

**Sierra Vista City Council and  
Cochise County Board of Supervisors  
Joint Work Session Agenda  
November 17, 2015**

1. Call to order - 3:00 p.m. in the City Hall, Council Chambers, 1011 N. Coronado Drive, Sierra Vista, Arizona.
2. Presentation by Consultant Regarding MPO-funded Corridor Study for West Fry Blvd
3. Adjourn

City Council work sessions are informal meetings of the elected body designed to allow the Mayor and Council Members to prepare for upcoming regular meetings, have staff briefings on issues, and provide an opportunity for more detailed discussions amongst themselves. The meetings are limited by City ordinance to 90 minutes, and in accordance with the State Open Meeting Law, no discussion can take place on issues/topics that have not been posted on the agenda at least 24 hours in advance. The public is welcome to observe the meetings in person or on Cox Channel 12, but time is not reserved on work session agendas for public comment. The public may, however, address the City Council at their regular twice-monthly meetings or share written views through the City's website, [www.SierraVistaAZ.gov](http://www.SierraVistaAZ.gov).

Sierra Vista City Council  
Work Session Minutes  
November 17, 2015

1. Mayor Mueller called the work session to order at 3:00 p.m. in the Council Chambers, City Hall, 1011 N. Coronado Drive, Sierra Vista, Arizona.

Present:

City of Sierra Vista City Council:  
Mayor Rick Mueller  
Mayor Pro Tem Bob Blanchard  
Council Member Gwen Calhoun  
Council Member Rachel Gray  
Council Member Hank Huisking  
Council Member Craig Mount

Cochise County Board of Supervisors:  
Richard R. Searle, Supervisor, District 3

Also present/presented:

City of Sierra Vista Staff  
Chuck Potucek, City Manager  
Mary Jacobs, Assistant City Manager  
Jill Adams, City Clerk  
Dan Coxworth, SVMPO Administrator

Cochise County Staff  
James E. Vlahovich, County Administrator  
Edward Gilligan, Deputy County Administrator

2. Presentation by Consultant Regarding MPO-funded Corridor Study for West Fry Blvd

Dan Coxworth introduced the project. He explained that there two components to the study: a technical analysis of the roadway and public outreach to local businesses and stakeholders. Mr. Coxworth introduced Jeff Velasquez with J2 Design. Mr. Velasquez introduced his team, David Hewitt and Teresa Makinen. Mr. Velasquez presented an overview of previous projects in similar corridors in Downtown Chandler, the Fiesta District in Mesa and Downtown Tolleson (see attached presentation).

Ms. Makinen explained how the public outreach is the most important aspect of the study and that the goal is to picture what the West End will look like in 20 years. She stated that the first meeting will be with businesses in January of 2016. She explained that the process tends to bring the community and businesses together and stressed the importance of collaboration.

Mr. Velasquez stated how the rights of way is one of the largest assets a community has and emphasized how no property was purchased as part of the projects.

Mr. Velasquez noted the following highlights from each of the projects:

- Chandler – Arizona Avenue.
  - There had been no development in the area since the 1970s.
  - After presenting several conceptual options, they settled on a slight narrowing of the roadway with widened pedestrian zones and an added bike lane.
  - Bulb-outs were included to reduce the crosswalk width and enhance aesthetics and reduce street width to vehicular traffic.
  - In-Roadway Lighting was added with the intended effect of vehicles slowing down to see places to spend money.
  - Sidewalk widths were increased from 8 feet to 15-16 feet wide.
  - Traffic speeds in the area decreased a result of the changes.
- Mesa – Fiesta District
  - The area was bustling in the 1970s and had been in decline ever since.
  - The new focus was to rebrand the district into a Live/Work/Play environment.
  - A traffic analysis showed the numbers didn't match the need for 6 lanes of traffic; new concept reduced to 4 lanes with median and a wide multi-use path.
  - Crosswalk reflective coatings can decrease the temperature by 20 degrees with designs inspired by their branding.
  - The district had one of the only arterial streets that were open after 1,000 year storm because of bioswales (stormwater harvesting).
  - Pocket parks (aka Paseo Nodes) were included to set the table so other people are spending money in your corridor.
  - Santriga Development – repurposed an empty commercial retail building into leasable space.
- Downtown Tolleson
  - Tolleson was once the vegetable capital in U.S. in the 1940s but also focused on new branding, Paseo de Luces (Path of Light).
  - Van Buren originally had five lanes, was hot with not a lot of seating or shade or bus shelters, and a minimal pedestrian environment.
  - The area holds 40,000-60,000 people who work there in the day but only houses 5,000-6,000 people at night. The focus became to get the workers to spend their lunch money there and focus on day festivals.
  - With a limited budget, the project was divided into four corridors and Tolleson decided to spend most of their budgeted money in the first corridor, but stretched it so it appeared to be a larger project.
  - The corridor had 100 feet of right of way and required no purchase space.
  - The design is from building to building or property line to property line.
  - They brought in elements of their branding, Paseo de Luces, in the signage.
  - The proposed cross section features a 15'-18' Pedestrian Zone, shade trees, custom lighting and on-street dining opportunities.
  - Featured "Incubators," or temporary leasable space for start up businesses.
  - A plaza was created with a water feature which changes aesthetically throughout the day. They were able to secure the space through a land trade with the school district and the City.
  - Currently, they are working on federally funded façade improvements.

Council Member Mount stated that he agreed with the business case and that the what needs to come before the how. In response to Council Member Mount, Mr. Velasquez confirmed that he was the project manager.

In response to Council Member Mount, Mr. Coxworth explained the scope. Mr. Coxworth stated that the MPO is paying for the corridor study and the plan, and potentially phasing in

some costs, but they don't know what they could be until they know what's possible in the area.

Council Member Mount asked about the 2007 West End Study and if elements of that study would be included in the new plan. Mr. Coxworth explained that the streetscape study was a low cost, basic plan put in place in response to increased commercial development in the West End at the time. He explained that elements from that plan could be carried over but that this study is much more comprehensive in scope and could duplicate some previous efforts.

