksheets and files, where available.

The Rezoning traffic study will include field reconnaissance of the project area, but will not include the collection of new traffic data unless it is identified through the analysis process, and agreed to by the participants, that there are significant gaps in the data necessary to complete the work.

Statement which the Proposal Meets and Exceeds the Stated Objectives of the RFP

The proposal addresses all scope of work tasks and meets the proposed time frame. Gruen staff assigned to the project has worked on numerous land use, transportation, streetscape, and urban design projects for various cities. We will bring this expertise to the City. We are very pragmatic and detailed-oriented. For many of our land use, transportation and streetscape projects Gruen has been involved right from the conceptual to final construction phase of the project giving us the knowledge to design projects which are based on a realistic assessment of what is possible within the marketplace while respecting community's expectations.

Schedule

Based on the RFP time frame and the scope of services, the following schedule is proposed. Key milestones in the process coincide with the City staff/stakeholder meetings.

Consultant: Gruen Associates
6330 San Vicente Blvd, Suite 200
Los Angeles, CA 90048

Title of RFP: Alessandro Boulevard Corridor Implementation Project
RFP Number: 11-001-BR06

PROJECT SCHEDULE	Months							
	April	May	June	July	August	Sept	Oct	Nov	Dec
Task 1 Orientation and Background Analysis for Private and Public Realms									
Task 2 Evaluation of Existing Conditions for Private and Public Realms									
Task 3 Private Realm									
3a) Mixed Use Cverlay Listrict									
3b) Rezoning to Residential (R30) along Alessandro Boulevard									
3c) General Plan Amendments									
*3d) Stakeholders/City Staff Meeting **									
Task 4 Public Realm									
4b) A set of specialized street section standards									
4b) Prototype design for covered bus stops along Alessandro Boulevard Corridor									
4c) General plan Amendments									
*4d) Stakeholders/City Staff Meeting **									
Task 6 Overlay District Plan and Final Street Section Standards									
Task 5 Final Presentations									

** One day of Stakeholder meetng is anticipated in September to present the key findings of private and public realms*

Feb 10,2011

Kick-Off Meeting
City Staff/Stakeholder Meetings
Ccnference Call
City Review
Planning Commission/City Council Meeting

EXPERIENCE OF PRIME CONSULTANT

Gruen Associates multidisciplinary staff is directed by five partners with diverse and complementary backgrounds. Because Gruen Associates has 64 years of diversified experience in the successful execution of award-winning mixed-use, transit, governmental, institutional, commercial, planning and architectural projects, and our special expertise in land use-transit connection and transit-oriented development in Southern California, we are uniquely qualified to undertake this assignment for SCAG.

The firm's strength in planning, architecture, and urban design derives from the many outstanding regional, specific and downtown plans, development feasibility studies, replanning of cities and neighborhoods, transportation corridor planning, as well as master planning of new communities, recreational and mixed-use developments, college campuses, and marinas and harbors. Architects, environmental specialists, transportation planners, urban designers, and landscape architects play an important role in integrating all components of each project to create a well-functioning, unified, and distinctive built environment.

Gruen Associates has extensive experience in presentations and graphics. Specialized graphics (brochures, websites, presentation boards, photography, PowerPoint) are performed by our graphic designers. GIS mapping and analysis and performed by our planning staff, and 3D illustrations are prepared by both our architecture and planning staff.

Gruen Associates is uniquely qualified for this assignment:

- *Local firm with extensive experience in community planning, transportation, transit, urban design, sustainability, landscape architecture, architecture, and environmental projects in Southern California*
- *Seasoned Project Manager with many recent award winning urban design and planning projects*
- *Successful working relationship as a prime with SCAG on Compass Blueprint Implementation Projects*
- *Extensive experience in TOD's and mixed-use developments and streetscapes*
- *Both public agency and private sector planning and design including extensive work for cities*
- *Pragmatic and creative multidisciplinary approach results in successful built projects*

Gruen Associates is deeply committed to meaningful consensus building between identified stakeholders as an integral part of its public projects. We strive to blend function and efficiency with distinctive architectural forms, spaces and amenities designed to respond to the client's needs and the building's users. Our projects not only meet functional and budgetary requirements, but also represent timeless architectural design in a contextual setting. The firm provides personal service, while taking advantage of the wide range of expertise and technical capability of a large organization. The firm's philosophy is that a client well served is the best marketing strategy. The highest possible quality of our services is our primary concern and emphasis. Our commitment to and track record of on-time and on-budget performance is the key to the firm's successes.

Gruen Associates' design awards for transit/transportation/urban design/transit-oriented development projects and associated facilities include:

- SANBAG Transportation - Land Use Integration Project received a *2009 Comprehensive Planning Award, Large Jurisdiction, American Planning Association - Inland Empire Section and a 2009 Compass Blueprint Excellence Award in Mobility from the Southern California Association of Governments;*
- Highway 99/Indio Boulevard Study received a *2010 Focused Issue – Planning Award, American Planning Association - Inland Empire Section;*
- Redlands Passenger Rail Station Area Plans for SANBAG which received a *2007 California State American Planning Award* and a *2007 Focused Issue Award from the American Planning Association, Inland Empire Section;*
- E Street Transit Corridor Regionally Significant Transportation Investment Study for SCAG which received the *2006 Advocacy Planning Award from the American Planning Association, Inland Empire Section;*

- San Fernando Valley East-West Transit Corridor MIS for MTA which won both the *2000 Focused Issue Planning APA Award, Los Angeles Section*, the *2003 Rail-Trail Design Recognition Award, Rails-to-Trails Conservancy and ASLA* and the *2007 American Institute of Architects Transportation Award;*
- Downtown Monterey Park Mixed-use and Pedestrian Linkages Plan and Zoning ordinance which won a *2006 Special Award of Merit from the American Planning Association, Los Angeles Section;*
- The Mixed-Use Strategic Implementation Plan for the City of La Mesa which won the *2004 Planning Implementation, Small Jurisdiction APA Award, San Diego Section;*
- Orange County Bus Rapid Transit Station Plan which won the *2003 Outstanding Planning - Focused Issue Planning APA Award, Orange County Section;*
- Grossmont Transit-Oriented Development Feasibility Study in La Mesa, California. which won the 2001 *Focused Issue Outstanding Planning – Planning Implementation APA Award, San Diego Section;*
- Glendale Boulevard Corridor Study for MTA which won *APA Comprehensive Planning* and *ASLA Urban Design* awards;
- Interstate 70 in Glenwood Canyon, Colorado which won the *2000 Presidential Design Award;*
- Westwood Specific Plan and Westwood Village Streetscape Plan which won a *Planning Implementation – Large Jurisdiction APA Award, Los Angeles Section; and*
- *2007 Presidential Honoree Transportation Award for the Orange Line from the American Institute of Architects, Los Angeles Chapter.*

Gruen Associates is well known for our holistic approach to all of our projects. An integrated multidisciplinary approach is crucial to generate successful results. We are uniquely qualified to deliver this integrated approach as our in house scopes of services include:

Architecture & Interior Design
Master Planning
Feasibility Analysis
Conceptual Design
Schematic Design
Design Development
Construction Documents
Construction Administration
Project Management

Traffic & Transportation Planning
Transportation Corridor Planning
Transit Planning
Pedestrian and Bicycle Circulation

Community Planning & Urban Design
Transit-Oriented Developments
Specific Plans
Redevelopment Plans
Mixed-Use Developments
Strategic Planning
New Community Planning
Downtown Revitalization
Urban Design
Site Planning
Neighborhood Revitalization
Business Revitalization
Urban Growth Management
Implementation Plans
Community Participation

Landscape Architecture
Landscape Design
Streetscape Design
Construction Documents
Construction Administration

Environmental Planning
Environmental Impact Assessment
Environmental Impact Statements (NEPA)
Section 4(f) Statements
Section 106 Evaluation
Environmental Impact Reports (CEQA)
Environmental Policy Guidelines
Community Participation

Gruen Associates' relevant project experience is demonstrated on the pages to follow. Resumes of Gruen Associates' key personnel begin on page 32 of our proposal.

DATE PALM DRIVE CONNECTOR PLAN

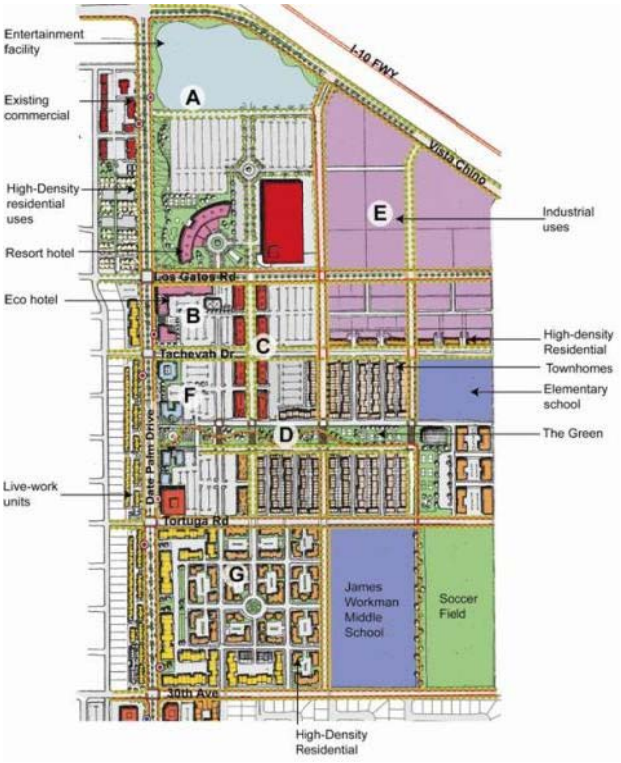
Cathedral City, California

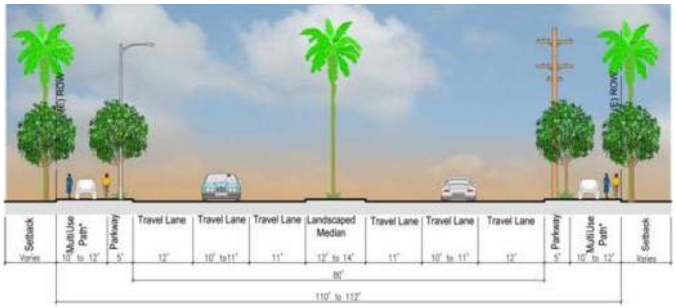
Gruen Associates managed a multi-disciplinary team in incorporating Compass Blueprint's principles to create a strategy for the City to connect multiple specific plans, mixed land uses, vacant property, under-utilized properties and transportation corridors with key north and south destinations in the City. As a first step, Gruen 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 Plan aims to highlight Cathedral City's many assets, to support the improved performance of existing businesses, and to establish a competitive advantage to attract new vitality to the Date Pam Drive Corridor in the near future. Serving as a catalyst, this vision that emphasizes land use and transportation strategies that support and stimulate economic development and produce a more livable and sustainable community, will establish clearly defined priorities for City Council and City staff. For the public realm along Date Palm Drive, the plan includes shaded multi-use pathways for pedestrians, bicyclists, and Neighborhood Electric Vehicles which are complimented by public transit facilities and desert sensitive landscaping. For the private realm, the plan proposes concentration of businesses and activities in six unique walkable "development nodes". The nodes focus on strengthening existing businesses and neighborhoods while creating opportunities for new activities and economic expansion. Each development node was planned around a predominant use identified to strengthen existing assets. The six development nodes proposed constitute the focus areas in which to concentrate catalytic projects and prioritize public and private investments thus creating "anchors" able to induce and energize development between nodes. The plan also provides helpful guidelines and examples for new development to better meet the intent of a livable, pedestrian-oriented community set forth in the plan. To implement public and private realm concepts General Plan amendments and zone changes for some parcels, and deletion or amendments of some specific plan and creation of nee specific plans are also included in the Plan.

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine Carbrey, AIA, AICP, Project Manager/Urban Planner; Maria Rosario, RA, LEED AP, Urban Designer; Meghna Khanna, Urban Planner; Steve Smith, ASLA, Landscape Architect; Dean Howell, Landscape Designer.

Duration: 11/2009 – 6/2010

Client: City of Cathedral City, Leisa Lukes, City Planner – (760) 770-0386.





"KEY TO DOWNTOWN" IMPLEMENTATION PLAN

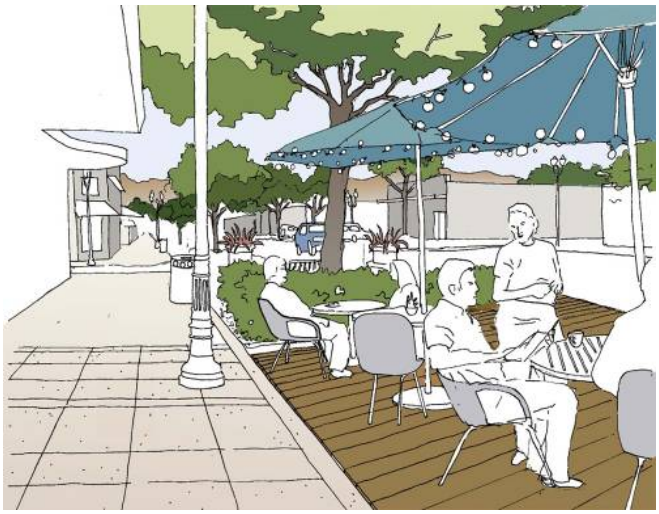
Lake Elsinore, Riverside County, California

In June 2009, the City of Lake Elsinore and the City of Lake Elsinore Redevelopment Agency produced a Draft Downtown Master Plan with the purpose of providing an innovative urban design vision for the city's historic downtown area that embraces its historical past while providing a bold direction for its future development. The "Key to Downtown" Implementation Plan prepared by Gruen Associates with funds provided by the Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project Program, provides Standards and Guidelines for the Public and Private Realms that are specific to the "Key to Downtown" area and follow, complement, refine, and detail the standards and guidelines in the Downtown Master Plan. A key feature of the plan is the reconfiguring of Main Street that creates a circle as a gateway to downtown. Besides streetscape concepts and development guidelines for private properties in the Key to Downtown area, alternative civic uses within the circle have been also addressed in the Implementation Plan that also includes conceptual architectural designs for a 25,000 SF public library.

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine Carbrey, AIA, AICP, Project Manager/Urban Planner; Maria Rosario, RA, LEED AP, Urban Designer; Meghna Khanna, Urban Planner.

Duration: 11/2009 – 6/2010

Client: City of Lake Elsinore, Matthew Harris, Senior Planner – 951.674.3124, ext. 279.



SCAG COMPASS BLUEPRINT HIGHWAY 99/INDIO BOULEVARD STUDY

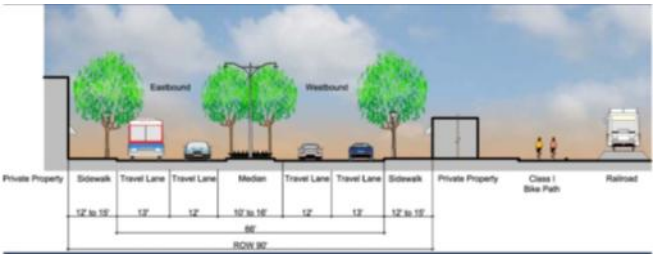
City of Indio, California

Gruen Associates assisted the City of Indio in establishing a shared vision for the development of vacant and underutilized parcels along Indio Boulevard, in order to promote economic growth and market absorption within the next 20 years when the city is expected to double in size. The project established two conceptual development scenarios informed by initial market demands and absorption studies. A Preferred Scenario was developed into further detail to incorporate guidelines and standards aimed at creating and enhancing transportation linkages and the corridor's identity. This project received a *2010 Focused Issue - Planning Award, Inland Empire Section of the American Planning Association, Inland Empire section.*

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine Carbrey, AIA, AICP, Project Manager/Urban Planner; Maria Rosario, RA, LEED AP, Urban Designer; Sukriti Agarwal, Planner; Matthew Parrent, Planner.

Duration: 12/2008 – 6/2009

Reference: City of Indio, Joseph Lim, AICP, Planning Manager – (760) 391-4120.



MONTEREY PARK MIXED-USE AND PEDESTRIAN LINKAGE PROJECT AND MIXED-USE ZONING ORDINANCE

Monterey Park, California

To be able to better address existing concerns with regard to higher densities in their downtown commercial corridors and to enable city staff to envision the aesthetic and economic impacts stemming from an enormous pressure from the development community, the city decided to conduct a study investigating potential development along two major commercial corridors. Gruen Associates developed a Mixed-Use and Linkage Plan and Mixed-Use Standards and Development Guidelines for downtown Monterey Park, an area comprised of three interconnected commercial corridors in this diverse suburb of Los Angeles. The Plan and guidelines establish a vision for the downtown area in which walking, cycling, and transit are integrated with mixed-use development along the corridors to create a livable community. Gruen Associates created various prototype developments showing possible integration of a wide mix of building types from residential live-work units, multi-family projects, to major mixed-use developments. Pleased with the success and the usefulness of the study Gruen was subsequently retained to develop a graphic brochure summarizing the project and a mixed-use zoning ordinance to implement this plan. Various projects throughout downtown Monterey Park are currently under development utilizing the results of this study. The project received a 2006 American Planning Association award, Los Angeles section.

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine V. Carbrey, AIA, AICP, Project Manager

Duration: 2003 – 6/2005

Reference: City of Monterey Park, Brian Dowling, Redevelopment Manager - (626) 307-1385.

LA MESA MIXED-USE STRATEGIC IMPLEMENTATION PLAN

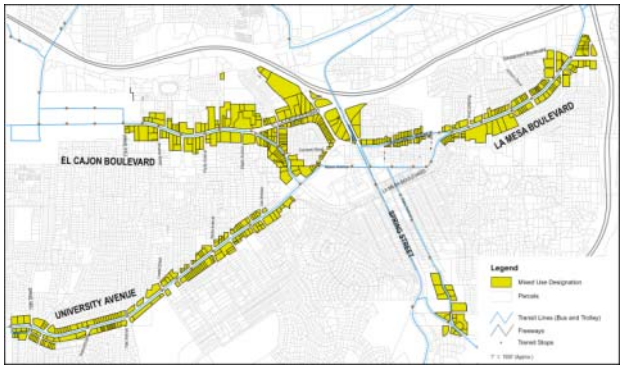
City of La Mesa, California

Gruen Associates developed a mixed-use zoning implementation plan. As a part of this plan, flexible and performance-based development regulations and standards for mixed-use development were developed and tailored to the City's physical, economic and social environment. In addition, design guidelines were developed as well as prototype projects to test the standards and guidelines. Gruen Associates developed an innovative approach to the task, implementing the concurrent development of design guidelines and prototype projects, constantly comparing the two against each other to be able to fine tune regulations with the expectations of adjacent users and governing officials. The first phase report summarizes existing conditions analysis and includes physical conditions such as existing land use, parcel configurations, streetscape and infrastructure. The report also includes analysis of existing development regulations and policies from the City's General Plan, Zoning Code and Specific Plans, as well as stakeholder comments and examples of mixed-use developments from other communities. With the help of this report and the developed prototype mixed-use development studies, the City of La Mesa was able to educate business and property owners along the study corridor and generate wide support for the implementation of a mixed-use zone. The project received a 2004 Planning Implementation, Small Jurisdiction APA Award, San Diego Section.

Key Personnel Involved: Elaine Carbrey, AIA, AICP, Project Manager, Larry Schlossberg, AIA, LEED AP, Partner-in-Charge.

Duration: 2002– 6/2003

Client: City of La Mesa, David E. Witt, Community Development Director – (619) 463.6611.



EAST LOS ANGELES CIVIC CENTER URBAN DESIGN AND EXISTING FACILITY RENOVATION

Los Angeles County, California

Once a disjointed compound used primarily for government and law enforcement purposes, Gruen Associates, in conjunction with the Los Angeles County Public Works Department and input from the community and artists, transformed the 29-acre site into a beautifully landscaped and unified park setting that is now a gathering place for the entire community. The defining element of the refurbished park-like compound is the new Civic Center Plaza, which is now centrally located and from which a new pedestrian promenade continues towards the east, connecting the existing park and lake. New and upgraded sustainable landscaping and hardscape along the promenade, plaza, park, buildings and surrounding streets visually unifies and enhances the new civic center. New 20-foot high palm trees were used at new entry portals to reinforce entry into the site. Gruen landscape architects further added their talent and skills to the new children play areas, picnic shelters, landscape at the amphitheater, restrooms and at the nearby Metro Gold Line Extension Transit Station.

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Architect; Teresa Sanchez, AIA, Project Manager; Steve Smith, ASLA, Landscape Architect:

Date of Project: 3/2001 – 12/2007

BALLONA CREEK BIKE TRAIL

Los Angeles, California

Gruen Associates' lead landscape architect, Steve Smith provided design and project management services for the first and second phases of the Ballona Creek Bike Path landscape enhancements project. As an overall regional open space beautification effort, the project includes new stone walls, and drinking fountains, benches, artist designed entry gates and California native plantings adjacent to the creek side path south of Centinela Avenue. The bike trail has beautiful drought-tolerant native plants and water-efficient irrigation tools to create a location conducive to everything from a momentary rest to conservation education. This garden has the potential to re-introduce the community to the sights and fragrances that are native to the Ballona Creek area. As part of the same program, Gruen Associates prepared the construction documents for bike path entries from Inglewood Boulevard and McConnell Avenue in Los Angeles, and Sepulveda Boulevard in Culver City. Gruen Associates provided Construction Administrative services on these three entrances, which are completed.

Key Personnel Involved: Steve Smith, Landscape Architect

Duration: 2008 – 2010

Client: Ana Petrlic, Mountain Recreation and Conservation Authority – 323.221.9944

SANTA MONICA BOULEVARD TRANSIT PARKWAY – URBAN DESIGN

Los Angeles, California

Gruen Associates served as the urban designer and landscape architect on a multidisciplinary team that studied alternatives to improve traffic flow, including bus, pedestrian access, and the aesthetic character of "big" and "little" Santa Monica Boulevard, a major thoroughfare in West Los Angeles. Gruen Associates' urban designers worked closely with other consultants, the neighboring communities, Metro, and City of Los Angeles staff in developing design alternatives to transform this neglected area into the premier "classic" grand boulevard in the city. Urban design proposals include creating a center and site medians, widening sidewalk areas on Little Santa Monica for bus stations, the use of large specimen trees as a unifying element along the length of the street, flowering trees and shrubs for seasonal color, median landscaping using low maintenance ground covers, special sidewalk paving and intersection treatments, architectural and landscape treatment of the retaining walls, and the incorporation of the roadway's heritage as a portion of historic Route 66 through decorative signs and sidewalk insets. Gruen Associates worked closely with Metro's selected artist and participated in the numerous community meetings to build consensus for the project. Gruen Associates prepared the urban design and landscaping portion for the Preliminary Engineering phase and portions of the Environmental Impact Report. The project was completed in 2007 by the City of Los Angeles.

Key Personnel Involved: Elaine Carbrey, AIA, AICP, Project Manager for urban design and streetscape.

Date of Project: 1996 – 2000

Client: Los Angeles County Metropolitan Transportation Authority, Ms. Lynne Goldsmith - (213) 922-3068.

BEVERLY HILLS TRIANGLE URBAN DESIGN/STREETSCAPE IMPROVEMENT PROGRAM & SANTA MONICA FIVE PARKING STRUCTURES

Beverly Hills, California

This urban design and streetscape improvement project for downtown Beverly Hills includes three components: 1) short-term enhancements including directories and signage, planters, flower boxes and baskets, pedestrian-scale lighting, tree grates, street furniture and special paving; 2) longer-term improvements including redesign of streets to increase pedestrian spaces, pedestrian connection across Wilshire Boulevard, municipal parking structures with restaurant courtyards, focal elements (fountains and sculpture), and gateway treatments; and 3) management concerns including coordinated promotion, maintaining a balanced mix of uses and introduction of anchor uses, maintenance, and special events. The urban design project links with the City's public parking program including the Gruen Associates' designed Santa Monica Five Parking Structures. The project is designed to reinforce the City's image as an international garden city, unify the shopping district, and to direct pedestrians through the Beverly Hills Triangle commercial shopping area. As follow-ups to the Urban Design/Streetscape Improvement Program, Gruen Associates provided complete architectural/landscape services from design through construction administration for a portion of the area as well as for numerous architectural projects on Wilshire Boulevard and Rodeo Drive. The Santa Monica Five Parking Structure, designed by Gruen Associates, won an AIA Award.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Project Manager for streetscape.

Date of Projects: 1992-1993 & 1991, respectively.

BEVERLY HILLS GATEWAYS

Beverly Hills, California

Gruen Associates is currently in the construction document stage of a gateway and streetscape improvement project for the City of Beverly Hills. Gruen Associates is the lead designer/landscape architect as part of an overall Gateway Concept Plan that encompasses 4 different sites which include Santa Monica Blvd. and Doheny Dr., Olympic Blvd. and Century Park East, Wilshire Blvd and San Vicente Blvd and the current project at Wilshire Blvd. and Whittier Drive. The program consists of streetscape enhancements including drought tolerant planting, widened parkways, lighting and gateway signage that will mark significant entrances into the city.

Key Personnel Involved: Steve Smith, ASLA, Project Manager, Landscape Architect, Dean Howell, Landscape Designer

Date of Project: 2009 – 2010

Client: City of Beverly Hills, Steve Zoet – (310) 285-2533.

LINCOLN AVENUE STREETSCAPE PROJECT

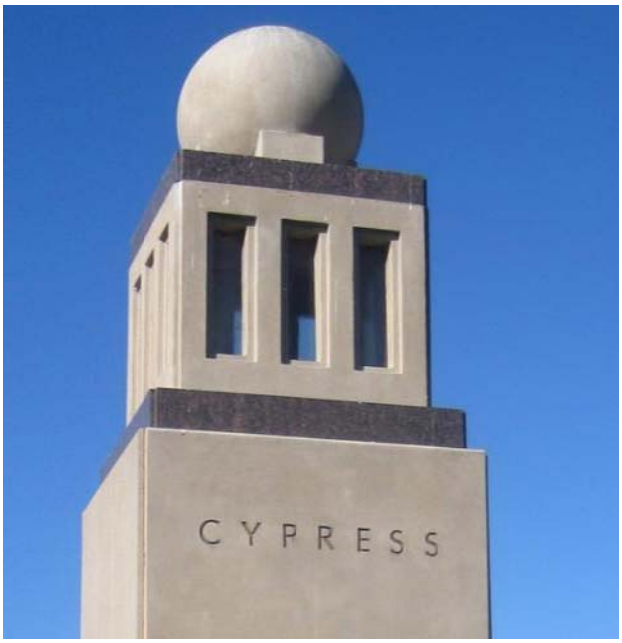
Cypress, California

Prior to joining Gruen Associates, Mr. Smith provided design and construction management services for the Lincoln Avenue Streetscape Project in Cypress, California. Plans included design and implementation of new bridge towers, lighting, street trees, bump out plantings, brick sign walls and shade structures for pedestrians. The project's main goal was to unify the streetscape and to enhance property values along this major commercial corridor.

Key Personnel Involved: Steve Smith, ASLA, Project Designer, Project Manager.

Duration: 2002 – 2003

Client: City of Cypress



ARCADIA STREETSCAPE

Arcadia, California

As part of the City of Arcadia's revitalization of Huntington Drive and First Street, Mr. Smith (prior to joining Gruen Associates) provided design and project management services for new sidewalks, planters, street lighting and street furniture. Complimenting the City's residential character and the adjacent Santa Anita Race Track, this project provides tree-lined and pedestrian amenities in Arcadia's commercial core.

Key Personnel Involved: Steve Smith, ASLA, Project Designer, Project Manager.

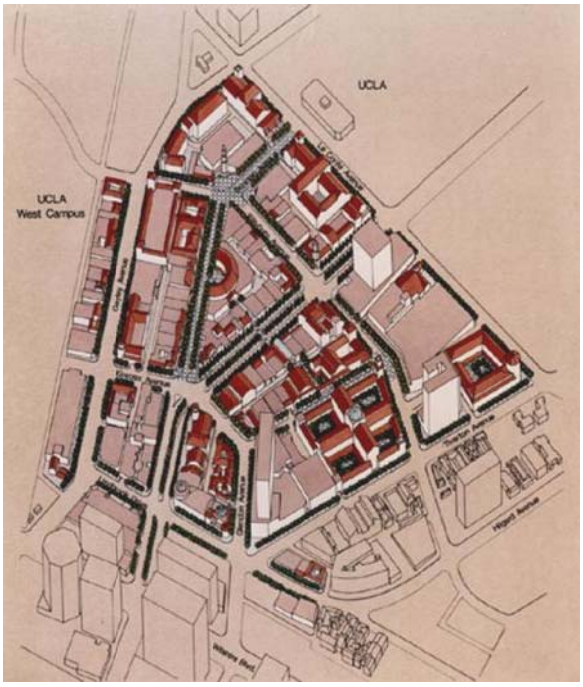
Duration: 2002 – 2003

Client: City of Arcadia

WESTWOOD VILLAGE SPECIFIC PLAN, ENVIRONMENTAL IMPACT REPORT AND STREETSCAPE PLAN

Los Angeles, California

This project updates Gruen Associates' landmark work of the early 1970s. This produced a Specific Plan that effectively resolved conflicts amongst commercial property owners and tenants, adjacent residential neighborhoods, the University of California at Los Angeles, and the City of Los Angeles over land use and development intensity. The current revision has employed the same commitment to community participation as Gruen Associates' earlier work to address not only new concerns regarding land use and intensity, but the entire spectrum of issues in Westwood Village in the mid-1980s. In addition to refining the existing plan's land use controls, the revised plan addresses cultural resource preservation, building height, and retail mixed uses, provision of validate decentralized parking; vehicular and pedestrian circulation, streetscape improvements, and design/signage guidelines. The plan sets forth an implementation strategy which includes parking structure and streetscape improvement financing and a management entity to private coordinated advertising, leasing, events, transportation demand management, and validated parking. The project received an American Planning Association Planning Implementation" award.



As a follow-up to the Westwood Village Specific Plan, Gruen Associates' landscape architects prepared a streetscape plan for the 45-acre Specific Plan area. The completed project encompasses street trees, pedestrian crossings, street lights, and other streetscape components. The project included extensive coordination with the City of Los Angeles' multiple departments as well as public outreach. Westwood Village is unique in that it is one of the few pedestrian-oriented locations in the Los Angeles area, and the streetscape plan is designed to make the Village more attractive by creating an environment that strengthens this pedestrian orientation. Construction documents were prepared for Phase One of this $4 million improvement program. The improvements were financed by an assessment district. Construction of the streetscape was completed in 1998.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Project Manager

Date of Project: 1986 -1998

UNIVERSITY AVENUE STRATEGIC PLAN, SPECIFIC PLAN AND STREETSCAPE PLAN

Riverside, California

Gruen Associates prepared the University Avenue Strategic Plan and Specific Plan which provides land use regulations to encourage a mix of land uses and investments on the Avenue, transforming certain objectionable uses to new uses. Development standards and guidelines are aimed at developing University Avenue as a one-of-a-kind street with an enhanced pedestrian character, extensive landscaping, a new bikeway, a shuttle system, improvements at major intersections, and revitalized uses. The University Village Center with a mix of uses that is recommended in the plan opened in 1997 and has expanded twice. The specific plan area now includes retail, restaurants, a movie theater shared with the University, student and market-rate housing, reuse of an existing hotel as the University Extension creating a true town and gown experience. A new and extensively landscaped streetscape designed by Gruen Associates is a major element for improving the visual quality of the University Avenue and the pedestrian environment. Existing palms were maintained and new palms and shade trees planted along both sides of University Avenue. The use of citrus trees, thin water elements, trellis elements, historic pedestrian scaled lights, and brick accented paving emphasizes Riverside's heritage. Caltrans standards for landscaping were followed at freeway ramps and where of University Avenue passes under the freeway.

Key Personnel Involved: Elaine Carbrey, AIA, AICP, Project Manager

Date of Project: 1990 – 1995

SAN BERNARDINO ASSOCIATED GOVERNMENTS, SANBAG TRANSPORTATION LAND USE INTEGRATION PROJECT

County of San Bernardino

Gruen Associates prepared the existing conditions, relevant plans and policies, and issues, opportunities, and constraints report. The project involved attending stakeholder interviews including City staff, property owners, local Indian tribes, and members of planning commission to obtain information and understand some of the local issues. These issues were further used by Gruen's team in preparing alternative concepts. These concepts were then presented at a Joint City Planning Commission and Design Review Board meeting. A revised land use and circulation concept was then prepared based on the workshop comments. The team determined land use and economic development potential on the opportunity sites to improve ridership and assisted SANBAG in obtaining City support for TODs. Seven sites in six cities (Ontario, Rancho Cucamonga, Fontana, Rialto, Colton, and Highland) have been selected as opportunity sites adjacent to transportation facilities under consideration in the San Bernardino County Long Range Transportation Plan. This project received a *2009 Comprehensive Planning Award, Large Jurisdiction, American Planning Association – Inland Empire Section* and a *2009 Compass Blueprint Excellence Award in Mobility*.

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine Carbrey, AIA, AICP, Project Manager/Urban Planner; Meghna Khanna, Urban Planner.

Duration: 2007 – 2008

Reference: SANBAG, Ty Schuiling, Director of Planning & Programming – (909) 884-8276 or Ryan Graham, Transportation Planning Analyst – (909) 885-4407

REDLANDS PASSENGER RAIL STATION AREA PLANS (TRANSIT-ORIENTED DEVELOPMENT)

San Bernardino County, California

Gruen Associates prepared a transit-oriented vision and station area plans for stations along the proposed 9.1-mile Redlands Passenger Rail Corridor. As part of this project, Gruen prepared an existing conditions memorandum for the corridor and for the ½-mile area around 11 potential stations. Working with a task force consisting of representatives from the cities of San Bernardino, Loma Linda, and Redlands, Gruen prepared evaluation criteria, evaluated the potential stations, narrowed the stations to seven and then prepared alternative land use concepts for each station. The overall transit village vision, benefits of transit villages, as well as alternative land use concepts were shared with the three communities in workshops. The team used examples of TODs in other communities to familiarize the stakeholders and community with the benefits of TODs. Land uses and other existing conditions varied per station results in concepts that were tailored for each station. A comprehensive draft station area plan was completed in October 2006 for review by the task force and the community. The Gruen team used GIS to analyze existing conditions and 2030 travel demand model runs were prepared to estimate ridership with the more intensive transit-oriented development around the station. The document will be used to elicit support from the various communities, preparing FTA New Starts or Small Starts submittals for funding, and updating each cities' General Plan. Gruen is currently working on the alternative TOD Area Plans for three of the proposed San Bernardino stations and five Redland's stations, addressing land use, density, intensity, circulation/vehicular, bike, pedestrian) in the ½-mile radius around stations. In addition, Gruen is preparing TOD overlay standards for the two San Bernardino stations. Gruen Associates won a 2007 Focused Issue Planning Award from the American Planning Association, Inland Empire Section and a 2007 Aware of Merit for Focused Issue Planning from the American Planning Association, California Chapter

Key Personnel Involved: Larry Schlossberg, AIA, LEED AP, Partner-in-Charge; Elaine Carbrey, AIA, AICP, Project Manager/Urban Planner; Meghna Khanna, Urban Planner.

Duration: 2007 – 2008

Reference: SANBAG, Ty Schuiling, Director of Planning & Programming – (909) 884-8276 or Ryan Graham, Transportation Planning Analyst – (909) 885-4407

Land Use and Pedestrian Linkage Concept

TOD at Mill St. Station

TOD at Tippecanoe Ave. Station

SBX E STREET BUS RAPID TRANSIT (BRT) CORRIDOR – ARCHITECTURE OF STATIONS, URBAN DESIGN AND LANDSCAPE ARCHITECTURE OF THE CORRIDOR AND E STREET BUS RAPID TRANSIT CORRIDOR – PLANNING, URBAN DESIGN & TRANSIT-ORIENTED DEVELOPMENT

San Bernardino and Loma Linda, California.