Council Member Mount shared his concern that the case studies had major differences in terms of population and asked what the City could expect per capita in terms of scale and how much could be done. Mr. Velasquez clarified that Tolleson project has a population of roughly 7,200 people; their mile-long project was initially estimated at \$9 million and phased into the next fiscal year at a total cost of \$10.5 million. He gave another example where Yuma looked to spend about \$2.5-\$3 million on a quarter-mile stretch of road in a phased project. He stated that a lot depends on what the City's long term goals are for the area and how they wish to attack the project.

Council Member Mount asked what trends have they had seen in other areas after the changes were made, how shifts in spending were made after changes were implemented, and how to balance spending in other areas. Mr. Velasquez stated that if they can create a destination environment geared towards tourism, that he doesn't see a reason the City would not see a positive trend.

Mayor Mueller added that the focus should be for the City to become a destination location and that shopping trends can be balanced within the City.

Council Member Mount asked how the project would be funded if they decided to move forward. Mr. Potucek explained that it would have to be phased, grant opportunities would be explored and the last option would be to look at bonding with some other type of improvement district to fund it. He estimated that it would be multi-million dollar project.

Council Member Mount asked how the study was funded. Mr. Coxworth stated that the MPO paid just under \$130,000, which is under their \$135,000 budget for the project.

Council Member Calhoun asked how long a quarter to half mile project would take to complete. Mr. Velasquez estimated that design usually takes about 11 months and construction takes about 10 months. He stated that the Tolleson project had a planning component that took 10 months, design took 8 months and construction took 10 months. He added that projects can be completed faster if fully funded.

Council Member Huisiking asked how the project would differ from a main street project. Mr. Velasquez stated that this is the entry corridor of Sierra Vista and sort of beautification is in order because it is important to have sense of arrival that speaks to the community. He clarified that the Fiesta District was a district revitalization separate from a main street area. The Chandler and Tolleson projects were both main street projects. He added that the City's could be branded as either a main street corridor since they are still in the study phase.

Council Member Huisiking stated that didn't want her town referred to as a corridor. Mr. Velasquez replied that they could use a different word.

In response to Council Member Calhoun, Mr. Potucek explained that the main street program had been around for a long time and once had available grant funding that has since dried up. There has been many changes and decline in the area, including the shift of the primary post gate to the East gate, but the City has been working hard to encourage new business there, although the economic climate is not good. He stated there are things to do to improve the area and the City should embark on this not only for aesthetics but to bring in more business. The City has \$600,000 budgeted on North Garden Avenue this year to initiate improvements. Mr. Potucek stated that he is glad the businesses will have an opportunity to discuss what they want for the area. Ultimately, it will end up costing money to make improvements but can build the whole area synergistically and we have to be willing to invest in it for it to work.

Council Member Mount commented that businesses in the West End are hurting and expressed his concern about the cost. In response to Council Member Mount about what happens next, Mr. Velasquez stated that traffic engineers are looking at traffic in the area and determining the actual need.

Ms. Makinen stated that they will then set parameters and vision for the project based on the public outreach meeting with the businesses, the first is expected to be scheduled in late January 2016. The project team will be sitting and listening to feedback from the stakeholders made up of local businesses, property owners and the West End Commission.

Council Member Mount shared his concern that similar studies the City always had as part of the West End Strategic Plan have always sat in a perpetual planning phase and asked how to break that cycle. Mayor Mueller replied that the cycle was essentially broken with the North Garden Avenue project.

Council Member Calhoun stated that there was a tremendous slow down on 2009-2010 from anything happening and she is happy to see the N. Garden Avenue project started. She expressed a need for Council and management to show their support.

Mayor Mueller asked the J2 team if they had heard anything that would be a showstopper to the project. Ms. Makinen replied that she had not.

Mr. Velasquez stated that J2 is not in the business of making renderings that sit and he has seen a couple places that had been in a similar situation of stagnation and were able to get things going within a couple of years.

Council Member Mount asked if the costs would be presented as a package or ala carte by phase. Mr. Velasquez stated that they will work with staff all the way through to find a feasible plan, even if it's a quarter mile plan.

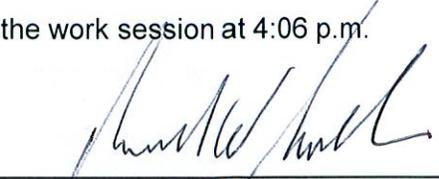
Supervisor Searle stated that the project boundaries are within his district. He stated that he often struggles with studies and consultants but that the MPO funded the study with federal funds targeted specifically for studies. He stated it's important to have a vision for Fry Boulevard because it is the gateway to Sierra Vista and gives an impression of this community.

Supervisor Searle stated his support for the study but asked for them to leave out any sort of water feature since water is a sensitive issue in the region. Mayor Mueller added that the City code precludes it.

Council Member Calhoun stated that she was happy to have this presentation this early in the process and was looking forward to periodic presentations.

3. Adjourn

Mayor Mueller and Chairman Call adjourned the work session at 4:06 p.m.



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Mayor Frederick W. Mueller

Minutes prepared by:



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Helen Lee, Administrative Secretary

Attest:

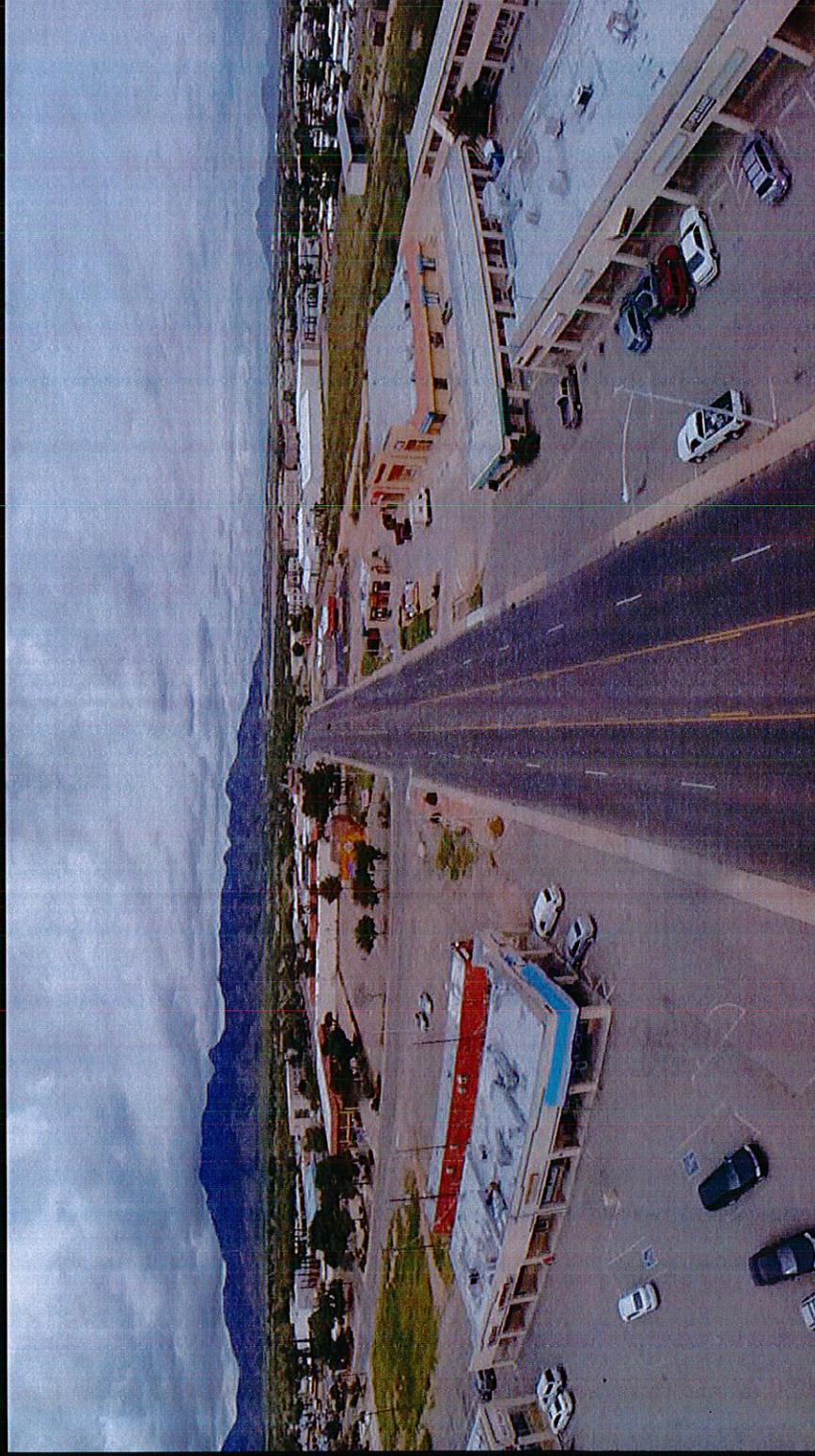


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Jill Adams, City Clerk

# Fry Boulevard West End Corridor Study

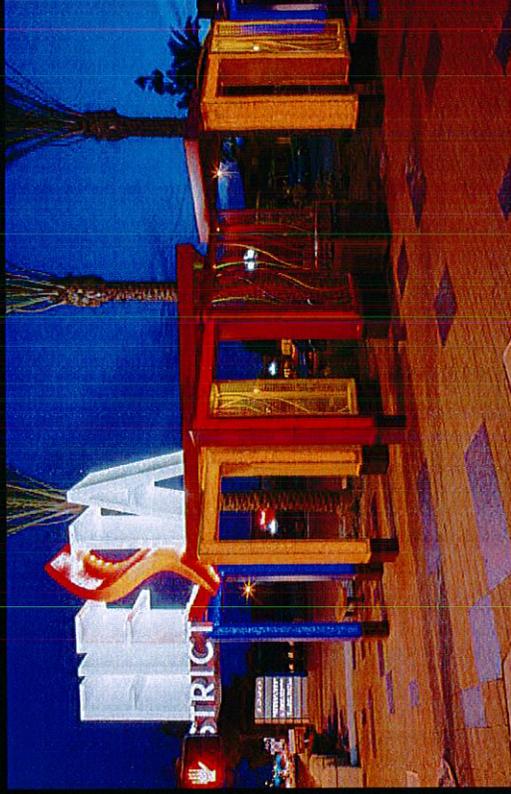
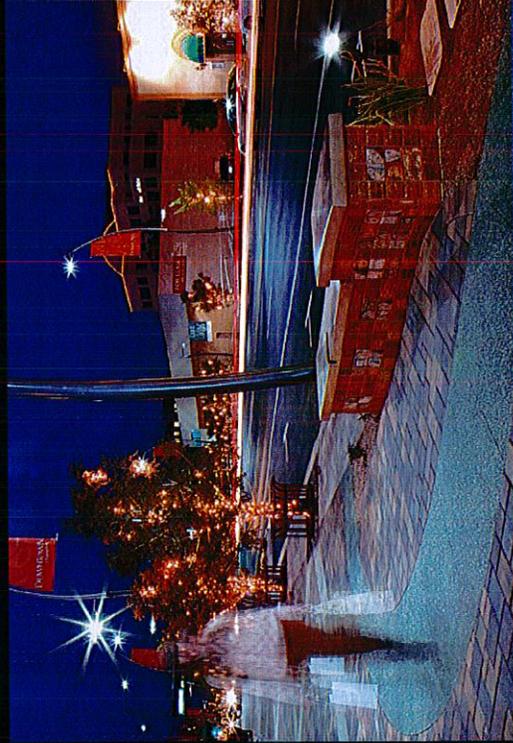
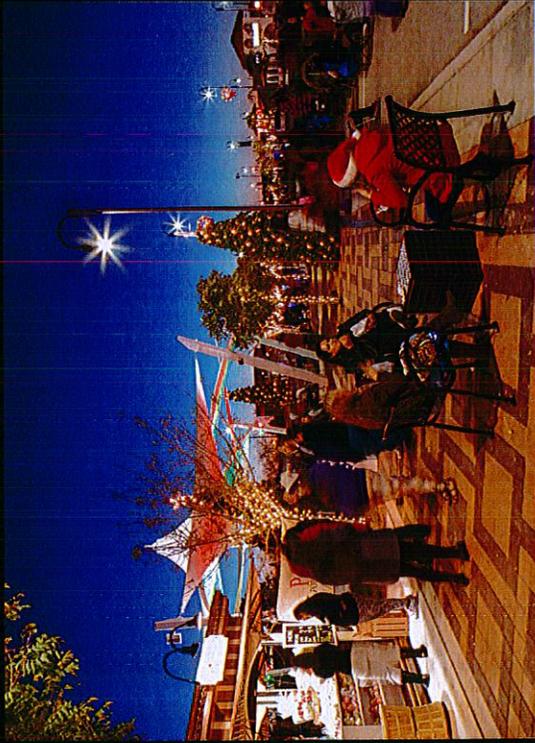
## Fry Boulevard Between Buffalo Soldier Trail and 7<sup>th</sup> Street