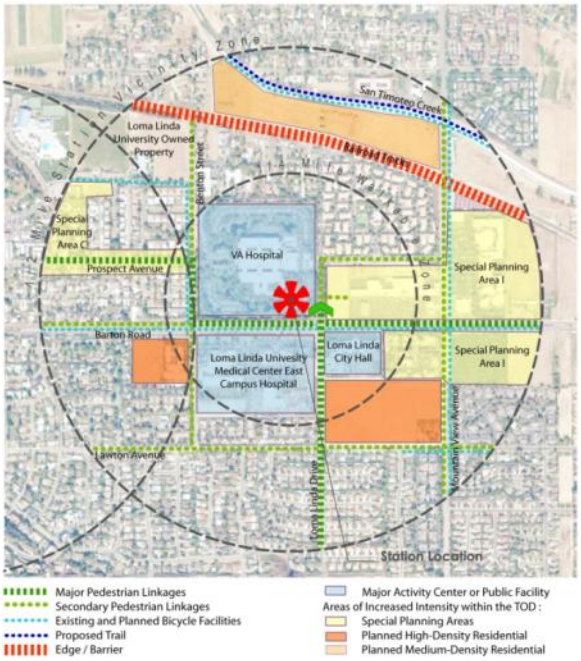
Gruen Associates served as the urban design and station area planning subconsultant on a multidisciplinary team that conducted a Major Investment Study evaluating the Corridor for enhanced transit service including BRT and other modes of travel. The Locally Preferred Alternative recommended service to California State University San Bernardino at the north end and Loma Linda University and Medical Center at the south end, as well as downtown San Bernardino. Known as sbX, the new high-tech, user-friendly system being planned will offer more frequent service, fewer stops, and higher average speeds than traditional bus service. Investing in this new transportation system will also encourage redevelopment. Gruen developed conceptual level plans for transit-oriented, 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 5309 submittals to assist in federal funding. This BRT project won an American Planning Association, Inland Empire Section award in 2006. As a part of a multidisciplinary team, Gruen advanced the level of design from conceptual engineering through construction drawings. This task includes Preliminary Engineering and final level design for 16 stations including site plans, station platforms, canopy, passenger amenities, equipment, and landscaping for the entire corridor. Gruen also completed final construction documents for landscaping of the 16-mile corridor. The detailed conceptual design for the sbX stations prepared in the first phase was refined using Omnitrans', cities' and the community's input. During the PE phase, each station program and design was further developed using updated research on systems, community expectations, new aerial maps, property boundaries, street, and other base information as well as input from Omnitrans and the PDT.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Project Manager; Larry Schlossberg, AIA, LEED AP, Partner-in-Charge, Architecture; Steve Smith, ASLA, Sr. Landscape Architect; Dean Howell, Designer; Meghna Khanna, Planner.

Duration: 3/2004 – 12/2010

Reference: Omnitrans, Rohan Kuruppu, Dir. of Planning – 909.379.7251; Milind Joshi – 909.378.5643.



An example of linkages plan within ½ mile radius of the E Street Corridor terminus station

TOD Concept for sbX Terminus Station

METRO ORANGE LINE CANOGA EXTENSION

Los Angeles, California

Gruen Associates is the land use planner, urban designer, architect and landscape architect on the consultant team which developed urban design/landscape concepts for the Canoga Transportation Corridor (now called the Metro Orange Line Extension). This four-mile corridor would connect transit service from the current terminus of the Metro Orange Line (MOL) at the existing Canoga Station to the Chatsworth Metrolink Station. For the Draft Environmental Impact Report, Gruen assessed the consistency of the proposed project and alternatives with applicable land use/development policies. Gruen also assessed potential visual and aesthetic impact of the project on the surrounding communities. This analysis included the development of station concepts, landscape and pedestrian and bicycle concepts, and assessment of the environmental impacts of the project. Gruen Associates, in coordination with the team's engineers, also explored whether alternatives could be adjusted to create more space for urban enhancement and a bikeway, evaluated trade-offs between the various alternatives, engaged the team in the creation of transit stations and a facility that brands the transportation systems, reflects the unique character of the Canoga Park/Chatsworth areas, and provides the foundation for future development. Gruen participated in community outreach meetings, and presented proposed design enhancements. In addition, an urban design report was prepared by Gruen. The Metro Board selected Bus Rapid Transit (BRT) as a busway as the preferred alternative. For the Preliminary Engineering phase, Gruen was responsible for the aesthetics of the proposed bridge over Lassen Street, and 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.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Gruen Project Manager; Steve Smith, ASLA, Landscape Architect; Dean Howell, Designer; Craig Biggi, LEED AP, Designer; Meghna Khanna, Urban Planner.

Duration: 2008 - 2011

Client: Metro, Walter Davis, Project Manager - (213) 922-3079; Hitesh Patel, Project Manager – (213) 922-7212.

EAST PASADENA SPECIFIC PLAN REVISION

Pasadena, California

Gruen Associates prepared a Specific Plan for three Study Areas of East Pasadena. One Study Area is primarily industrial and the other two Study Areas are adjacent to a planned Sierra Madre Villa transit station and are mixed use. Development standards and design guidelines were developed for the public and private realm, working closely with a citizen advisory group and staff. Standards and guidelines for the Gold Line terminus station and transit-oriented development was a part of this Specific Plan. The Los Angeles to Pasadena Gold Line's Sierra Madre Villa station, its parking structure, renovation of the historic structure, and a residential development was completed following these guidelines.

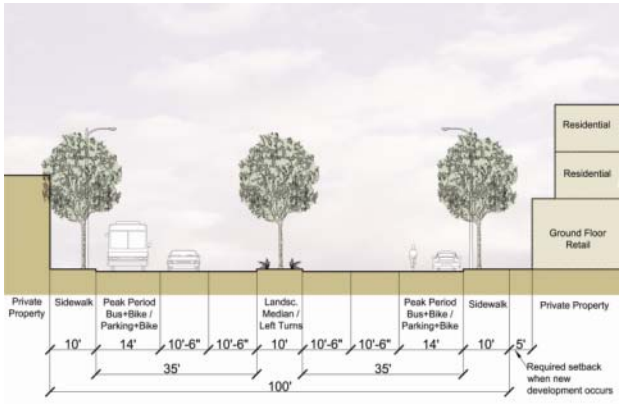
Key Personnel Involved: Elaine Carbrey, AIA, AICP, Project Manager; Ki Suh Park, FAIA, FAICP, Partner-in-Charge

Duration: 1995 - 1997

Client: City of Pasadena, Planning Department.

LINCOLN CORRIDOR MOBILITY & URBAN DESIGN STUDY

Los Angeles, California



This study proposes multiple transportation, transit and urban design enhancements for consideration along the five-mile long Lincoln Boulevard Corridor from the I-10 in Santa Monica through Venice and Marina Del Rey to Manchester Avenue in Westchester near LAX. This heavily traveled street is the major arterial paralleling the beach in this area. Gruen Associates proposed urban design options, which will improve pedestrian circulation, transit service, and the streetscape and recommended guidelines for enhancing and revitalizing development along the corridor. Gruen Associates, with Iteris, developed alternative concept sections for multiple segments of Lincoln Boulevard depicting how various modes of transportation (automobile, bus transit, rail trains, pedestrian, and bikeway) could be accommodated. As a part of this involvement Gruen developed varying prototype pedestrian realms addressing the changing character along the corridor. Gruen also developed massing recommendations for various planned new developments along the boulevard. The project involved active and intensive participation from the wide variety of governmental agencies including the cities of Los Angeles, Santa Monica, Culver City, the County of Los Angeles, Caltrans, and the California Coastal Commission. The project was well received by the Community. The City of Los Angeles and the City of Santa Monica have implemented portions of the project including Rapid Bus and a Design Overlay District.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Project Mgr.

Duration: 2002 – 5/2004

Clients: SCAG in conjunction with the City of Los Angeles, City of Santa Monica, Culver City, and County of Los Angeles, Tom Carranza, LADOT Project Manager – (213) 972-8476.

GROSSMONT TROLLEY STATION TRANSIT-ORIENTED DEVELOPMENT FEASIBILITY STUDY

City of La Mesa, California.

Gruen Associates, as the lead consultant, prepared a master plan and design guidelines for the seven-acre site adjacent to the existing Grossmont Trolley Line Station of the San Diego Trolley Line. Gruen prepared four development scenarios, including site plans, potential land uses and renderings. Among the issues which Gruen addressed were: urban design concepts to intensify transit-oriented development adjacent to single-family neighborhoods; identifying uses feasible under current economic conditions and considering specific site constraints; expanding transit services to occur with the future Mission Valley Extension; integrating new development with station area through new bus court and trolley court station area and transfer points; existing parking agreement on site for 600 spaces in addition to new development requirements; a wide storm drain easement that cut diagonally through the site; and disabled access to the nearby Grossmont Center on an adjacent bluff. As a follow-up to this study, a RFP was circulated to developers for this transit-oriented development. A developer was selected for the project and the project is now constructed. The project received a 2001 American Planning Association Section Award in San Diego.

Key Personnel Involved: Elaine V. Carbrey, AIA, AICP, Project Manager; Larry Schlossberg, AIA, LEED AP, Project Architect.

Duration: 10/1999 – 5/2000

Client: City of La Mesa, Community Redevelopment Agency, Robin Keightley, Redevelopment Project Manager – (619) 667-1103.

Constructed project based on Development Standards & Guidelines.

LARRY SCHLOSSBERG, AIA, LEED AP
Partner

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

EDUCATION

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

Master in Architecture,
Washington University,
St. Louis

PROFESSIONAL REGISTRATION/ AFFILIATION

Registered Architect
in California, South Dakota, Texas, Missouri and North Carolina

Member, the American Institute of Architects

LEED Accredited Professional
Member, National Council of Architectural Registration Boards No. 68678

PROJECT AWARDS

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*

Hollywood Los Angeles Beautification Team Headquarters
- *2006 Business Environmental Award*

PROFESSIONAL EXPERIENCE

Mr. Schlossberg is responsible for directing the design activities of Gruen Associates, which includes work in architecture, interior design, urban design and physical planning. He is active in the American Institute of Architects and is a former Co-Chairman of the Los Angeles Chapter of the AIA Design Committee. In 1987, he joined Gruen Associates as a project designer. He was appointed to Associate and Vice President in 1991 and named a Partner in 1997.

Mr. Schlossberg's work is broadly multidisciplinary. He has completed projects, which span the range of environmental design from interior design to architecture to new community planning. His practice is international with work in the United States and countries overseas. His design work has focused on public and institutional projects, winning numerous honors and design awards for both new construction and renovation. His role in the design process is to take full active responsibility for the generation of a project's concept and ultimate form from initial planning and shaping to detailed execution. He is the Designer for a number of major architectural and planning projects. His projects include:

ARCHITECTURAL DESIGN PROJECTS

- The John Thomas Dye School Expansion, Los Angeles
- Paseo Plaza Mixed-Use Development, Hollywood, CA.
- Morongo Band of Mission Indians Administrative Complex, Banning, CA
- Oglala Sioux Justice Center, Pine Ridge, South Dakota
- Jewish Federation Goldsmith Center, Los Angeles
- Foley Federal Building and United States Courthouse Renovation, Las Vegas, NV
- California Marketplace, Los Angeles
- The Center for Early Education, West Hollywood, CA
- Temple Israel of Hollywood Expansion, Los Angeles
- Maimonides Academy, Los Angeles
- Yeshiva University of Los Angeles (YULA) High School, Los Angeles
- Hollywood Schoolhouse, Los Angeles
- Asian Development Bank Headquarters, Manila, Philippines
- Honold Library Expansion, The Claremont Colleges, Claremont, CA
- Sky Team Alliance Lounge, Los Angeles International Airport, CA
- Village Walk – Phases 2 and 3, Tarzana, CA
- Lawndale Library, Los Angeles County Libraries, Lawndale, CA
- La Quinta City Hall, La Quinta, CA
- Santa Monica City Council Chamber Renovation, Santa Monica, CA
- Asiana Plaza, Ho Chi Minh City, Vietnam
- East Los Angeles College Language Arts Center, Monterey Park, CA
- Intercontinental Hotel, Ho Chi Minh City, Vietnam
- The Claremont Colleges and Graduate School Campus Forum and Master Plan, Claremont, CA
- Harvard-Westlake Middle School Classroom Building, Los Angeles
- Orange County Law Library, Santa Ana, CA
- LA Open Door Presbyterian Church, Los Angeles
- Rivera Library Renovation Plan, University of California, Riverside
- USC Annenberg School of Communications Renovation, Los Angeles
- Norwood Elementary School, Los Angeles Unified School District

LARRY SCHLOSSBERG, AIA, LEED AP (continued)

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

PROJECT AWARDS (cont'd)

Grossmont Trolley Station Transit-Oriented Development Feasibility Study

- *2001 Planning Implementation Small Jurisdiction Award, APA, San Diego Chapter*

Westwood Village Specific Plan and Westwood Village Streetscape Design Concept Plan

- *Implementation Award Los Angeles Section of California Chapter of APA*
- *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.*

- Little Tokyo Recreation Center, Los Angeles
- Monterey Park Center, Monterey Park, CA
- Korean Air Morning Calm Lounge, Terminal 1, John F. Kennedy International Airport, New York City
- KAL Resort Hotel, Cheju Island, Korea
- Luxe Summit Hotel Bel Air, Los Angeles
- Equitable City Center, Los Angeles
- Brentwood Town Green, Los Angeles
- Fremont Shopping Center, Fremont, CA
- Taihan Textile Master Plan Development, Taegu, Korea
- Century Plaza, Jakarta, Indonesia
- Agro Plaza, Jakarta, Indonesia
- 620 Building Renovation, Newport Beach, CA
- Civic Center, Rialto, CA
- East Los Angeles Civic Center Urban Design and Renovation, CA
- Koreatown Plaza Renovation, Los Angeles

PLANNING/TRANSIT-ORIENTED PROJECTS

- Key to Downtown Implementation Plan, Lake Elsinore, CA
- Strategic Campus Plan for Harvard-Westlake Upper School, Los Angeles
- sbX E Street Bus Rapid Transit Corridor – Architecture of Stations, Urban Design and Landscape Architecture of the Corridor, San Bernardino and Loma Linda, CA.
- Canoga Metro Orange Line Extension Preliminary Engineering Transportation Corridor, Los Angeles
- San Fernando Valley East-West Transit Corridor, Phase II, Station Design, Los Angeles
- Bus Rapid Transit Plan, Orange County Transit Authority, Orange, CA
- Urbana Master Plan, Bangalore, India
- Master Plan for New Los Angeles Community College, South Gate, CA
- Planning for Claremont College Consortium, Claremont, CA
- The Center for Early Education Master Plan, W. Hollywood, CA
- University of Judaism Master Plan, Ostrow Library, Bel Air, CA
- University of Southern California Projects, Los Angeles
- Universal City Metro Rail Station Siting and Parking Study, Universal City, CA
- South Coast Plaza Parking Structures, Costa Mesa, CA
- Wilshire/Vermont Transit Station Joint Development Feasibility Project, Los Angeles
- LAX Gateway Transit Station Joint Development Study, Los Angeles
- Chinatown Rail Transit Station Joint Development Study, Los Angeles
- Grossmont Trolley Station Transit-Oriented Development, La Mesa, CA
- Inchon New Port and Outer Islands Project, Inchon, South Korea
- Song-Do Resort Area Development, Inchon, South Korea
- Kelapa Gading Convention Center, Theme Park and Shopping Center, Jakarta, Indonesia
- Bapindo Towers, Jakarta, Indonesia
- Way Halim Town Center, Sumatra, Indonesia
- Song-do New Town Master Plan, Inchon, South Korea
- Suyoung Bay Area Development, Pusan, South Korea

ELAINE V. CARBREY, AIA, AICP
Associate Partner

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

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

Member, American Institute of Architects

Member, American Institute of Certified Planners

Member, Lambda Alpha, an Honorary Land Economics Society

PROJECT AWARDS

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*

Mid-City/Exposition Corridor Light Rail Transit Project
- *2008 Merit Award, AIA California Council*

Redlands Passenger Rail Station Area Plans
- *2007 State of California Focused Issue Planning Award*
- *2007 Focused Issue Planning Award, Inland Empire Section of the American Planning Association*

E Street Transit Corridor Regionally Significant Transportation Investment Study
- *2006 Advocacy Planning Award, APA Inland Empire Section*

PROFESSIONAL EXPERIENCE

Ms. Carbrey joined Gruen Associates in 1969, was named Head of Planning in 1972, an Associate in 1973, a Vice President in 1984, and an Associate Partner in 2002. Her present responsibilities encompass administrative functions for the Planning Department, as well as participation on a full range of urban and regional planning, land use, urban design, master planning, transit, new communities planning, transportation, environmental assessment, and architectural project activities. Ms. Carbrey has been project manager, principal planner, and urban designer for various planning projects and complex developments, which have been implemented and have included public and private improvements, and have encompassed a balance of needs for a variety of interest groups. She is experienced in working for the public and private sectors and has directed and/or participated in many educational, city and regional planning, urban design, and architectural site planning studies. She has been deeply involved in transportation alternatives and environmental studies and public involvement as a part of these projects.

URBAN DESIGN, REVITALIZATION PLANS AND STREETSCAPE PROJECTS

- Redlands Passenger Rail Station Area Plans, San Bernardino County, CA
- Date Palm Drive Connector Plan, SCAG, Cathedral City, CA
- Key to Downtown Implementation Plan, SCAG, Lake Elsinore, CA
- Highway 99/Indio Boulevard Study, SCAG, Indio, CA
- CRA/LA 2009 Metro Call for Projects Grant Application for Martin Luther King Jr. Boulevard Improvements, Los Angeles
- CRA/LA 2010 Metro Call for Projects Grant Application for Hollywood/Western Streetscape Improvements, Los Angeles
- SANBAG Transportation Land Use Integration Project, San Bernardino County
- sbX E Street Bus Rapid Transit – Architecture of Stations, Urban Design and Landscape Architecture of the Corridor, San Bernardino County
- West Los Angeles Multi-Modal Transfer Transit Site Survey, Los Angeles
- Grossmont Trolley Station TOD Feasibility Study, La Mesa, CA
- E Street Bus Rapid Transit Corridor, Urban Design, San Bernardino County
- Long Beach Transit Station Amenities Project, Long Beach, CA
- Pico Boulevard Streetscape Improvements, Los Angeles
- Glendale Boulevard/Route 2 Freeway Terminus Improvement Project, L.A.
- Mixed-Use and Pedestrian Linkage Project, Monterey Park, CA
- Santa Monica Boulevard Transit Parkway - Phase II, Los Angeles
- La Cienega Boulevard Corridor Improvement Project - SCAG, Los Angeles
- East Pasadena Specific Plan Revision, Pasadena, CA
- Section 14 Master Development Plan/Specific Plan, Palm Springs, CA
- Westwood Village Specific Plan, Streetscape, and EIR, Los Angeles
- Mixed-Use Strategic Implementation Plan, La Mesa, CA
- Los Angeles Avenue Streetscape Improvement Project, Simi Valley, CA
- Fair Oaks/Orange Grove Specific Plan, Pasadena, CA
- Hollywood Boulevard BID Vision and Concept Plan, Hollywood, CA
- University Avenue Strategic Development Plan and Specific Plan, Riverside, CA
- University Extension Feasibility Study, Riverside, CA
- Marina del Rey's Waterfront Promenade Design Guidelines, L.A. County
- Mixed-Use Concepts for Town/Gown Area of Riverwalk, Riverside, CA
- Los Angeles Neighborhood Initiative: Community Revitalization Projects, NoHo and Jefferson Park, Los Angeles
- East Washington Boulevard Streetscape Plan, Pasadena, CA
- University Avenue Streetscape Plan, Riverside, CA
- Beverly Hills Triangle Urban Design/Streetscape Program, Beverly Hills
- Lincoln Boulevard Mobility Urban Design Concepts, Los Angeles
- Westside Parkway Urban Design, Bakersfield, CA
- Transit-Oriented Development Concept Plan Alternatives for RCC, Riverside, CA

ELAINE V. CARBREY, AIA, AICP (cont'd)

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

PROJECT AWARDS (cont'd)

Downtown Monterey Park Mixed-Use And Pedestrian Linkages Plan And Zoning Ordinance
- *2006 Special Award of Merit, APA, Los Angeles Section*

La Mesa Mixed-Use Strategic Implementation Award
- *2004 APA Outstanding Planning Award –San Diego Section*

San Fernando Valley East-West Transit Corridor
- *2007 Presidential Honoree Transportation Award for the Orange Line From the AIA*
- *2006 California Transportation Foundation Tranny Award for Transit Excellence*
- *2003 Rail-Trail Design Recognition Award, Rails-to-Trails Conservancy and ASLA*
- *2000 APA Focused Issue Planning Award, Los Angeles Section*

Grossmont Trolley Station Transit-Oriented Development Feasibility Planning Study
- *2001 Outstanding Planning – San Diego Section*

OCTA Bus Rapid Transit Station Plan
- *2003 APA Planning Award, Orange County Section*

Westwood Village Specific Plan and Streetscape Design Concept Plan
- *Planning Implementation Large Jurisdiction Award Los Angeles Section of California Chapter of APA*
- *City of Los Angeles Cultural Affairs Commission Design Excellence Award*

The Center for Early Education
- *2003 Southern California Development Forum Community Enrichment Award*

MASTER PLANNING/NEW COMMUNITY PROJECTS

- Urbana Master Plan, Bangalore, India
- Planning Consultation to The Claremont Colleges Consortium, Claremont, CA
- Master Planning for New Los Angeles Community College, South Gate, CA
- The Center for Early Education Master Plan, West Hollywood, CA
- Planning for USC's Real Estate Development Corporation, Los Angeles
- 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
- Palmdale Airport Master Plan, Los Angeles County, CA
- The Central Phoenix Development Plan, Phoenix, AZ
- Terra Vista Community Plan/Specific Plan, Rancho Cucamonga, CA
- Admiralty Place Master Plan, Los Angeles
- Arlanza/La Sierra Community Development Plan, Riverside, CA
- John F. Long "Hometown", Phoenix, AZ
- Sahara Lake City, India
- Waterwood, TX
- Manado Resort/Golf Course, Paso Village Resort & Siladen Island, Sulawesi, Indonesia
- Kom-dan Concept Development Plan, Seoul, South Korea
- Han Hwa Master Plan, Inchon, South Korea
- Dong Yang Master Plan, Inchon, South Korea
- Planning Consulting Services for Marina del Rey, CA

TRANSPORTATION AND ENVIRONMENTAL PROJECTS

- Metro Orange Line Extension Urban Design, Architecture, Landscape Architecture and Environmental Impact Report, Los Angeles County
- I-710 Freeway Project EIR/EIS Urban Design Component, Los Angeles
- Rockefeller Business Park Project Environmental Impact Report, Torrance, CA
- Canoga Transportation Corridor, Los Angeles
- Mid City/Exposition Corridor Light Rail Transit Project, Los Angeles County
- West LA Multi-Modal Transit Transfer Site Survey, Los Angeles
- Orange Line Revised Final Environmental Impact Report, Los Angeles County
- Bus Rapid Transit Plan, Orange County Transit Authority, Orange, CA
- San Fernando Valley East-West Transit Corridor Urban Design concept and MIS/DEIS/DEIR/FEIR (The Orange Line), Los Angeles County
- Long Beach Transit Bus Stop Design Project, Long Beach, CA
- North/South San Fernando Valley Transit Corridor Regionally Significant Transportation Investment Study, Los Angeles County
- Urban Rail Project for the Cities of Fullerton and Costa Mesa, CA
- Santa Monica Boulevard Transit Parkway EIR, Land Use & Visual Sections, L.A.
- Glendale Boulevard/Route 2 Terminus PSR Urban Design, Los Angeles
- Hollywood Park Retail/Entertainment Center and Distribution Center Plans and Environmental Impact Report, Inglewood, CA
- Glendale Municipal Transportation Center Specific Plan, Glendale, CA
- Nicholson Lane Metro Station Planning, Maryland
- Central Expressway (I-235) Urban Design & Planning Elements, Oklahoma City
- Bay Area Rapid Transit System Impact Study, San Francisco area, CA
- Hollywood Park Stadium Environmental Impact Report, Inglewood, CA
- Watt Housing Environmental Impact Report, Inglewood, CA
- The Ruidoso Valley and Mescalero Apache Indian Reservation EIS (in conjunction with the 300-mile U.S. 70 Corridor Study), New Mexico
- I-10 Route Alternatives, Draft and Final EIS, Phoenix, AZ

MEGHNA KHANNA
Associate, Urban Planner

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

EDUCATION

Bachelor in Physical Planning,
School of Planning
and Architecture
New Delhi, India

Master of Urban Planning,
University of Michigan,
Ann Arbor, Michigan

PROFESSIONAL AWARDS

Recipient of the AICP Student Project Award - Contribution of Planning to Contemporary Issues (2007)

Recipient of the Outstanding Student Planning Project from the Michigan Association of Planning (2006-2007)

Recipient of
Department Fellowship.
University of Michigan
(2005-2006)

Academic Proficiency
Award and Scholarship
Award for Undergraduate
Program (2002-2003)

Academic Scholarship
Awards for Five Undergraduate
Subjects

PROJECT AWARDS

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*

Redlands Passenger Rail Station
Area Plans
- *2007 State of California Focused Issue Planning Award*
- *2007 Focused Issue Planning Award, Inland Empire Section of the American Planning Association*

PROFESSIONAL EXPERIENCE

Ms. Khanna joined Gruen Associates in 2007 as an urban planner. Her field of concentration is in transportation and land use planning with application of GIS with a strong background in transportation planning, demand models and the significance of transportation policies. She has conducted field surveys, literature searches and community data analysis, prepared comprehensive plans, vision statements, transportation studies and land use analysis for varying site scales. She has actively participated in charrettes that focused on tackling neighborhood design and transportation modes, as well as prepared strategic plans, site assessments, comparative analysis and social impact analysis. Her professional experience involves mixed-use developments and master planning projects.

PROJECTS

As an urban planner at Gruen Associates, Ms. Khanna's projects include:

Redlands Corridor Project, San Bernardino County, CA. Ms. Khanna is currently working on the TOD overlay districts standards and guidelines for two San Bernardino stations. As a part of this project, existing conditions analyses were prepared for the corridor and for the ½-mile area around ten potential stations. Ms. Khanna used GIS to analyze existing and 2035 land use and prepared text and graphics for the draft report. Ms. Khanna developed the station area plan for Tippecanoe Station, including 3D drawings.

Marina Beach Master Plan, Los Angeles County. Recently, Gruen Associates was commissioned by the Department of Beaches and Harbors to prepare a Master Plan for the Marina Beach. Ms. Khanna further developed the conceptual designs by preparing the existing conditions, relevant plans, policies and guidelines for this project. Marina Beach is within Marina Del Rey's harbor, which Gruen prepared the original plan for this small-craft harbor that covers approximately 804 acres. The firm has been retained on a consulting basis since 1959 and has completed a broad range of tasks including the establishment of land uses, parcelization, and development and design controls.

SCAG Compass Blueprint, Date Palm Drive Connector Plan, Cathedral City, CA. Ms. Khanna recently completed the final report which includes existing conditions, relevant plans, issues, opportunities, and constraints analysis, urban design concept for Date Palm Drive to accommodate six travel lanes, wide multi-use path with street trees and pedestrian lighting and enhanced landscaping. The final land use concept focused on five activity nodes which represented focused areas in which to concentrate catalytic projects and prioritize public and private investments, thus creating anchors able to induce and energize development between each node for the Corridor which included analyzing 21 existing specific plans along with other plans applicable to the Project area. The project also involved conducting stakeholder interviews; preparing alternative development scenarios to be presented at a Community Workshop, and to the City's Planning Commission and City Council.

SCAG Compass Blueprint, Key to Downtown Implementation Plan, Lake Elsinore, Riverside County, CA. Ms. Khanna assisted in the preparation of Design Standards for the public, private, and mixed-use buildings as well as design for streetscapes, public spaces, and landscaping for a portion of the Downtown area, in a format suitable for incorporation into the existing Downtown Master Plan document. She also assisted the City's planning staff in the adoption of the proposed standards.

MEGHNA KHANNA (Continued)

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Canoga Metro Orange Line Extension EIR, Preliminary Engineering and Final Design, Los Angeles County, CA. As part of a multi-disciplinary team and Gruen Associates' urban planner, Ms. Khanna worked on the Land Use and Development Section of the Environmental Impact Report, the Urban Design Report, and developed site planning and urban design concepts for five stations. As an Urban Planner, she also participated in team and public outreach meetings, as well as prepared GIS maps, illustrative presentation boards, PowerPoint presentations for the public meetings. This four-mile corridor would connect transit service from the current terminus of the Metro Orange Line (MOL) at the existing Canoga Station to the Chatsworth Metrolink Station. Concepts with analysis include a TSM alternative and two BRT alternatives.

SANBAG Transportation Land Use Integration Project, County of San Bernardino. Ms. Khanna assisted the Gruen team in identifying potential development opportunity sites and transit-oriented developments on underutilized land which are adjacent to existing, planned, and potential transportation improvements. The team also determined land use and economic development potential on the opportunity sites to improve ridership and assisted SANBAG in obtaining City support for transit oriented development. Seven sites in six cities (Ontario, Rancho Cucamonga, Fontana, Rialto, Colton, and Highland) were selected as opportunity sites adjacent to transportation facilities under consideration in San Bernardino County Long Range Transportation Plan.

sbX E Street Bus Rapid Transit Corridor – Architecture of Stations, Urban Design and Landscape Architecture of the Corridor, San Bernardino and Loma Linda, CA. As a part of a multidisciplinary team, Ms. Khanna, as a planner for Gruen Associates, advanced the level of design from conceptual engineering to a completed engineering design package. This task included PE and final level design for 16 stations including site plans, station platforms, canopy, passenger amenities, equipment, and landscaping for the entire corridor. As an urban planner, she wrote portions of the Alternative Analysis, Locally Preferred Plan, the Land Use & Development and Visual & Aesthetics sections of the Environmental Assessment (EA/EIS), as well as prepared station site plans for 16 stations during the PE and Final design phase of the project.

West Los Angeles Multi-Modal Transfer Site Survey, Los Angeles. Ms. Khanna assisted in the preparation of concept plans and analysis of alternative sites for a multi-modal transfer site for subway, high-speed rail, and buses in West Los Angeles and 3D illustrations of these sites.

Thomas Road Improvement Project, Westside Parkway, Bakersfield, CA. Ms. Khanna assisted in the development of alternatives, aesthetic themes and landscape treatment proposals for the 76-mile roadway project. Under this program, Gruen also prepared design concepts and design guidelines for aesthetics and landscaping for the Westside Parkway, Mohawk Street and intersections, and 7th Standard Road.

Loma Linda University Adventist Health Sciences Center Campus Master Plan Update, Loma Linda, CA. Ms. Khanna is involved in revisions to the Phase II project, which includes the preparation of a broad based master plan that updates the 1995 Loma Linda University Master Plan.

ANSHUMAN RAJE, LEED AP
Designer, Intermediate Staff

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

EDUCATION

Master of Architecture
University of Arizona
Tucson, Arizona

Bachelor of Architecture
Sushant School of Art & Architecture
New Delhi, India

PROFESSIONAL REGISTRATION/ AFFILIATION

LEED Accredited Professional

PROJECT AWARDS

OCTA Bus Rapid Transit Station Plan
- *2003 APA Planning Award, Orange County Section*

Olympic Police Station
- *2010 City of Los Angeles Green Building Award, Los Angeles Business Council*
- *2009 Project of the Year Award – Buildings Category, American Public Works Association, Southern California Chapter*
- *2009 Merit Award, Los Angeles Cultural Affairs Commission*
- *2008 Civic Building Award, Southern California Development Forum*
- *2008 Community Impact Award, Los Angeles Business Council*
- *2004 Excellence in Architectural Design, City of Los Angeles Cultural Affairs Department*
- *2005-2006 AIA Justice Facilities Review*

PROFESSIONAL EXPERIENCE

Mr. Raje joined Gruen Associates in 2000 as a Designer. He has worked on large- and small-scale projects in both the public and private sectors as a Designer. He has designed transit stations, prepared construction documents, digital 3D modeling and renderings for many types of projects. He has also managed the construction documentation phase for retail projects.

PROJECTS

sbX E Street Bus Rapid Transit Corridor – Architecture of Stations, Urban Design and Landscape Architecture of the Corridor, San Bernardino and Loma Linda, CA. As a part of a multidisciplinary team, Mr. Raje prepared station designs for Gruen Associates and has advanced the level of design from conceptual engineering to a completed engineering design package. This task includes PE and final level design for 16 stations including site plans, station platforms, canopy, passenger amenities, equipment, and landscaping for the entire corridor. The detailed conceptual design for the sbX stations prepared in the first phase was further refined using Omnitrans', cities' and the community's input obtained during the conceptual engineering and the EA/EIR process. During the Preliminary and Final Engineering phases, each station program and design was further developed using updated research on systems, community expectations, new aerial maps, property boundaries, street, and other base information as well as input from Omnitrans departments and the PDT.

Long Beach Transit Bus Stop Amenities II Project, Long Beach, CA. Mr. Raje was a part of the team which prepared digital 3D modeling for this program of enhancements for twenty-eight selected bus stops served by Long Beach Transit. Highlights of the project include the development of a unique shelter and stop design for stops along the Metro Blue Line light rail, and the incorporation of public art into several stations.

OCTA Bus Rapid Transit Station Design Plan, Orange County, CA. Mr. Raje worked with our senior designers in preparing 3D modeling for two BRT demonstration corridors. Features of the BRT line include limited stop operation, improved bus stops, changeable message signs, new station canopies, a distinctive bus, and specific marketing and branding. This project received the 2003 Outstanding Planning Award for Focused Issue Planning from the Orange Section of the American Planning Association.

The Center for Early Education, W. Hollywood, California. Mr. Raje participated in the construction documentation and administration phases of the project. Gruen prepared a master plan for this 39,000 sq ft independent preschool and elementary school. The upper school was completed March 2003.

United States Embassy, Berlin. Mr. Raje participated in the construction document phase and coordination with key team members for the exterior skin development of this project. This 213,000 square foot project was the winning entry in an invited juried competition involving six internationally renowned architectural teams. The building meets rigorous blast design and anti-terrorist requirements. The project was completed in 2008.

ANSHUMAN RAJE, LEED AP (Continued)

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Olympic Police Station, Los Angeles, California. Mr. Raje is part of the design team for this new Precinct Station. This completed project includes a 54,000 square-foot police station, a 10,000 square-foot vehicle maintenance facility (Motor Transport Division), a Communication Tower, a 250-space subterranean parking garage (approximately 87,500 square-foot) and approximately 80 spaces of on-grade parking.

Equitable City Center, Los Angeles. Mr. Raje prepared construction documents for this three-story, $22 million, 160,000 square-foot retail center.

Dior, Beverly Hills, California. Mr. Raje prepared construction documents for this 12,088 gross sq-ft, two-story building with basement located on Rodeo Drive. The design and construction were completed for this 6,000 sq-ft retail and showroom, which contains the famous designer apparel and cosmetics by Christian Dior.

Robert E. Coyle United States Courthouse, Fresno, California. Mr. Raje prepared construction documents for this $107 million project. Gruen Associates is the Executive Architect for this new courthouse building. Designed by Moore Ruble Yudell, this 475,000 square foot building will be the largest building in downtown Fresno. The project, which meets GSA's heightened security and blast design requirements, is slated for completion in summer 2005.

LA Open Door Presbyterian Church, Los Angeles, California. Mr. Raje prepared construction documents, 3D renderings, as well as participating in construction administration for this new facilities located near Downtown Los Angeles, which includes a main sanctuary seating approximately 1,500, four hundred of which are in a balcony, a fellowship hall able to seat up to six hundred in a banquet configuration, a nursery school for approximately fifty children, a gymnasium and administrative facilities. Parking for approximately 330 cars is located in two levels below the main sanctuary level. This urban church complex is composed around a welcoming forecourt providing relief and transition from the church's dense urban environment.

Louis Vuitton Stores, Beverly Hills, Las Vegas, Vancouver, Portland, and Century City. Mr. Raje participated in the design and construction and site coordination for various Louis Vuitton Paris stores which display leather products, fine jewelry, and designer apparel. Gruen Associates has also completed over 30 additional Louis Vuitton stores throughout the United States, Canada and Mexico.

MATTHEW PARRENT
Urban Planner/Graphic Designer

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

EDUCATION

Currently attending UCLA in the Masters of Urban Planning program

Bachelor of Arts, Art Studio
With Honors
University of California
at Santa Barbara

UCLA Extension
2 Courses in Production Design

AWARDS

Institute for Transportation Studies Fellowship

Member of the Golden Key National Honor Society

PROFESSIONAL EXPERIENCE

Mr. Parrent joined Gruen Associates in 2002 and is a key member of the Gruen Associates' Urban Planning and Graphic Design Departments. Since returning to graduate school at UCLA, he has taken on the role of junior urban planner. His duties include, but are not limited to, background land-use research, photo surveys, and GIS analysis. He has extensive experience in the graphic design and is involved in some aspect of every active Gruen project. He has extensive people skills, working with every member of the Gruen staff. While at Gruen Associates, he has organized 60 years of Gruen projects into a sizeable catalogue and searchable graphics library. His duties also include, website maintenance, creating promotional/ proposal materials, PowerPoint presentations, brochures, large project display boards, and other marketing materials for our projects. His duel roles as planner and graphic designer compliment each other and have made Mr. Parrent an invaluable asset to the Gruen team.