City Council / MPO Work Study Session  
November 17, 2015



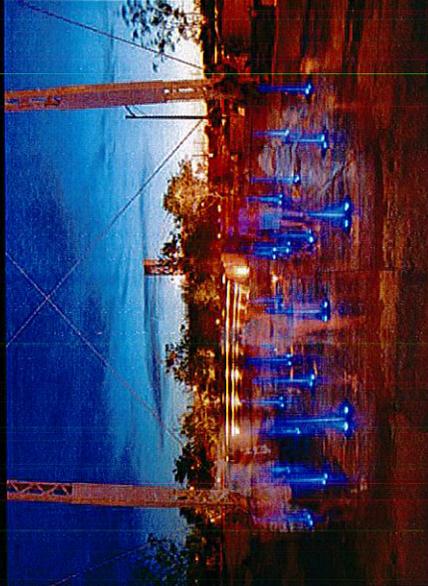
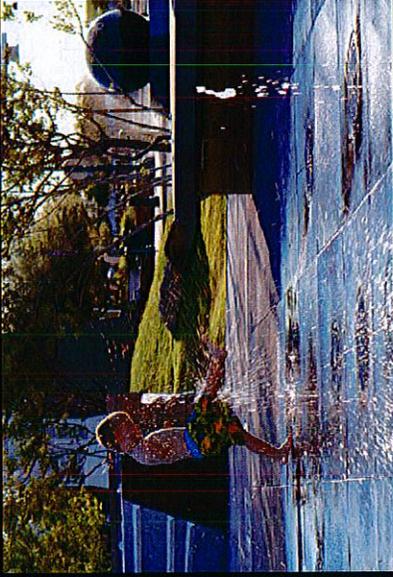
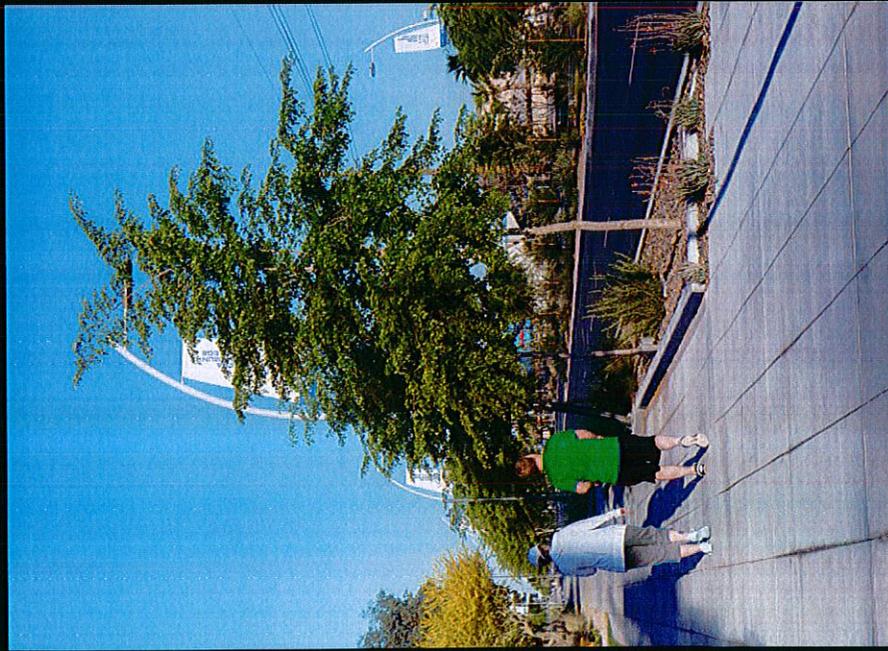
# Placemaking: Downtown & District Redevelopment:



Fry Boulevard: West End Corridor Study  
November 17, 2015



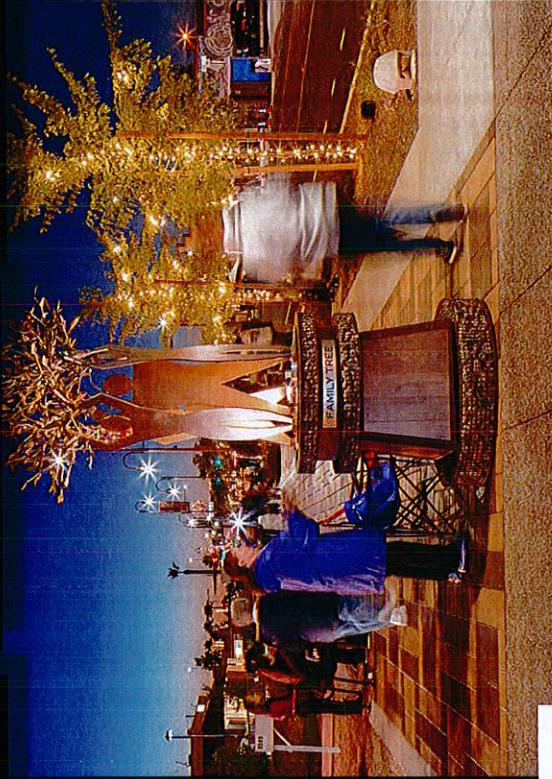
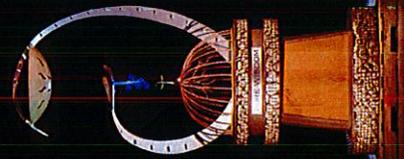
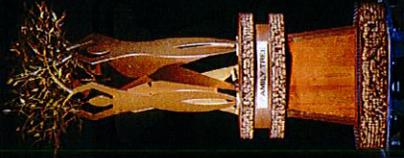
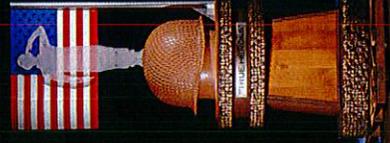
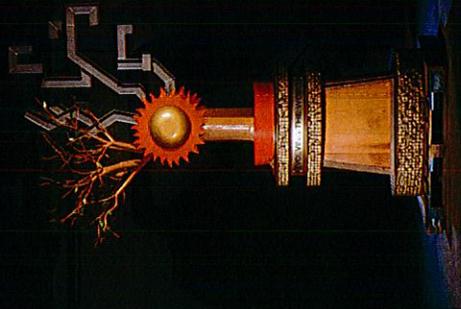
# Placemaking: Downtown & District Redevelopment:



Fry Boulevard: West End Corridor Study  
November 17, 2015



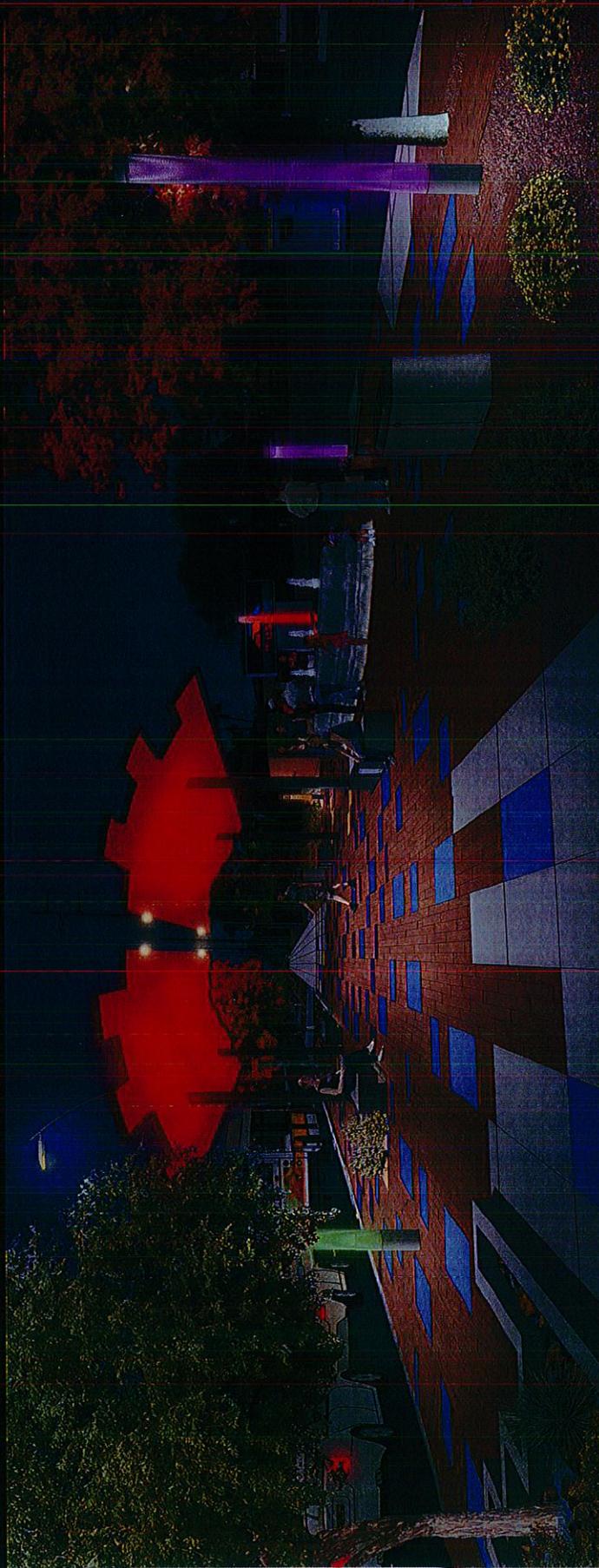
# Placemaking: Downtown & District Redevelopment:



Fry Boulevard: West End Corridor Study  
November 17, 2015



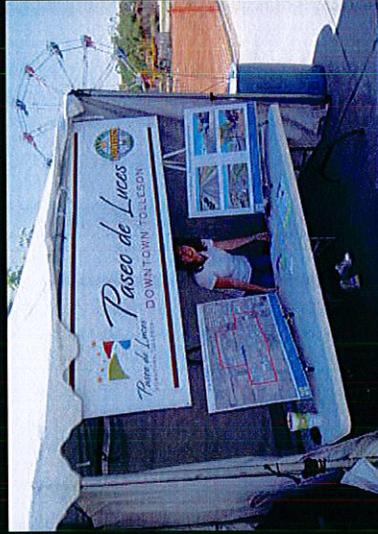
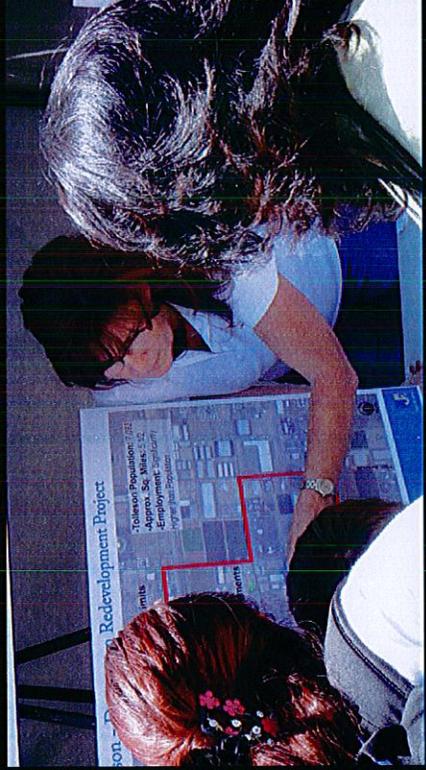
# Placemaking: Downtown & District Redevelopment:



Fry Boulevard: West End Corridor Study  
November 17, 2015



# Stakeholder Outreach & Public Involvement



Fry Boulevard: West End Corridor Study  
November 17, 2015



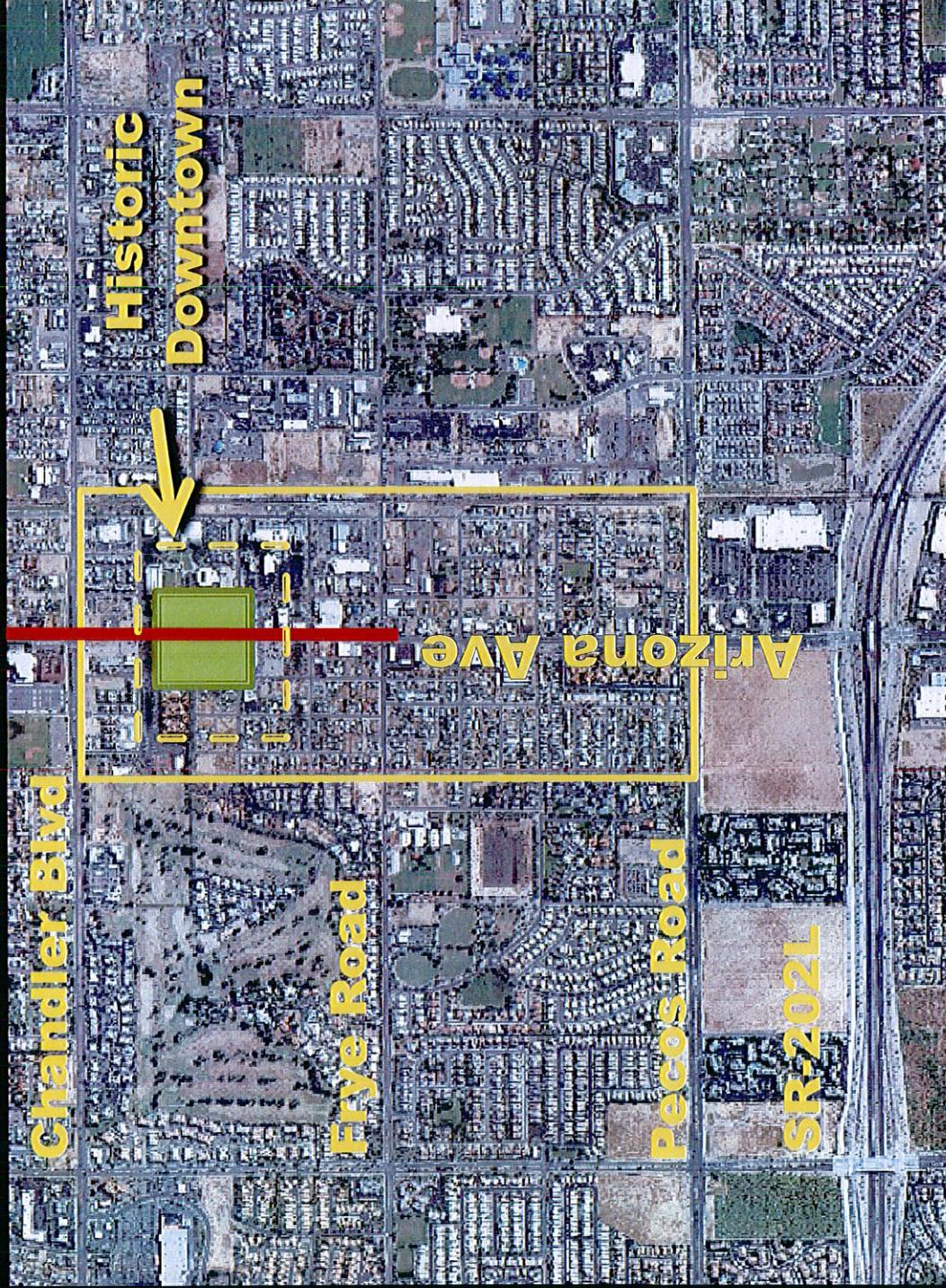
# The Arizona Avenue Improvement Project

## Streetscape and Downtown Redevelopment Improvements

Building More than 'Just a Road'