PROJECTS

I-710 Corridor Project Urban Design EIR/EIS Engineering/Environmental Component, Los Angeles. Gruen Associates is the urban design lead team on a multidisciplinary team for the 18-mile long corridor project extending from SR-60 in the north to Ocean Boulevard in Long Beach in the south. The project will include ten general purpose lanes, a four-lane freight corridor, and interchange improvements. Gruen Associates' main task is to develop urban design and landscape concepts to enhance the aesthetic quality of the Corridor and its adjacent communities. Gruen will also assess opportunities for urban design enhancements for key intersections, excess parcels, major arterials, and interchange median barriers located along the Corridor which may be needed to create a walkable environment at freeway crossings. Emphasis will be placed on concepts for enhancing vertical improvements that would be visible to motorists driving along the freeway such as bridges, walls, trees, the elevated goods movement corridor, lighting, walls, transmission towers as well as potential enhancements to arterials leading to individual communities. Mr. Parrent assembled an inventory of existing conditions and opportunity areas adjacent to the residential uses along the I-710 Corridor, and prepared presentations to convey existing conditions and potential urban design concepts.

Compass Blueprint Highway 99/Indio Boulevard Study. Under SCAG's Compass Blueprint program, Gruen Associates developed a plan to revitalize and stimulate sustainable development along Indio Boulevard from the Interstate 10 Freeway, Jefferson Street exit to Golf Center Parkway in the City of Indio. The project area includes over 200 parcels located on both sides of Indio Boulevard. A priority for this study is to explore appropriate infill land uses for the corridor providing a transportation link to downtown Indio, links to the proposed transportation center, and urban design solutions. Mr. Parrent worked on the land use and urban design components of this study. He has assembled an inventory of existing conditions, identified major opportunities, as well as constraints, and is currently working on developing land use alternatives for improvements to the project area.

MATTHEW PARRENT (Continued)

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS

Menlo Avenue /Martin Luther King Jr. Boulevard Vermont Exposition Station Pedestrian Improvements, Los Angeles. This completed project encompasses the area approximately 1/2 - mile along Martin Luther King Jr. Boulevard from Figueroa Street to Vermont Avenue and on 1/2-mile along Menlo Avenue (Bill Robertson Lane) from Martin Luther King Jr. Blvd to Exposition Boulevard, as well as a landscaped median along the same stretch of the boulevard. The project involved improving and widening sidewalks, the replacement/refurbishment of existing crosswalks and addition of new ones, landscaping, street furniture and security lighting on. Curb ramps, crosswalks, tree wells and other elements will complement the project. Mr. Parrent was involved in collecting background research for the project. Additionally, he assisted in preparing base maps of the entire project area.

Other projects include:

- Canoga Transportation Corridor Project, County of Los Angeles
- Rancho Mirage Commons
- Mid City/Exposition Corridor Light Rail Transit Project, County of Los Angeles
- SCAG / SANBAG Land-Use Integration Plan, San Bernardino County, CA
- E-Street Bus Rapid Transit, San Bernardino County, CA
- Redlands Passenger Rail Station Area Plans, San Bernardino County, CA
- West LA Multi-Modal Transit Transfer Site Survey, Los Angeles
- Pico Boulevard Streetscape Improvements, Los Angeles
- Orange Line Revised Final Environmental Impact Report, L.A. County
- Bus Rapid Transit Plan, Orange County Transit Authority, Orange, CA
- San Fernando Valley East-West Transit Corridor MIS/EIS/EIR, L.A. County
- Thomas Roads Improvement Project, Bakersfield, CA
- Long Beach Transit Bus Stop Design Project, Long Beach, CA
- North/South San Fernando Valley Transit Corridor MIS, L.A. County
- Urban Rail Project for the Cities of Fullerton and Costa Mesa, CA
- Santa Monica Boulevard Transit Parkway EIR, Land Use & Visual Sections, L.A.
- Glendale Boulevard/Route 2 Terminus PSR Urban Design, Los Angeles
- Grossmont Trolley Station TOD Feasibility Study, La Mesa, CA
- E Street Transit Corridor, Urban Design, San Bernardino County, CA
- Long Beach Transit Station Amenities Project, Long Beach, CA
- Mixed-Use and Pedestrian Linkage Project, Monterey Park, CA
- Santa Monica Boulevard Transit Parkway Study - Phase II, L.A.
- Lincoln Boulevard Mobility Urban Design Concepts, L.A.
- Westside Parkway Urban Design, Bakersfield, CA
- Paseo Plaza Mixed-Use Development, Hollywood
- California Marketplace, Los Angeles
- Temple Israel of Hollywood Expansion, Los Angeles
- Korean Airlines Sky Team Alliance Lounge @ LAX, Los Angeles
- Morongo Band of Mission Indians Administrative Complex, Banning, CA
- Village Walk – Phase 2, Tarzana, CA
- Asiana Plaza, Ho Chi Minh City, Vietnam
- Jewish Federation Goldsmith Center, L.A.
- East Los Angeles College Language Arts Center, Monterey Park, CA
- The Center for Early Education, West Hollywood, CA

PROFILE OF SUBCONSULTANTS

Location the work will be done:
Iteris, Inc.
1700 Carnegie Avenue, Suite 100
Santa Ana, CA 92705
949-270-9400
949-270-9481 fax

Laguna Niguel Gateway Area Specific Plan

The Laguna Niguel Gateway Land Use Plan is a 60-acre mixed-use, residential-office-retail-entertainment-hotel development integrated with a transit center, offering the City of Laguna Niguel the opportunity to redevelop a gateway to the City with a transit-oriented development. As currently conceived the project will include a vibrant urban residential, entertainment and shopping experience and also serve as a major gathering place for City residents. Transit terminals and park and ride will be enhanced and expanded and bicycle and pedestrian facilities and connections will be provided. The site of the proposed project is proximate to several transportation facilities: the Interstate 5, SR-73, the Metro link rail line and regional arterials. This location provides unique opportunities for creating a successfully integrated multi-model transit-oriented development. However, because many of the existing facilities are at or near capacity and circulation is constrained by existing development, topography and infrastructure, the location also provides unique challenges. Iteris was retained as part of the Specific Plan development team to provide traffic and circulation analysis, an update of traffic and travel demand data in and around the study area, an evaluation of the potential impacts resulting from proposed land use revisions, and an evaluation of pedestrian and vehicular access to/from and within the site. Iteris will also develop a list of recommended improvements along with functional access and parking designs for facilities within the project area. This may include the need for improvements such as street widening, new street connections, alternative access/circulation concepts, emergency access, transit evaluations and pedestrian connections including bridges and overpasses. The project is expected to be completed in mid-2008.

Key Staff: *Gary Hamrick, Robert Olson*
Client Reference: *Larry Longenecker, AICP; City of Laguna Niguel, 27781 La Paz Road, Laguna Niguel, CA 92677; (949) 362-4321*
Project Budget: *$148,500*
Project Duration: *2007-current*

California High-Speed Rail Project EIR Traffic Study – LA to Anaheim Section

Iteris has worked since 2007 as part of the project team assessing the ground transportation impacts related to the proposed development of a high-speed train that will traverse most of the state of California. The initial segment of the project will run between downtown Los Angeles and the proposed Anaheim Regional Transportation Intermodal Center (ARTIC). Iteris has been tasked with identify the ground transportation impacts related to the operation and construction of the proposed stations. In addition, Iteris has worked with the Program Management Team (PMT) on the development of analysis guidelines and criteria, modeling of ridership information, access needs and mitigation, and parking supply and demand strategies for each of four the potential stations along the segment along with impacts related to grade crossing and street closures between the stations. The work has required a significant amount of agency and design team interaction and coordination to develop the results and recommendations that will be used in the project-level EIR document that is due to be released for review in 2011.

Key Staff: *Robert Olson, Viggen Davidian, Janet Harvey, Luke Yang, Ali Banava*
Client Reference: *David Borger, P.E., Project Manager, STV Incorporated; 9130 Anaheim Place, Suite 210, Rancho Cucamonga, CA 91730-8540; (909) 484-0660 (p), (909) 484-1360 (f) email: David.Borger@stvinc.com*
Project Budget: *$525,000*
Project Duration: *2007-Present*

Upper State St Traffic Study

Iteris was retained by the City of Santa Barbara, California, to prepare a traffic and circulation study in the Upper State Street area of Santa Barbara. The Upper State Street corridor is important to the City in that it contains numerous local businesses, is one of the primary access corridors to and from downtown Santa Barbara, and contains several interchanges with Route 101. The results of the access and circulation analysis of Upper State Street were used by City staff in the preparation of the Upper State Street Study and Improvement Plan, as well as to provide input to the Santa Barbara 2030 growth visioning process. The study entailed the analysis of an approximately two mile long section of State Street to evaluate existing and future operating conditions and develop a set of recommended physical and operational enhancements to accommodate future development and improve conditions for all modes in the area. Analyses conducted included intersection capacity, parking supply/demand, arterial operations including site access and circulation, and accident reviews. Recommendations included geometric improvements for intersections and street sections, concepts for site access consolidation including development of suggested site access guidelines, parking supply and operations programs, and pedestrian, bicycle, and transit system enhancements.

Key Staff: *Michael Meyer, Gary Hamrick, Robert Olson, Sean Daly, Candice Fukuzaki*

Client Reference: *Barbara Shelton, Project Planner; City of Santa Barbara, Community Development Department, 630 Garden Street, P.O. Box 1990, Santa Barbara, CA, 93102; (805)-564-5470 (p), (805)-897-1904 (f)*

Project Budget: *$125,000*

Project Duration: *2006-2007*

Key People and Commitment Availability:

Robert Olson – Transportation Task Manager	Available time commitment: 25%
Ali Banava – Senior Transportation Engineer	Available time commitment: 35%
Luke Yang – Transportation Engineer	Available time commitment: 30%

Resumes of key personnel follows.

Rob Olson

Senior Transportation Engineer

EXPERIENCE SUMMARY

EDUCATION
MS, Transportation Engineering, University of Wisconsin-Madison, 1990

Bachelor of Business Administration, Transportation Economics, University of Wisconsin-Madison, 1987

PROFESSIONAL AFFILIATIONS
Member, Institute of Transportation Engineers

Institute of Transportation Engineers Bicycle and Pedestrian Council

Mr. Olson has over 20 years of experience in transportation planning and traffic engineering. The range of projects he has managed and participated in includes city-wide and area-wide transportation master plans, corridor planning studies, corridor accessibility and streetscape plans, traffic impact analyses for numerous development projects, bicycle and pedestrian master plans, neighborhood traffic management plans, parking plans for communities and private developments, and master plans for major event centers and developments. Mr. Olson often works with multi-disciplinary teams on diverse projects that require planning, utilization, and design analyses and the presentation of complex traffic and parking issues to agencies, community groups, and the general public. He has worked closely with both public and private sector clients on projects in urban areas that required plans incorporating design and operational solutions. Recent projects include traffic studies for project and arewide EIR's, on-call traffic and development study reviews, and parking distrct plans.

RELEVANT PROJECT EXPERIENCE

Project Name and Location: Laguna Niguel Gateway Specific Plan Update EIR Traffic Study.
Project Role: Project manager and lead senior traffic engineer for the preparation of the EIR traffic study for the update of the Gateway Area Specific Plan. The Gateway area is located adjacent to the I-5 corridor and is challenged by topography, accessibility, and connectivity and has over the years been primarily an industrial and retail area. The area is also the location of the Mission Viejo/Laguna Niguel train station. The Goal of the Specific Plan update is to provide a new vision and framework for the redevelopment of the Gateway area as a mixed-use and transit-friendly area with a combination of residential, retail, and office uses. The traffic study effort modeled proposed land-use alternatives and identified capacity constraints, accessibility and circulation options, and mitigation measures required to promote redevelopment in the area.

Project Name and Location: California High Speed Rail Los Angeles to Anaheim Segment EIR Traffic Study.
Project Role: Project manager and lead senior traffic engineer for the preparation of the EIR traffic study for the LA to Anaheim segment of the planned California High Speed Train (HST) project. Iteris is preparing station area access and parking planning analysis, developing mitigation measures to addres impacts, and conducting operational analyses for affected intersections and roadways. In addition, Iteris helped develop the analysis methodology and significance criteria that will be used for this analysis and the analyses for all of the other proposed HST corridors in the state. This project is an on-going effort.

Project Name and Location: Upper State Street Traffic and Circulation Study, Santa Barbara, CA
Project Role: Project manager and senior engineer for the preparation of a corridor traffic planning study of the Upper State Street area in the City of Santa Barbara. The study entailed the analysis of existing and future operating conditions using ICU intersection analyses and Synchro corridor operations analysis and then developing a set of recommended physical and operational enhancements to improve conditions and accommodate future development and improve conditions for all modes in the area.

Project Name and Location: Sandman Inn EIR Traffic Study, Santa Barbara, CA
Project Role: Project manager for the preparation of an EIR traffic study for the proposed redevelopment of existing Sandman Inn site in Santa Barabara. Located in the Upper State Street planning area the proposed project included the redevelopment of the existing motel into office and condominium uses. The study included typical traffic analyses based on City of Santa Barbara standards, but also the development of access and circulation recommendations using the planning, access, and circulation guidelines developed as part of the Upper State Street Traffic and Circulation Study.

Project Name and Location: Valle Verde Project EIR Traffic Study, Santa Barbara, CA
Project Role: Project manager for the preparation of an EIR traffic and parking study for the proposed expansion of the Valle Verde senior housing facility.

Project Name and Location: Westbound SR-91 Lane Addition Project PA/ED Traffic Operations Study, Fullerton/Anaheim, CA
Project Role: Project manager for the PA/ED traffic operations analysis study for the proposed addition of a fourth westbound general purpose lane and auxiliary lane on SR-91 between SR-57 and I-5. The project entailed the development of traffic analyses to analyze future operating conditions for a No Build and two Build scenarios. Traffic forecasts were developed using the OCTA's OCTAM traffic model. Highway mainline and ramp analyses were conducted using the HCM methodologies, while intersection and arterial operations were evaluated using Synchro.

Project Name and Location: Gerald Desmond Bridge Replacement Project EIR Traffic Study, Long Beach, CA.
Project Role: Project Manager for the traffic study analyzing the impacts related to the replacement of the Gerald Desmond Bridge in the Port of Long Beach. The study included developing traffic forecasts, analysis of the future conditions through the use of micro-simulation modeling using CORSIM and Synchro, and development of construction and permanent mitigation measures for managing future traffic.

Project Name and Location: Port of Long Beach Middle Harbor EIR Traffic Study, Long Beach CA.
Project Role: Project Manager for the traffic study analyzing the impacts related to the redevelopment of Terminals D, E, and F in the Port of Long Beach. The study included developing traffic forecasts, analysis of the future conditions through the use of micro-simulation modeling Synchro, and development of construction and permanent mitigation measures for managing future traffic.

Project Name and Location: County of Riverside On-Call Transportation Services, Riverside, CA
Project Role: Project manager and senior engineer for on-going traffic review work for the County of Riverside. Work includes review of development traffic impact studies and traffic analysis for Project Reports and Project Study Reports for the County. This work is closely coordinated with Iteris' management of the Riverside County Integrated Projects model and the development of traffic forecasts for Riverside County.

Project Name and Location: General Plan Circulation Element, City of Garden Grove, CA
Project Role: Project manager for the analysis and preparation of the Circulation Element of the City's new General Plan.

Project Name and Location: General Plan Circulation Element, City of Simi Valley, CA
Project Role: Project manager for the analysis and preparation of the Circulation Element of the City's new General Plan.

Project Name and Location: Ambassador Campus Traffic and Parking Planning, Pasadena, CA
Project Role: Participated as senior technical planner and engineer to provide traffic and parking planning and design assistance for several Master Plan options for the Ambassador College campus in Pasadena. The site is located in an area where context sensitive traffic and parking strategies needed to be developed.

Project Name and Location: North Bay Area Redevelopment Traffic Study, San Diego, CA.
Project Role: Project manager for a traffic study of the proposed redevelopment of the North Bay Area in the City of San Diego. The study area contains several important travel corridors for the City including I-8, I-5 and Rosecrans Street. Plans were to develop new mixed-use developments, high-tech industrial and research uses, and multi-family residential developments. The traffic study identified travel trends in the area and identified alternatives that would accommodate demand and provide a more pedestrian and transit-friendly environment.

Ali Banava, T.E.
Senior Transportation Engineer

EDUCATION
MS in Civil Engineering (Transportation), University of Southern California, Los Angeles, 2003

BS in Mechanical Engineering, Azad University of Tehran, Iran, 1999

PROFESSIONAL REGISTRATIONS
Traffic Engineer, California #2462, 2008

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers

EXPERIENCE SUMMARY

Mr. Banava has over nine years of experience as a transportation engineer. His primary experience includes applying regional and sub-regional travel demand models such as SCAG RTP, RivTAM, OCTAM, VCTM, and Ports of LA and LB for forecasting traffic in transportation projects, corridor studies and transit projects. Mr. Banava is currently a project manager in a number of transportation and traffic engineering, planning and modeling projects. In addition to management skills, he can Independently perform day-to-day model execution/operations, interpret model data for presentation in graphic form, and for use in analysis to support traffic engineering/planning projects as well as provide data support and technical support for modeling efforts. He has also been involved in conducting various Traffic Impact Studies, traffic simulation projects, traffic operational analyses, as well as preparation of traffic signal, signing and striping plans, LRT horizental alignment, and vertical profile plans for Bus Rapid Transit and Light Rail Transit projects. Mr. Banava is proficient in preparation of technical reports, transportation data management and analysis, conducting traffic and transportation analysis, and developing and maintaining travel demand forecasting models using a wide range of software including but not limited to MS Office, TransCAD, TRANPLAN, TP+, Cube, VIPER, VISSIM, CORSIM, Synchro, and AutoCAD.

PROJECT EXPERIENCE

Transportation Planning and Modeling

Project Name and Location: City of Murrieta Travel Demand Model
Project Role: As Lead Modeler, developed a focused travel demand forecasting (TDF) model based on the Riverside County Traffic Analysis Model (RivTAM) to assess existing and future traffic conditions in the City of Murrieta, to be used in General Plan update.