# Downtown Chandler



State Route 87

1941 AZ Ave  
Relocation

Strip  
Commercial  
and Industrial  
Development  
Follows

Arizona Avenue Improvement Project  
Chandler, Arizona



# Arizona Avenue - Before

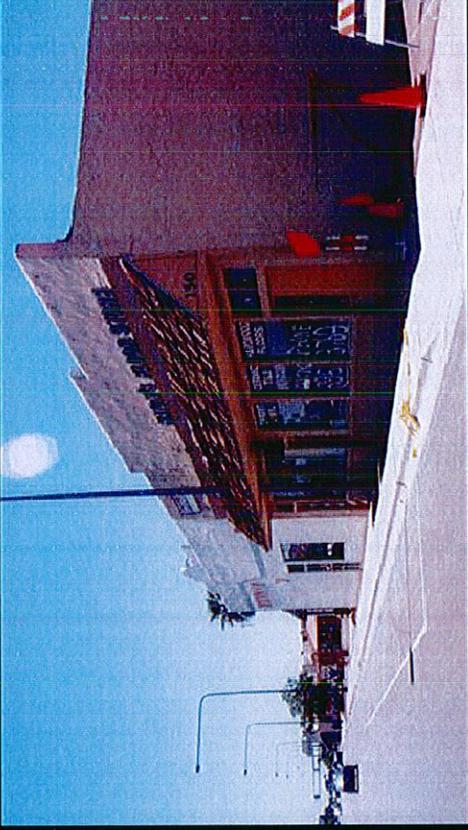


Arizona Avenue Improvement Project  
Chandler, Arizona



# Elements of the Arizona Avenue Streetscape

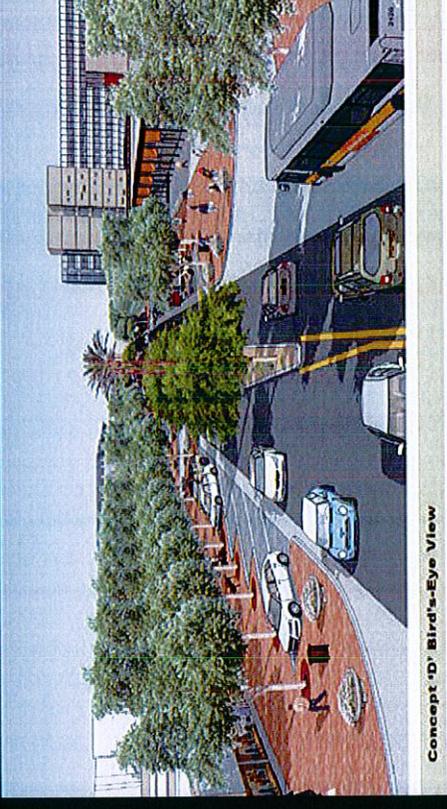
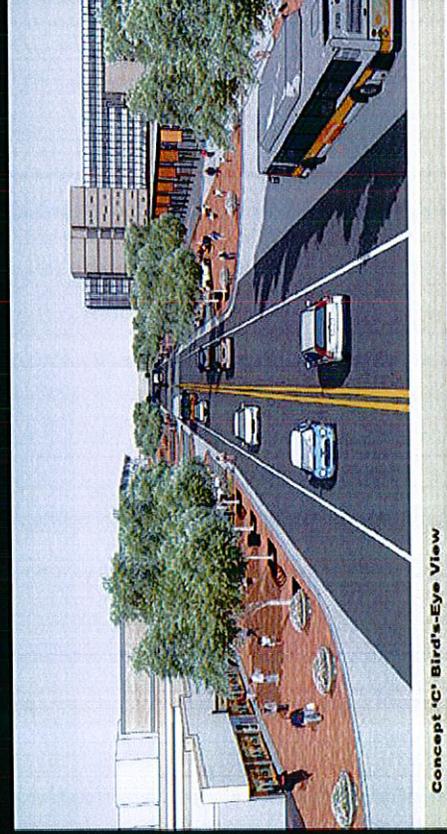
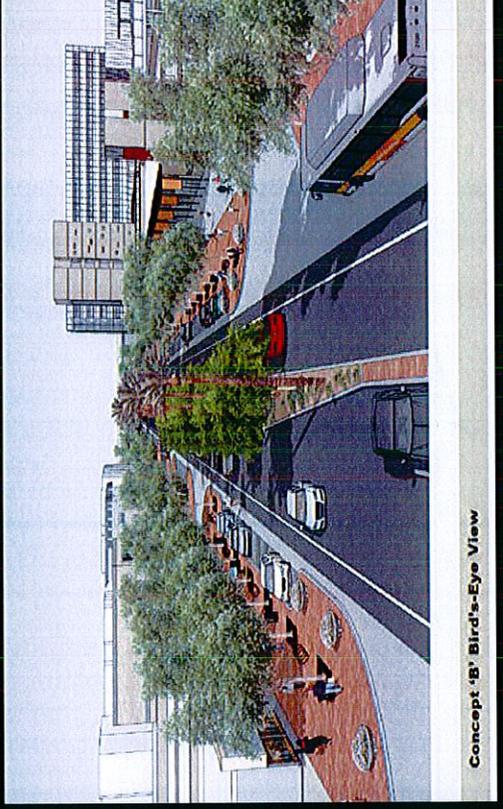
## Declining Businesses



Arizona Avenue Improvement Project  
Chandler, Arizona



# Conceptual Options



Arizona Avenue Improvement Project  
Chandler, Arizona



# Arizona Avenue – Selected Option

4 Travel Lanes, Bike Lanes, Parallel On-Street Parking  
(Future Room for Light Rail)



Arizona Avenue Improvement Project  
Chandler, Arizona



# Dimensions: “Metrics” of the Streetscape



- Reduced Pedestrian Crossings from the 88' to 90' Range Down to the 58' Range
- Reduced Asphalt Width
- Reduced Lane Widths from the 14' range to 10.5' (maintained 35 mph speeds)
- Added Bike Lanes
- Increased Sidewalk / Pedestrian Zone from the 5' to 8' Range to the 15' to 20' Range to Allow for a Variety of Uses
- Designed “Bulb-outs” at Corners to Reduce Crosswalk Width, Enhance Aesthetics, and Visually Reduce Street Width for Vehicular Traffic