Project Name and Location: Ventura County Traffic Model
Project Role: As Project Manager, developed a TransCAD hybrid travel demand forecasting (TDF) model based on the previous version of the Ventura County Traffic Model (VCTM) to assess existing and future traffic conditions in the county of Ventura. The new model is capable of performing select link/zone analysis and capturing intersections' turning movement volumes.

Project Name and Location: Ports of Los Angeles and Long Beach Model Development
Project Role: As Lead Modeler, developed a TransCAD hybrid travel demand forecasting (TDF) model based on the Southern California Association of Governments (SCAG) TransCAD regional model to be utilized in various port of Los Angeles projects.

Project Name and Location: Simi Valley Model and General Plan Update
Project Role: As Project Manager, developed a TransCAD hybrid travel demand forecasting (TDF) model based on the Southern California Association of Governments (SCAG) regional model to assess existing and future traffic conditions in the vicinity of the City. Conducted Existing and future Level Of Service analysis to be used in the City's General Plan update.

Project Name and Location: City of Camrillo Model Development and Update
Project Role: As Project Manager, developed a TransCAD hybrid travel demand forecasting (TDF) model based on the Southern California Association of Governments (SCAG) regional model to assess existing and future traffic conditions in the vicinity of the City. Conducted Existing and future Level Of Service and operational analysis to assist the City with identifying the future needs.

Project Name and Location: City of Anaheim Travel Analysis Model
Project Role: As Deputy Project Manager and Lead Modeler, developed a subarea travel demand forecasting (TDF) model based on the Orange County Transportation Analysis Model (OCTAM 3.3) to assess existing and future traffic conditions in the City of Anaheim in Tranplan platform.

Project Name and Location: SR-91/I-605 Needs Assessment Study, Los Angeles
Project Role: As Project Engineer, assisted in developing a hybrid travel demand forecasting (TDF) model based on the Southern California Association of Governments (SCAG) regional model and the Ports of Long Beach and Los Angeles model to assess different alternatives for constructing exclusive truck lanes along the I-710, SR-91 and I-605 freeways.

Traffic Engineering and Simulation

Project Name and Location: San Fernando Valley BRT Traffic Signals Analyses, Los Angeles
Project Role: Assisted project manager to develope a 12.9 mile network including 53 signalized intersections and determined intersection levels of service (LOS) using SYNCHRO software for existing and future conditions. The future scenarios included adding the BRT parallel to the existing corridor and developing timing plans with least delay for all commuters and buses. Determined operation of arterials with BRT and bus lane operation, and collected field data including verification of signage, striping, traffic signals, geometry, and surrounding utilities. Assisted in preparation of the final report and traffic signal, striping and signing plans using Auto CAD.

Project Name and Location: Pasadena Gold Line Phase II-Claremont Extension, Los Angeles
Project Role: Assisted in preparing preliminary base map verifying available right-of-way, crossing streets and utilities using Auto CAD. Developed conceptual engineering drawings showing horizontal alignment, vertical profiles, and station sites in accordance with MTA and LADOT Guidelines. Also evaluated the feasibility of at grade LRT operations for 45 crossings using the MTA Grade Crossing Policy for LRT. Conducted a Level of Service and operational analysis using SYNCHRO for selected grade crossings to determine the impacts on adjacent intersections and to address the needs to resolve the issues for the Phase III of the Project.

Project Name and Location: Sacramento Downtown Folsom Corridor LRT Analysis, Sacramento
Project Role: Developed a simulation model using SYNCHRO software to test signal operations, and developed a VISSIM simulation model to test LRT operations. The affected roadway network contained 81 signalized intersections and the requirement was to analyze a minimum of two blocks on either side of each intersection.

Project Name and Location: Alameda Corridor East Traffic Simulation, Pomona
Project Role: This study involved testing various intelligent transportation system strategies (ITS) (video detection, CMS signs, etc.) designed to reduce commuter delays caused by freight train traffic. Used VISSIM software to develop a 2-mile test segment (pilot project) containing 66 signalized and un-signalized intersections between Hamilton Avenue and East End Avenue along Holt and Mission Boulevard in the City of Pomona.

Project Name and Location: OCTA Grade Crossing Inventory, Orange County
Project Role: Conducted a grade crossing study of 62 at-grade crossings of the Metrolink commuter rail service. The study included developing a grade crossing equipment inventory, providing motorist and pedestrian safety recommendations for each of the crossings, identifying the costs associated with the recommendations and ranking the proposed crossing improvements.

Project Name and Location: Redondo Beach Portion of the Bay Cities Regional Bikeway, Redondo Beach
Project Role: As a Project Engineer, assisted in development and preparation of plans and the design of a 2-mile bikeway alignment for the City of Redondo Beach.

Traffic Impact Studies

Project Name and Location: Anaheim Garden Walk.
Project Role: Assistant Project Manager for transportation planning and impact analysis for the retail/entertainment complex across Harbor Boulevard from Disneyland.

Project Name and Location: Sierra Lakes Traffic Impact Study, Fontana
Project Role: Developed a traffic impact study to assess the impacts of the proposed retail center including a Home Depot building. Used TRAFFIX software to analyze the impact of the project on 6 surrounding intersections.

Project Name and Location: Chaffey College Master Plan CMP Traffic Impact Study, Rancho Cucamonga
Project Role: Developed a traffic impact study to assess the impacts of the proposed Chaffey College Master Plan. Used TRAFFIX software to analyze the impact of the project on 9 surrounding intersections.

Project Name and Location: On-call Services for City of Beverly Hills, Beverly Hills
Project Role: Assisted the City staff in reviewing Traffic Impact Studies, parking plans, and trucks turning movement plans based on the City guidelines. Prepared a Draft Traffic Study Guidelines for the City.

Project Name and Location: On-call Services for City of Irvine, Irvine
Project Role: Assisted City staff in reviewing the submitted Traffic Impact Studies, parking plans, and trucks turning movement plans based on the City guidelines.

Luke C. Yang
Transportation Planner

EDUCATION

MA, Urban Planning, University of Southern California, 2007

BA, Environmental Analysis and Design, University of California, Irvine, 2004

Minor, Urban and Regional Planning, University of California, Irvine, 2004

PROFESSIONAL AFFILIATIONS

American Planning Association (APA)

EXPERIENCE SUMMARY

Mr. Yang has a Master's degree in Urban Planning with a specialization in Transportation and Land Use. He has three years of transportation planning and engineering experience which include parking studies for park-and-ride facilities, ITS design projects, traffic impact analysis and signal/stop-sign warrant studies for various development projects in the Southern California region, and General Plan/Community Plan updates. He has been involved in performing Level-of-Service Analysis, developing TRAFFIX and SYNCHRO networks, and conducting field inventories. Mr. Yang has utilized several computer software packages, including but not limited to TRAFFIX, SYNCHRO, AutoCAD, Microstation, CorelDraw, and Microsoft Office Professional.

RECENT PROJECT EXPERIENCE

Project Name and Location: Great Park Neighborhoods Traffic Impact Analysis, Irvine.
Project Role: Conducted field surveys for intersection geometries and traffic control systems. Conducted impact analysis for existing and future 2015 scenarios using City of Irvine ITAM transportation model. Developed methodologies for streamlining post processing data from the model output used in the impact analysis. Created tables and graphics for report presenting analysis findings.

Project Name and Location: Long Beach Vons Site Parking Analysis.
Project Role: Conducted site review, coordinated with data collection, developed parking demand and supply model for existing conditions operations analysis, and developed assessments for future parking demand and supply based on existing model.

Project Name and Location: Simi Valley Landfill Expansion Traffic Impact Analysis.
Project Role: Developed TRAFFIX network for the existing and future 2030 AM and PM peak hour scenarios, identified and applied trip generation and distribution for the project, analyzed the existing and future Level-of-Service for with and without project scenarios using ICU and HCM methods, created figures in CorelDraw for lane configurations and intersection turning movements.

Project Name and Location: CH2M HILL West Basin EIR
Project Role: Developed TRAFFIX network for the existing and future 2015, 2030, and 2045 AM and PM peak hour scenarios for eight project alternatives for the West Basin area, identified and applied trip generation and distribution for the project truck and auto trips, analyzed the existing and future Level-of-Service for with and without project scenarios using Circular 212 methods, identified mitigation measures for project impacts, and updated report according to analysis results.

Project Name and Location: Hoehn Carlsbad – Encino Auto Plaza Traffic Impact Analysis.
Project Role: Developed TRAFFIX network for the existing and future 2030 AM and PM peak hour scenarios, identified and applied trip generation and distribution for the project, analyzed the existing and future Level-of-Service for with and without project scenarios using ICU and HCM methods, created figures in CorelDraw for lane configurations and intersection turning movements.

Project Name and Location: SR-91-Westbound AUX Lanes Analysis.
Project Role: Conducted freeway segment weaving, merging and diverging analyses using HCS software for existing and future scenarios under different project alternatives.

Project Name and Location: Chino General Plan Update.
Project Role: Conducted field surveys for intersection geometries and traffic control systems, developed TRAFFIX network for existing AM and PM peak hours conditions, analyzed the existing Level-of-Service, performed screenline analysis for model calibration, created figures in CorelDraw for existing conditions, and conducted LOS analyses for Housing Element update.

Project Name and Location: Mount San Antonio College Master Plan Update.
Project Role: Developed TRAFFIX network for the existing and future AM and PM peak hour scenarios, identified and applied trip generation and distribution for the project, analyzed the existing and future Level-of-Service, identified and applied mitigation measures for project impacts, and updated report according to analysis results.

Project Name and Location: Chevron El Segundo Refinery Construction Worker Parking / Commute Plan Analysis.
Project Role: Developed TRAFFIX network for existing AM and PM peak hours for with and without project scenarios, analyzed the existing Level-of-Service for with and without project scenarios using ICU method, created figures in CorelDraw for intersection turning movements.

Project Name and Location: South Bay Goods Movement Study.
Project Role: Researched on existing intersection turning radii along truck routes, organized survey feedbacks from various jurisdictions, researched on truck related codes and ordinances.

TERRY A. HAYES ASSOCIATES INC.
(TAHA)

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Culver City, CA 90232
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www.webtaha.com taha@webtaha.com

TAHA has been providing public sector and private clients with environmental impact assessment services for more than 27 years. TAHA is a certified Minority-Owned Business Enterprise (MBE), a Disadvantaged Business Enterprise (DBE), and a Small Business Enterprise (SBE). Our office is located in Culver City with immediate regional access to the Santa Monica and San Diego Freeways and the Los Angeles International Airport (located 15 minutes away).

CEQA & NEPA DOCUMENTATION

TAHA has prepared and managed every type of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document, including Initial Studies, Environmental Impact Reports, Environmental Assessments, and Environmental Impact Statements. We have completed a wide range of assignments, primarily throughout California, as well as Hawaii, Arizona, Maryland, Nevada, New Mexico, and Washington, D.C. TAHA specializes in community impact assessment and community development planning. Our considerable experience allows us to offer specific services including land use analysis, demographic, market, and socioeconomic profiles and analysis, building condition surveys, and site development concepts applied to private development and public infrastructure projects. We take pride in conducting technically complete and professional work that facilitates policy decisions by public bodies and business decisions by private clients, and encourages increased community knowledge.

TECHNICAL SERVICES

Air Quality Impact Assessments and Monitoring Studies. TAHA uses the USEPA's Industrial Complex Short Term Dispersion Model (ISCST) extensively and has included utilization of digital terrain data from the U.S. Geological Survey. In addition, TAHA provides localized traffic-related air quality dispersion modeling, using CALINE4, as well as the USEPA's CAL3QHC model. TAHA is fully knowledgeable in the operation of emissions factors models such as the California Air Resource Board's (CARB) EMFAC program and the USEPA's Mobile Program. TAHA maintains up-to-date listings of all USEPA's AP-42 emission factors and uses SCREEN3. TAHA also collects field data from and maintains instrumentation used to assess particle distribution and impact on communities. The data collection includes use and calibration of sensitive instruments, such as Sequential Filter Samplers, DustTraks, Federal Reference Method instruments.

Air Quality Conformity Analyses. For transportation and transit projects, TAHA has prepared analyses related to conformity with the provisions of the Clean Air Act.

Global Warming Analyses. TAHA has thorough knowledge of State and local greenhouse gas (GHG) regulations (e.g., State Assembly Bill 32). TAHA calculates GHG emissions associated with construction and mobile source activity. In addition, TAHA calculates GHG emissions related to natural gas consumption and electricity generation. Generally, the GHG emissions analysis discusses whether a project will disproportionately increase vehicle miles traveled (VMTs) or energy consumption within a region.

Health Risk Assessments (HRA). Using the California Air Pollution Control Officers Association (CAPCOA) and the California Office of Environmental Health Hazard Assessments (OEHHA) guidelines, TAHA conducts HRAs to identify cancer risks due to

increased levels of diesel emissions from stationary and mobile diesel sources, and construction and operational emissions. TAHA has prepared HRA's to meet the stringent Los Angeles Unified School District (LAUSD) requirements.

Noise Impact Analysis. TAHA provides services related to mobile and stationary noise sources. TAHA uses the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), as well as other models, (i.e., Optima/Stamina and Caltrans' Sound 32) to estimate transportation-related noise impacts during a peak travel hour throughout the day and night. TAHA has applied these models to a wide variety of transportation improvements, including roadways, transit lanes, freeways, parking lots and rural roads. TAHA also predicts changes in ambient noise resulting from the use of construction equipment, mechanical equipment, industrial/construction processes, or the use of amplified sound. TAHA's work typically involves recommendations for noise abatement. Included within this work is the conceptual design and location of noise walls, berms and other barriers as well as insulation and glazing measures to reduce interior sound in residential and commercial buildings. TAHA also takes on special noise assignments and has addressed unique noise sources, such as athletic activities, crowd noise, entertainment, and unusually loud conversations in public places. TAHA provides services to local jurisdictions to address conditional use requirements pertaining to noise.

Ambient Community Noise Field Measurements. TAHA utilizes certified and calibrated integrating sound level meters to provide accurate field measurements, including noise equivalent and peak noise levels. Meters are capable of storing field measurements and printing standard reports and histograms for measured events.

Geographic Information Systems (GIS). TAHA uses GIS for modeling/analyses of census data, land use impacts, flood plain identification, employment density, spatial analysis, and geocoding.

Visual and Aesthetic Impacts. TAHA provides a full range of services to address aesthetic and visual impacts of both public works and private development projects. TAHA has evaluated the visual effects of a wide range of development types, including, highways, hillsides roads, bridges, multi-story housing or commercial projects, athletic fields, marquee signs, etc. Services provided by TAHA include: Viewshed and Vista Analysis following US Forest Service and/or BLM type guidelines; lighting contour analysis using simulation software to identify lighting spillover effects; shade and shadow analysis using three-dimensional software to identify shadow lengths during key seasons throughout the year. In addition, TAHA prepares photographic simulation and compositing services to insert proposed projects or improvements into existing photographs to give decision-makers and the general public a preview of "before and after" characterizations of sites, streetscapes or areas affected by development or other changes.

3-D Modeling/Animation. Using advances in 3-D modeling programs, TAHA can provide clients with moderate resolution 3-D models of plan areas, illustrating building heights, development patterns, shadows, etc. These models can be presented at various points in time (animated changes over the course of a day or over the life of a plan area).

Land Use Field Surveys. TAHA has an experienced staff capable of conducting land use, building conditions and/or blight surveys and creating associated databases.

Land Use Digital Video Surveys. TAHA has pioneered the use of digital video for preparing land use surveys from vehicle-mounted cameras. The audio and visual elements of a video survey lend themselves to creating a documented base of information that can be saved to compact disc for archiving and used in edited form during community meetings.

Internet Document Hosting. For many public clients TAHA has posted environmental documents to our internet site (www.webtaha.com). The ability to post documents and up-to-date information concerning projects quickly has proven invaluable. The location of TAHA's web site can be linked from a public agency's own page or identified in any mailers or public announcements regarding the proposed project.

Interactive On-Line Documents. In addition to hosting environmental documents, TAHA can also can enhance the accessibility of the documents by adding navigational tools, as well as other multimedia tools, including video and text to speech audio files.

Spanish Language Translation. TAHA has the capability to produce simple to technically complex Spanish translations of notices, flyers, handouts, graphics, PowerPoint presentations and executive summaries relating to environmental projects. TAHA uses native speakers to translate the documents in conjunction with consultation of standard and technical Spanish language dictionaries to ensure accuracy and relevance.

Environmental Sensitivity Training. TAHA has developed short courses offering environmental sensitivity training and manuals to assist field staff in understanding the importance of environmental resources and concerns.

Strategic Assistance. Navigating the planning arena can be confusing and as a result costly for many public and private clients. TAHA provides many services that can help clients successfully certify environmental documents or adopt plans, programs and projects such as peer review, concept development and sustainability analysis for plans, projects and programs. In addition, TAHA has the tools and experienced staff members who can synthesize complex documents and present them to a board or community group in a way that can be easily understood.

Availability of Key Staff

The TAHA proposed Key Staff for the Alessandro Corridor Improvements are as follows:

Team Member	Firm	Project Role	Availability
Terry A. Hayes	TAHA	Project Director	Up to 25%
Jessica Kirchner	TAHA	Project Manager	Up to 45%
Sam Silverman	TAHA	Senior Env. Scientist	Up to 30%

Key Staff

TERRY A. HAYES, AICP, Project Director
Terry Hayes is responsible for overseeing all projects. He is actively involved in the creation and review of technical analyses, reports, and presentations, as well as coordination with clients and decision-makers and staff training. Mr. Hayes has nearly 36 years of experience in the urban and environmental planning field. He has worked on a wide variety of planning projects throughout California, Arizona, Nevada, New Mexico, Maryland, and Washington, D.C. He has also designed and participated in a variety of interactive community outreach activities, including community workshops, study sessions, and neighborhood planning, as well as more formal discussions with planning commissions and city councils. Mr. Hayes sat on the Southern California Association of Governments Peer Review Panel for the U.S. EPA Clean Air Act Implementation Plan for the South Coast Air Basin. Mr. Hayes holds a Bachelor of Arts from Harvard College and a Master of City Planning from the Harvard University Graduate School of Design.

JESSICA KIRCHNER, AICP, Project Manager
Jessica Kirchner joined TAHA in 2008. Ms. Kirchner's previous experience includes public sector environmental planning work with the Southern California Association of Governments (SCAG) where she was the Project Manager for the 2008 RTP EIR. In addition to policy work in the areas of regional open space planning and greenhouse gas analysis, she is experienced in preparing CEQA/NEPA documents, including initial studies and environmental impact reports for residential, commercial, mixed-use, and school development projects, as well as large transportation projects and plans. Her primary responsibilities include project management of CEQA/NEPA documents, marketing and proposal preparation, and technical editing. Ms. Kirchner also has experience in making presentations at public meetings. Ms. Kirchner holds a Bachelor of Arts in Journalism from Rutgers University and a Master of Planning from the University of Southern California.

SAM SILVERMAN, Senior Environmental Scientist
Sam Silverman joined TAHA in 2006 as a Senior Environmental Scientist. His specialties are greenhouse gas analysis and preparing air quality and noise analyses for commercial, residential, and industrial development along with transportation projects. Mr. Silverman's thorough knowledge of air quality analysis methodology includes comprehensive familiarity with the regional and localized estimation methodology set forth by the South Coast Air Quality Management District, application of various computer models (e.g., URBEMIS2007, EMFAC2007, AERMOD, Caline-4, and CAL3QHC), health risk assessments (HRAs), construction and operation emission inventories. His knowledge of noise analysis methodology includes noise monitoring, noise models (e.g., Sound2000), and mobile (Federal Highway Administration RD77108 noise calculation formulas) and stationary source analyses. Mr. Silverman holds a Bachelor of Science in Environmental Studies from the University of California, Santa Barbara, and a Master of Science in Environmental Health from the University of California, Los Angeles, School of Public Health.

Full resumes follow.

TERRY A. HAYES, AICP

PRINCIPAL

Education
Harvard University, Masters of City Planning, 1974
Harvard College, Bachelor of Arts, Government, 1971, cum laude

Mr. Hayes has over 36 years of experience in project management, agency coordination and public presentations. His project experience includes the environmental evaluation of a wide range of public works/infrastructure improvements, transportation, and land use projects. He has participated in the preparation of guideline and training programs for the U.S. Department of Transportation (Federal Highway Institute), as well as the U.S. Department of Housing and Urban Development. Mr. Hayes also conducted a ten-session series with staff of the City of Los Angeles Neighborhood Planning Division regarding CEQA. These sessions involved the use of evaluation criteria and applicable technical methods to identify the magnitude of environmental impacts.

Much of his experience includes the preparation of environmental documents in conformance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). He has worked in such cities as Los Angeles, California; New York, New York; Newark, New Jersey; Baltimore, Maryland; Albuquerque, New Mexico; Tallahassee, Florida; Phoenix, Arizona; and Washington, DC.

Prior to opening his own firm in 1984, Mr. Hayes held senior technical management positions at nationally recognized consulting firms, including Alan Voorhees Associates (transportation planning), Skidmore, Owings & Merrill (architecture and planning), Gruen Associates (urban and transportation planning), and The Planning Group (demographic and socioeconomic analysis).

Relevant Experience

Cathedral of Our Lady of the Angels EIR. For the Los Angeles Roman Catholic Archdiocese, Mr. Hayes directed the preparation of the Environmental Impact Report for the 160,000-square-foot cathedral complex in Downtown Los Angeles. The new facility contains a sanctuary, rectory and parish center. The key issues raised by the project were loss of parking, traffic, archaeological and noise. Specifically, Mr. Hayes prepared the detailed Noise Analysis for a set of 36 bells to be suspended 150 feet above the new cathedral, and estimated the noise impact of the bells on adjacent sensitive land uses such as the Angeles Plaza Elderly housing project.

Riverside County Redevelopment Plan EIRs. For Riverside County, Mr. Hayes participated in preparing Environmental Impact Reports for proposed redevelopment plans in a variety of communities in the late 1980's, including Hemet, Perris, Temecula, and Murrieta. A major focus of the documents was the impacts on the loss of agricultural land and socioeconomic-related displacement effects.

West Hollywood Eastside Mixed-use Overlay Zone (MUOZ) Program EIR. Mr. Hayes oversaw the preparation of a program Environmental Impact Report for the City of West Hollywood's Mixed-use Overlay Zone (MUOZ) for the eastern portion of the City, which encompasses the area bounded by the north and south city limits, Hayworth Avenue (one block west of Fairfax Avenue) and La Brea Avenue on the east. This MUOZ permitted development of residential uses along Santa Monica Boulevard and other areas in primarily commercial corridors on the east side of the City. Mr. Hayes oversaw the project.

City of Los Angeles General Plan Framework Assessment. For the Department of City Planning, Mr. Hayes prepared the overall socioeconomic land use database that is used to establish existing conditions for the environmental document. The land use database established baseline development levels for a 460-square-mile area including housing, office space, retail space and industrial space. In addition, Mr. Hayes prepared the Air Quality and Noise Impact Analysis on each of the 35 community plan areas of the City of Los Angeles General Plan.

Azusa General Plan EIR. Under the direction of Mr. Hayes, TAHA assisted the City of Azusa in developing renewed general plan goals, objectives, policies, and programs and concurrently prepared an Environmental Impact Report for the General Plan Update. Mr. Hayes oversaw the daily management of the project, including coordination with City staff, subconsultants, and other consulting firms on the project team. TAHA was responsible for reviewing prior environmental documents prepared for the City and adjacent cities, obtaining the latest releases of year 2000 Census data for the City, reviewing USGS maps and current and historical aerial photos, compiling other environmental data for input into GIS, performing air quality and noise research, modeling, and analysis, writing sections of the Environmental Impact Report, preparing public notices, and attending public hearings and community workshops.

Desert Village Mixed Use Project Noise Study. The proposed project consists of a zone change from CT (tourist commercial) to R-1 (single-family residential), R-3 (multi-family residential), and CG (general commercial). The scale of the development consists of 95 single-family residential homes, two multi-family apartment sites, and three general commercial parcels on a 55.6-acre site in the City of El Centro. Mr. Hayes directed the Air Quality and Noise Analysis, as well as the preparation of the Noise Technical Report.

Home Depot National Training Center EIR. Under the direction of Mr. Hayes, TAHA prepared an Environmental Impact Report for the Home Depot National Training Center Project located on the campus of California State University, Dominguez Hills. The proposed project included a 20,000-seat soccer stadium, an 8,000-seat tennis stadium, a velodrome, a track and field complex, upgrades to existing campus facilities including the gym, and various practice courts and fields. The project site is the largest athletic training complex on the West Coast and serves as home to Major League Soccer's L.A. Galaxy, as well as several national sports federations. Issues of concern revolved around the proximity of residential neighborhoods to the campus. TAHA focused technical analysis on light and glare impacts from stadium lighting, noise and air quality impacts during large sporting and entertainment events, and traffic effects. Special emphasis was given to mitigating potential impacts through site design, which included placing the stadium below-grade to minimize noise.

Majestic Spectrum Specific Plan EIR. Mr. Hayes evaluated the Majestic Spectrum Specific Plan Area, which is located east of State Route 71 for the City of Chino. The project had been partially developed for light industrial uses and encompassed a three million square-foot commercial and industrial park. The environmental review included the consideration of warehouse development and a major shopping center. Issues of concern were noise impacts on adjacent residential, loss of wetlands, agricultural lands, traffic and truck impacts.

Monrovia Nursery Specific Plan EIR. The Monrovia Specific Plan proposed to develop 489 acres of a current nursery operation in the City of Azusa. The development of the project will include up to 1,575 residential units, 50,000 square feet of commercial use, parks and open space, and a school. The detailed land plan contains distinct planning areas encompassing a pedestrian-oriented walking district, a light rail transit center that consists of a station and up to 50,000 square feet of transit-related development and residential uses, detached residences anchored by a series of neighborhood parks, and housing anchored by a community recreation facility. A kindergarten through 8th grade school, joint-use park, and utility and infrastructure improvements of the proposed project , including a new fire station, are also proposed. Working under an aggressively paced schedule, Mr. Hayes supervised all facets of the Environmental Impact Report process.

Westwood Village Specific Plan EIR. Mr. Hayes prepared the environmental documentation for the second revision to the Westwood Village Specific Plan. For this major regional center, the Environmental Impact Report focused on overall development intensity, building heights, pedestrian impacts and traffic.

JESSICA KIRCHNER, AICP

SENIOR PLANNER

Education
University of Southern California, Master of Planning, 2004
Rutgers University, Bachelor of Arts, Journalism, 1998

Jessica Kirchner joined TAHA in 2008. Ms. Kirchner's previous experience includes public sector environmental planning work with the Southern California Association of Governments (SCAG). In addition to policy work in the areas of regional open space planning and greenhouse gas analysis, she is experienced in preparing CEQA/NEPA documents, including initial studies and environmental impact reports for residential, commercial, mixed-use, and school development projects, as well as large transportation projects and plans. Her primary responsibilities include project management of CEQA/NEPA documents, marketing and proposal preparation, and technical editing. Ms. Kirchner also has experience in making presentations at public meetings. Ms. Kirchner holds a Bachelor of Arts in Journalism from Rutgers University and a Master of Planning from the University of Southern California.

Relevant Experience

West Hollywood Eastside Mixed Used Overlay Zone EIR. TAHA prepared an Environmental Impact Report (EIR) for the City of West Hollywood's Eastside Mixed-use Overlay Zone (MUOZ) for the east side portion of the City, which encompasses the area bounded by the north and south city limits, Hayworth Avenue (one block west of Fairfax Avenue) and La Brea Avenue on the east. The Eastside MUOZ permitted height bonuses, floor area ratio (FAR) bonuses, and the development of residential uses along Santa Monica Boulevard and other areas in primarily commercial corridors of the City. Ms. Kirchner was responsible for technical editing and project management.

Compton Brickyard IDO. TAHA prepared an Interim Development Ordinance (IDO) for the proposed Compton Brickyard Specific Plan site. The intent of the IDO was to put a temporary moratorium on the approval of development permits for the project site while the City finalized the Specific Plan. This would ensure that new development that would occur in the interim would not be incompatible with the City's goals for the Specific Plan. Ms. Kirchner coordinated with the City on the project and prepared the IDO.

Downtown Redlands Specific Plan Program EIR. TAHA is currently preparing a Program Environmental Impact Report (EIR) for the revision of the existing Downtown Redlands Specific Plan. The purpose of the Specific Plan is to provide a comprehensive set of standards for land-use, development design, and public improvements. In addition to the revisions to the Downtown Specific Plan, the proposed project involves amendments to the Redlands General Plan. The revisions to the Downtown Redlands Specific Plan include expansion of its boundaries, modification of its goals, and establishment of a development program that will provide a pedestrian-friendly, amenity-rich mixed-use environment. The project also proposes to extend the Specific Plan Area boundaries to generally include the area south of Redlands Boulevard. Ms. Kirchner is the project manager and is overseeing preparation of the EIR. Ms Kirchner is also responsible for preparation of the population housing and employment, alternatives and growth inducing impacts sections of the EIR.

Regional Comprehensive Plan. Ms. Kirchner participated in the project lead team in the preparation of the Regional Comprehensive Plan (RCP), a compendium of policies and best practices from across the Southern California region designed to coordinate planning activities. The RCP was prepared for the Southern California Association of Governments and required extensive input from regional stakeholder including policymakers, technical experts and interested citizens. Ms. Kirchner also prepared the open space and habitat chapter of the RCP and conducted extensive public meetings as part of the planning process.

Regional Transportation Plan Program EIR. Ms. Kirchner served as the project manager for the preparation of a Program Environmental Impact Report (EIR) prepared for the 2008 Regional Transportation Plan (RTP). The RTP is the long-range transportation plan for six counties in Southern California that determines funding and priority for transportation projects in the region and helps to achieve a coordinated rational transportation system. The 2008 RTP includes a policy element that is shaped by goals, policies and performance indicators, an action element that identifies specific projects, programs and implementation, and a description of regional growth trends that identifies future needs for travel and goods movement. The Program EIR for the 2008 RTP acts as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed RTP. Ms. Kirchner prepared the Notice of Preparation, and the project description, land use, visual resources, open space, population and housing and alternatives sections of the EIR in addition to her project management duties. TAHA prepared the regional greenhouse gas analysis included in the RTP Program EIR.

Southeast Los Angeles Community Plan Update EIR. TAHA is preparing an Environmental Impact Report (EIR) for update to the Southeast Los Angeles Community Plan. The Community Plan is one of 35 Community Plans, which comprise the Land Use Element of the General Plan. The Land Use Element is one of the seven State-mandated elements of the General Plan that also include noise, transportation, and conservation among others. The Community Plan is intended to promote an arrangement of land uses, streets, and services in the Southeast Los Angeles Community Plan Area (CPA) to encourage economic vitality, social and physical well-being, and general health, safety, welfare and convenience for the people who live and work in the CPA. In the EIR, environmental impacts associated with projected growth for the CPA will be analyzed. Ms. Kirchner is the project manager and is also responsible for the energy impact analysis.

Village Trailer Park IS/EIR. TAHA is currently preparing an Environmental Impact Report (EIR) for a mixed-use development in the City of Santa Monica. The project includes the closure of the existing Village Trailer Park and construction of an approximately 350,000 square-foot mixed-use development that would be split 35/65 between commercial and residential uses respectively. The non-residential commercial space would include creative/office space and 11,000 square feet of neighborhood serving retail. The residential uses would be comprised of 144 apartment units, 109 of these units would be subject to Santa Monica's rent control ordinance, with 52 of those set aside for low-income residents. The remaining 37 units would be market-rate apartments. Ms. Kirchner is the project manager and is preparing the Initial Study, Project Description, Aesthetics and Alternatives Analysis.

Westside Extension Transit Corridor EIR/EIS. TAHA is preparing an Alternative Analysis and Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for Metro's Westside Extension Transit Corridor in the West Los Angeles area. The Westside Extension would extend the Metro Purple Line from its current western terminus at Western Avenue/Wilshire Boulevard to Westwood with possible extension to Santa Monica. Additionally, a secondary route is proposed from the Metro Red Line Hollywood Boulevard/Highland Avenue station through the City of West Hollywood. Alternatives including an underground subway and transit stations will be evaluated. TAHA is preparing five standalone Technical Reports for the project: Land Use, Energy, Real Estate Acquisitions, Environmental Justice and Community and Neighborhood Impacts in addition to supporting GIS based maps for community meetings and report preparation. Ms. Kirchner is responsible for evaluation of the community impacts associated with the project and proposed alternatives, as well as overall project management and client coordination.

SAM SILVERMAN

SENIOR ASSOCIATE/SENIOR ENVIRONMENTAL SCIENTIST

Education

University of California, Los Angeles, School of Public Health, Master of Science, Environmental Health, 2001
University of California, Santa Barbara, Bachelor of Science, Environmental Studies, 1999

Sam Silverman joined TAHA in 2006 as a Senior Environmental Scientist and is now a Senior Associate. His specialties are preparing air quality and noise analyses for commercial, residential, institutional, industrial development, and transportation projects. Mr. Silverman's thorough knowledge of air quality analysis methodology includes comprehensive familiarity with the regional and localized estimation methodology set forth by the South Coast Air Quality Management District (SCAQMD), application of various computer models (e.g., URBEMIS2007, EMFAC2007, AERMOD, CALINE4, and CAL3QHC), health risk assessments (HRAs), and construction and operation emission inventories. His knowledge of noise analysis methodology includes noise monitoring, mobile source analyses (Federal Highway Administration Traffic Noise Model) and stationary source analyses.

Mr. Silverman's air quality and noise reports follow a general format. Mr. Silverman typically assesses regional construction emissions using California Air Resources Board's (CARB) URBEMIS2007 emissions inventory model. Localized construction concentrations are estimated using similar methodology as regional emissions and analyzed using SCAQMD localized significance threshold guidance. Regional operational emissions are calculated using average daily traffic and CARB's URBEMIS2007 or EMFAC2007 models. Localized carbon monoxide concentrations are calculated using EMFAC2007 and either the CAL3QHC or CALINE4 dispersion models. Mr. Silverman also analyzes toxic air contaminants, odors, project consistency with air quality management plans, and cumulative emissions. In addition, Mr. Silverman estimates greenhouse gas emissions from mobile and stationary sources. The typical noise analysis includes ambient noise monitoring, quantification of construction noise levels at nearby sensitive receptors, mobile source noise calculations, and quantification of operational noise sources (e.g., recreational activity, mechanical equipment, and parking lots).

Relevant Experience

Bunker Hill Access Study. Mr. Silverman analyzed the Bunker Hill area of the City of Los Angeles to determine if there was adequate transportation capacity to accommodate an increase in the floor-area ratio (FAR) from 5:1 to 6:1. Mr. Silverman estimated the transportation capacity of Bunker Hill in 1970 when the Bunker Hill Redevelopment Plan was issued. Mr. Silverman calculated the current transportation capacity of Bunker Hill from various transportation services (e.g., buses and trains). The increase in Bunker Hill capacity from 1970 to 2006 was analyzed to determine if the existing Bunker Hill Capacity could accommodate a 6:1 FAR.

East-West Studios Appeal Noise Memorandum. Mr. Silverman prepared a noise memorandum disputing the findings of a Mitigated Negative Declaration (MND) completed for a proposed commercial development located adjacent to a sound studio. The sound studio was sensitive to increased daytime noise levels. Mr. Silverman found that the MND did not adequately address construction noise and vibration. The noise analysis quantified construction noise at the sound studio and proposed mitigation measures to reduce noise levels.

Echo Park Lake Rehabilitation Project Air Quality and Noise Impact Report. Mr. Silverman managed the preparation of an Air Quality and Noise Impact Report for the rehabilitation of Echo Park Lake. The State of California identified the Lake as an impaired water body. As a result, the City of Los Angeles proposed to implement in-lake improvements; vegetation, habitat and park improvements; and parkland structural best management practices at the Lake. Construction activities would include draining the Lake to remove the sediment accumulated within the Lake. The removed sediment would require drying, handling and hauling from the project site. The air quality analysis focused on fugitive dust emissions and the noise analysis focused on construction activity.

El Cajon Public Safety Center Project Air Quality and Noise Impact Report. Mr. Silverman managed the preparation of an Air Quality and Noise Impact Report for the construction of a three-story public safety center with a parking structure. Sensitive air quality and noise receptors near the project site included residential, educational, and religious land uses. The air quality analysis focused on regional construction emissions and potential global warming impacts. The noise analysis discussed siren activity, an indoor shooting range, and a pedestrian plaza.

Jordan Downs Redevelopment Project Greenhouse Gas Analysis. TAHA prepared a specialized greenhouse gas (GHG) analysis for the Jordan Downs Redevelopment Project. Currently, Jordan Downs provides 700 housing units for approximately 2,300 residents on 49.4 acres of land. The redevelopment of Jordan Downs will include a one-for-one replacement of the existing housing units and an expansion to accommodate an additional 1,400 housing units. The analysis utilized trip information obtained from the Southern California Association of Governments Transportation Demand Model. The trip generation component of the Travel Demand Model relies heavily on socioeconomic variables, such as residential population, households, household income, workers, and employment by type to estimate trip generation, distribution, mode choice, and trip assignment. This information was used to estimate mobile source GHG emissions associated with retained residents with low incomes and new residents moving into market-rate housing. The analysis was dependent on socioecomonic data and associated vehicle trip patterns (e.g., low income residents and public transportation compared to middle income residents with long work commutes). Mr. Silverman managed the technical analysis and prepared the discussion.

Lomita Boulevard Office/Light Industrial Development Project Air Quality and Noise Impact Report. Mr. Silverman completed an Air Quality and Noise Impact Report associated with the construction of approximately 203,000 square feet of medical, office, and light industrial land uses in the City of Torrance. Sensitive receptors near the project site included an adjacent church. The air quality analysis focused on localized pollutant concentrations at the church generated by construction activity. The noise analysis focused on construction and operational noise levels at the adjacent church.

Movietown Specific Plan Project Air Quality and Noise Impact Report. Mr. Silverman managed the preparation of an air quality and noise analysis for the construction of approximately 371 residential units and approximately 32,300 square feet of retail/commercial uses located in the City of West Hollywood. The air quality analysis focused on greenhouse gas emissions and compliance with local and regional regulations. The noise analysis focused on construction noise and vibration levels at adjacent movie and photography studios. Mitigation was proposed to reduce noise and vibration levels.

Santa Monica Recycling and Drop Off Facility Project IS/MND. TAHA prepared an Initial Study/Mitigated Negative Declaration for the renovation and modernization of the existing City of Santa Monica and Southern California Disposal (SCD) Recycling and Solid Waste Transfer Stations. Upon completion, the project would serve as an integrated transfer, recycling and disposal facility, whereby SCD provides transfer services in an expanded transfer station and operates a self haul area on City land and Allan Company provides recycling services. Mr. Silverman managed the preparation of an air quality and noise analyses. The air quality analysis focused on truck emissions and the noise analysis focused on equipment noise associated with sorting materials.

Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) Global Warming Analysis. Mr. Silverman completed the global warming analysis for SCAG's 2008 RTP. The analysis included calculation of greenhouse gas (GHG) emissions associated with construction activity, mobile sources, electricity generation, and natural gas consumption. GHG emissions were compared to the State emissions inventory compiled by the California Air Resources Board.

LINE ITEM BUDGET (COST PROPOSAL)

	Cost including ODCs
GRUEN ASSOCIATES	
April 2011 to June 2011	$31,335
July 2011 to December 2011	$134,996
Subtotal	$166,330
ITERIS	
April 2011 to June 2011	$4,221
July 2011 to December 2011	$16,248
Subtotal	$20,470
TAHA	
July 2011 to December 2011	$5,000
Subtotal	$5,000
GRAND TOTAL	$191,800

LINE ITEM BUDGET - APRIL 2011 TO JUNE 2011

Consultant:
Gruen Associates
6330 San Vicente Blvd, Suite 200
Los Angeles, CA 90048

Title of Project: Alessandro Boulevard Corridor Implementation Project
RFP Number: 11-001BR06

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(k)	(l)	(s)	(t)	(w)	(x)
Cost Categories	**Maximum Hourly Rate**	**Task 1** Orientation for Private and Public Realms		**Task 2** Evaluation of Existing Conditions for Private and Public Realms		**Task 3a** Mixed-Use Overlay District		**Task 3d** Stakeholders/City Staff Meeting		**Task 4a** A set of specialized street section standards		**Grand Total**	
		Hours	*Amount*	*Hours*	*Amount*	*Hours*	*Amount*	*Hours*	*Amount*	*Hours*	*Amount*	*Hours*	*Amount*
Direct Labor Classification(s):													
A. Larry Schlossberg, Partner-in-Charge*	$ 79.00		$0		$0		$0		$0		$0	0	$0
B. Elaine Carbrey, Project Manager*	$ 60.00	8	$480	24	$1,440	16	$960	8	$480	8	$480	64	$3,840
C. Senior Staff	$ 51.00	8	$408	16	$816	8	$408	8	$408	8	$408	48	$2,448
D. Intermediate Staff	$ 33.00	16	$528	48	$1,584	48	$1,584	16	$528	24	$792	152	$5,016
Subtotal - Direct Labor		**32**	**$1,416**	**88**	**$3,840**	**72**	**$2,952**	**32**	**$1,416**	**40**	**$1,680**	**264**	**$11,304**
Overhead & Fringe *(inc. G&A)* **:**	%												
Overhead/Fringe	141%		$1,997		$5,414		$4,162		$1,997		$2,369		$15,939
			$0		$0		$0		$0		$0		$0
					$0								
Subtotal - Overhead & Fringe (inc G&A):			**$1,997**		**$5,414**		**$4,162**		**$1,997**		**$2,369**		**$15,939**
Fixed Fee	10.00%												
Subtotal - Fixed Fee:			**$341**		**$925**		**$711**		**$341**		**$405**		**$2,724**
Other Direct Costs (ODCs)													
Travel			$160		$320		$0		$160		$0		$640
Printing - Directly Chargeable only			$50		$100		$50		$468		$0		$668
Postage and Delivery			$0		$60		$0		$0		$0		$60
Other			$0		$0		$0		$0		$0		$0
Subtotal - ODCs:			**$210**		**$480**		**$50**		**$628**		**$0**		**$1,368**
Subconsultant(s)*													
Iteris		6	$996	25	$3,225		$0		$0		$0		$4,221
TAHA			$0		$0		$0		$0		$0		$0
			$0		$0		$0		$0		$0		$0
			$0		$0		$0		$0		$0		$0
Subtotal - Subconsultant(s):			**$996**		**$3,225**		**$0**		**$0**		**$0**		**$4,221**
GRAND TOTAL		**32**	**$4,960**	**88**	**$13,885**	**72**	**$7,876**	**32**	**$4,382**	**40**	**$4,454**	**40**	**$35,556**

LINE ITEM BUDGET - JULY 2011 TO DECEMBER 2011

Consultant:
Gruen Associates
6330 San Vicente Blvd. Suite 200
Los Angeles, CA 90048

Title of Project: Alessandro Boulevard Corridor Implementation Project
RFP Number: 11-001BR06

(a) Cost Categories	(b) Maximum Hourly Rate	(c) Task 3a Mixed Use Overlay District Hours	(d) Task 3a Mixed Use Overlay District Amount	(e) Task 3b Rezoning to Residential (R30) along Alessandro Boulevard Hours	(f) Task 3b Rezoning to Residential (R30) along Alessandro Boulevard Amount	(g) Task 3c General Plan Amendments Hours	(h) Task 3c General Plan Amendments Amount	(i) Task 3d Stakeholders/City Staff Meeting Hours	(j) Task 3d Stakeholders/City Staff Meeting Amount	(k) Task 4a A set of specialized street section standards Hours	(l) Task 4a A set of specialized street section standards Amount	(m) Task 4b Prototype Bus Stop Design along Alessandro Boulevard Corridor Hours	(n) Task 4b Prototype Bus Stop Design along Alessandro Boulevard Corridor Amount	(o) Task 4c General Plan Amendments Hours	(p) Task 4c General Plan Amendments Amount	(q) Task 4d Stakeholders/City Staff Meeting Hours	(r) Task 4d Stakeholders/City Staff Meeting Amount	(s) Task 5 Overlay District Plan and Final Street Section Standards Hours	(t) Task 5 Overlay District Plan and Final Street Section Standards Amount	(u) Task 6 Final Presentations Hours	(v) Task 6 Final Presentations Amount	(w) Grand Total Hours	Grand Total Amount
Direct Labor Classification(s):																									
A. Larry Schlossberg, Partner-in-Charge*	$ 79.00		$0		$0		$0	0	$0	$0		8	$632		$0	0	$0	$0	$0	$0	$0	8	$632		
B. Elaine Carbrey, Project Manager*	$ 60.00	40	$2,400	48	$2,880	48	$2,880	0	$0	40	$2,400	16	$960	48	$2,880	8	$480	40	$2,400	8	$480	296	$17,760		
C. Senior Staff	$ 51.00	16	$816	24	$1,224	16	$816	0	$0	16	$816	32	$1,632	16	$816	8	$408	16	$816	8	$408	152	$7,752		
D. Intermediate Staff	$ 33.00	96	$3,168	112	$3,696	88	$2,904	0	$0	96	$3,168	104	$3,432	88	$2,904	16	$528	104	$3,432	16	$528	720	$23,760		
Subtotal - Direct Labor		**152**	**$6,384**	**184**	**$7,800**	**152**	**$6,600**	**0**	**$0**	**152**	**$6,384**	**160**	**$6,656**	**152**	**$6,600**	**32**	**$1,416**	**160**	**$6,648**	**32**	**$1,416**	**1,176**	**$49,904**		
Overhead & Fringe (inc. G&A):	%																								
Overhead	141%		$9,001		$10,998		$9,306		$0		$9,001		$9,385		$9,306		$1,997		$9,374		$1,997		$70,365		
Fringe			$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		
Subtotal - Overhead & Fringe (inc G&A):			**$9,001**		**$10,998**		**$9,306**		**$0**		**$9,001**		**$9,385**		**$9,306**		**$1,997**		**$9,374**		**$1,997**		**$70,365**		
Fixed Fee	10.00%																								
Subtotal - Fixed Fee:			**$1,539**		**$1,880**		**$1,591**		**$0**		**$1,539**		**$1,604**		**$1,591**		**$341**		**$1,602**		**$341**		**$12,027**		
Other Direct Costs (ODCs)																									
Travel			$0		$160		$0		$0		$0		$0		$0		$160		$0		$160		$480		
Printing - Directly Chargeable only			$250		$200		$0		$200		$100		$100		$100		$450		$300		$400		$2,100		
Postage and Delivery			$0		$0		$0		$0		$0		$0		$0		$0		$125		$0		$125		
Other			$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		
Subtotal - ODCs:			**$250**		**$360**		**$0**		**$200**		**$100**		**$100**		**$100**		**$610**		**$420**		**$560**		**$2,700**		
Subconsultant(s)*																									
Iteris		$0	115	$15,251		$0		$0		$0		$0		$0		$0		$0		$0	6	$997		$16,248		
TAHA		$0		$5,000		$0		$0		$0		$0		$0		$0		$0		$0		$0		$5,000		
		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		
		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		$0		
Subtotal - Subconsultant(s):		**$0**		**$20,251**		**$0**		**$0**		**$0**		**$0**		**$0**		**$0**		**$0**		**$0**		**$997**		**$21,248**	
GRAND TOTAL		152	$17,174	184	$41,289	152	$17,497	0	$200	152	$17,024	160	$17,745	152	$17,597	32	$4,364	160	$18,044	32	$5,311	504	$156,244		

REQUIRED FORMS

Per the RFP, the required forms follow.

Attachment 6

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:

   a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

   b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and

   d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.

2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

11-001-BR06

RFP Number

Gruen Associates

Name of Firm

Signature (original signature required)

February 10, 2011

Date

Attachment 6

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

RFP No. 11-001-BR06

1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:

   a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

   b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and

   d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.

2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial *of* award, but will be considered in determining bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates *of* actions.

Iteris, Inc.
Name of Firm

Signature (original signature required)

02-10-11
Date

Attachment 6

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29
DEBARMENT AND SUSPENSION CERTIFICATION

RFP No. 11-013-C1

1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:

   a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

   b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and

   d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.

2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

Terry A. Hayes Associates Inc.
Name of Firm

Signature (original signature required)

February 7, 2011
Date

Attachment 7

SCAG CONFLICT OF INTEREST FORM

SECTION I: INSTRUCTIONS

All persons or firms seeking Federal funded contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Gruen Associates

Name of Preparer: Larry Schlossberg, AIA, LEED AP

Project Title: Alessandro Boulevard Corridor Implementation Project

RFP Number: 11-001-BR06 **Date Submitted:** February 10, 2011

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☒ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☒ **NO**

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

Name	Relationship

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☒ **NO**

If "yes," please list name and the nature of the relationship:

Name	Relationship

Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ **YES** ☒ **NO**

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Larry Schlossberg, AIA, LEED AP **, (Social Security Number; optional)** _____ **hereby declare that I am the (position or title)** Partner **of (firm name)** Gruen Associates **, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** February 9, 2011 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Signature of Person Certifying for Proposer (original signature required)

February 9, 2011
Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment 7

SCAG CONFLICT OF INTEREST FORM

RFP No. 11-001-BR06

SECTION I: INSTRUCTIONS

All persons or firms seeking Federal funded contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.sca2.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Iteris, Inc.

Name of Preparer: Michael Meyer

Project Title: Compass Blueprint Demonstration Project San Juan Capistrano Demonstration Project

RFP Number: 11-001-BR06 **Date Submitted:** 02-10-11

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

   ☐ **YES** ☑ **NO**

   If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	**Nature of Financial Interest**

Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☑ NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☑ NO

If "yes," please list name and the nature of the relationship:

Name	Relationship

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☑ NO

If "yes," please list name and the nature of the relationship:

Name	Relationship

Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)

☐ YES ☑ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value and the nature of the relationship:

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the selected firm.

DECLARATION

I, Michael Meyer, (Social Security Number; optional) hereby declare that I am the Vice President / Principal of Iteris, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated February 10, 2011 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Signature of Person Certifying for Selected Firm
(Original signature required)

02-10-11
Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment 7

SCAG CONFLICT OF INTEREST FORM

RFP No. 11-013-C1

SECTION I: INSTRUCTIONS

All persons or firms seeking Federal funded contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Terry A. Hayes Associates Inc.

Name of Preparer: Terry A. Hayes

Project Title: Alessandro Boulevard Corridor Implementation Project

RFP Number: 11-001-BR06 **Date Submitted:** February 7, 2011

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ **YES** ☑ **NO**

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ **YES** ☑ **NO**

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ **YES** ☑ **NO**

If "yes," please list name and the nature of the relationship:

Name	Relationship

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ **YES** ☑ **NO**

If "yes," please list name and the nature of the relationship:

Name	Relationship

Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ **YES** ☑ **NO**

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Terry A. Hayes**, (Social Security Number; optional)** _____ **hereby declare that I am the (position or title)** Principal **of (firm name)** Terry A. Hayes Associates Inc.**, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** February 7, 2011 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

_____ February 7, 2011

Signature of Person Certifying for Proposer (original signature required) — Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Attachment 8A

BIDDER'S LIST OF SUBCONSULTANTS (DBE AND NON-DBE) – PART I

The proposer shall list all subconsultants (both DBE and non-DBE) in accordance with Title 49, Section 26.11 of the Code of Federal Regulations. The listing is required in addition to listing DBE subconsultants elsewhere in the proposal. Photocopy this form for additional firms.

Firm Name/ Address/ City, State, ZIP	Contact/ Phone/ FAX	Annual Gross Receipts	Description of Portion of Work to be Performed	SCAG Use Only (Certified DBE?)
Iteris, Inc.	Robert Olson	☐ < $1 million ☐ < $5 million	Transportation Analysis and Traffic Engineering	☐ YES ☐ NO *If YES list DBE #*
1700 Carnegie Avenue, Suite 100	T 949.270.9400; F 949.270.9481	☐ < $10 million ☐ < $15 million		
Santa Ana, CA 92705		☒ > $15 million		**Age of Firm (Yrs.)** 64 yrs
Firm Name/ Address/ City, State, ZIP	**Contact/ Phone/ FAX**	**Annual Gross Receipts**	**Description of Portion of Work to be Performed**	**SCAG Use Only (Certified DBE?)**
Terry A. Hayes & Associates, Inc.	Terry A. Hayes	☐ < $1 million ☒ < $5 million	Environmental Consulting Services	☐ YES ☐ NO *If YES list DBE #*
8522 National Boulevard, Suite 102	T 310.839.4200; F 310.839.4201	☐ < $10 million ☐ < $15 million		
Culver City, CA 90232		☐ > $15 million		Age of Firm (Yrs.)
Firm Name/ Address/ City, State, ZIP	**Contact/ Phone/ FAX**	**Annual Gross Receipts**	**Description of Portion of Work to be Performed**	**SCAG Use Only (Certified DBE?)**
		☐ < $1 million ☐ < $5 million		☐ YES ☐ NO *If YES list DBE #*
		☐ < $10 million ☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)
Firm Name/ Address/ City, State, ZIP	**Contact/ Phone/ FAX**	**Annual Gross Receipts**	**Description of Portion of Work to be Performed**	**SCAG Use Only (Certified DBE?)**
		☐ < $1 million ☐ < $5 million		☐ YES ☐ NO *If YES list DBE #*
		☐ < $10 million ☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)

Attachment 8B

BIDDER'S LIST OF SUBCONSULTANTS (DBE AND NON-DBE) – PART II

The proposer shall list all subconsultants who provided a quote or bid but were not selected by the proposer to participate as a subconsultant on this project. This is required for compliance with Title 49, Section 26 of the Code of Federal Regulations. Photocopy this form for additional firms.

Firm Name/ Address/ City, State, ZIP	Contact/ Phone/ FAX	Annual Gross Receipts	Description of Portion of Work to be Performed	SCAG Use Only (Certified DBE?)
None received.		☐ < $1 million		☐ YES
		☐ < $5 million		☐ NO
		☐ < $10 million		*If YES list DBE #*
		☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)

Firm Name/ Address/ City, State, ZIP	Contact/ Phone/ FAX	Annual Gross Receipts	Description of Portion of Work to be Performed	SCAG Use Only (Certified DBE?)
		☐ < $1 million		☐ YES
		☐ < $5 million		☐ NO
		☐ < $10 million		*If YES list DBE #*
		☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)

Firm Name/ Address/ City, State, ZIP	Contact/ Phone/ FAX	Annual Gross Receipts	Description of Portion of Work to be Performed	SCAG Use Only (Certified DBE?)
		☐ < $1 million		☐ YES
		☐ < $5 million		☐ NO
		☐ < $10 million		*If YES list DBE #*
		☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)

Firm Name/ Address/ City, State, ZIP	Contact/ Phone/ FAX	Annual Gross Receipts	Description of Portion of Work to be Performed	SCAG Use Only (Certified DBE?)
		☐ < $1 million		☐ YES
		☐ < $5 million		☐ NO
		☐ < $10 million		*If YES list DBE #*
		☐ < $15 million		
		☐ > $15 million		Age of Firm (Yrs.)