Arizona Avenue Improvement Project  
Chandler, Arizona



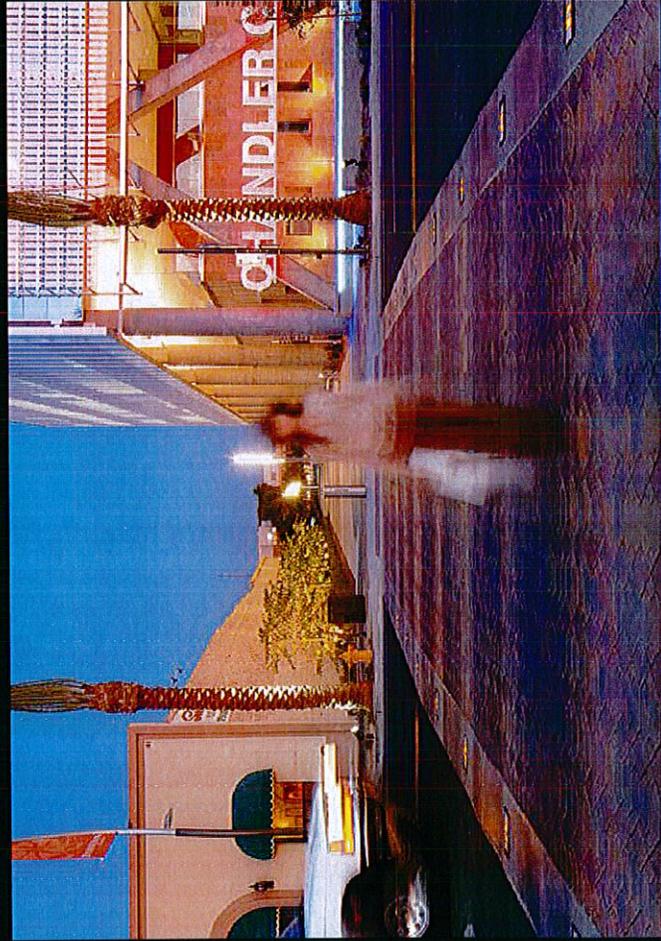
# Bulb-out Example



Arizona Avenue Improvement Project  
Chandler, Arizona



# Pedestrian Crossings / In-Roadway Lighting



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Chandler, Arizona



# Designing for Pedestrian Scale & Vehicular Scale

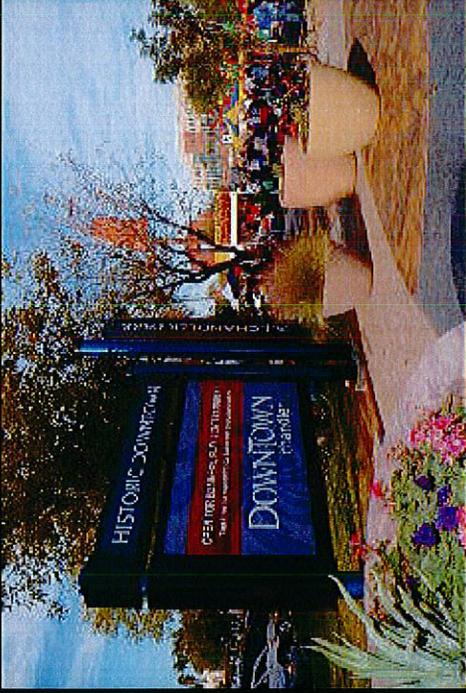
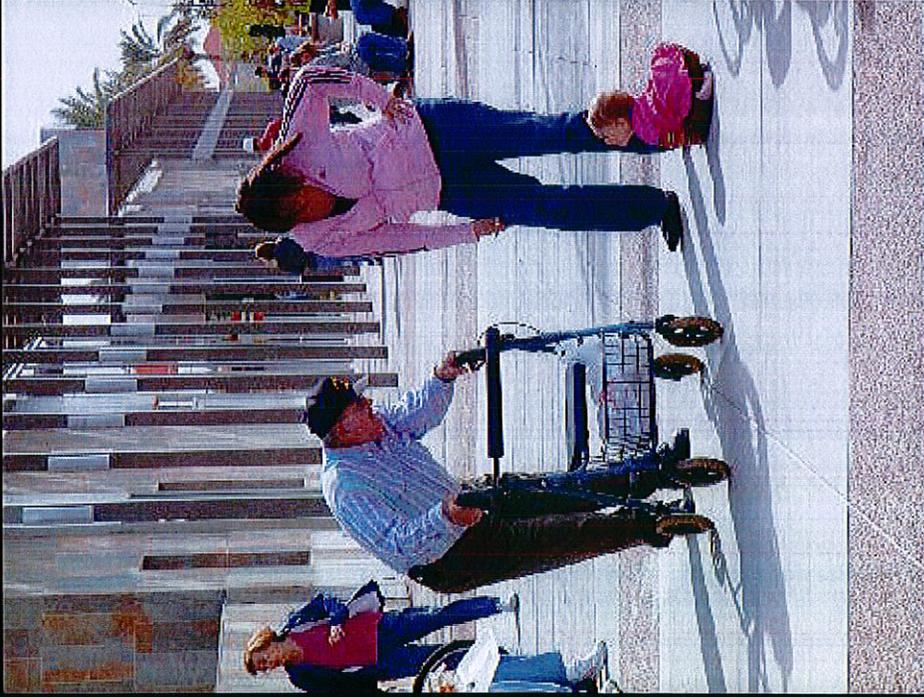


Arizona Avenue Improvement Project  
Chandler, Arizona



# Placemaking: A Destination Environment

ADA Accessibility / Design for All Ages / Multi-Modal  
Memorable Environment / Signage Wayfinding / Places to Rest



Arizona Avenue Improvement Project  
Chandler, Arizona



# A Road in Balance is a 'Place'



Arizona Avenue Improvement Project  
Chandler, Arizona



# ROW Encroachment



Before



After

Arizona Avenue Improvement Project  
Chandler, Arizona



# Develop a True Sense of Place For a Variety of Users



Arizona Avenue Improvement Project  
Chandler, Arizona



# Design Affects Speed

Date	Average Speed	5th Percentile
June 2008	36.7	40.4
February 2011	29.7	33.6

Arizona Avenue Improvement Project  
Chandler, Arizona



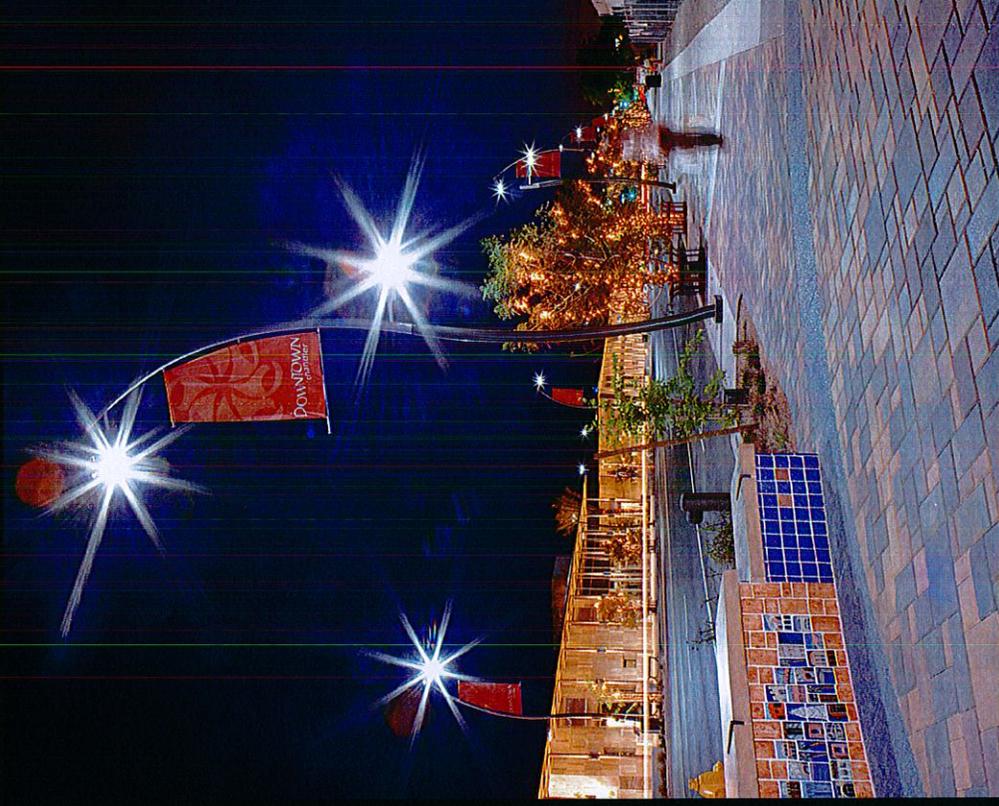
# Lighting (Before Improvements)



Arizona Avenue Improvement Project  
Chandler, Arizona



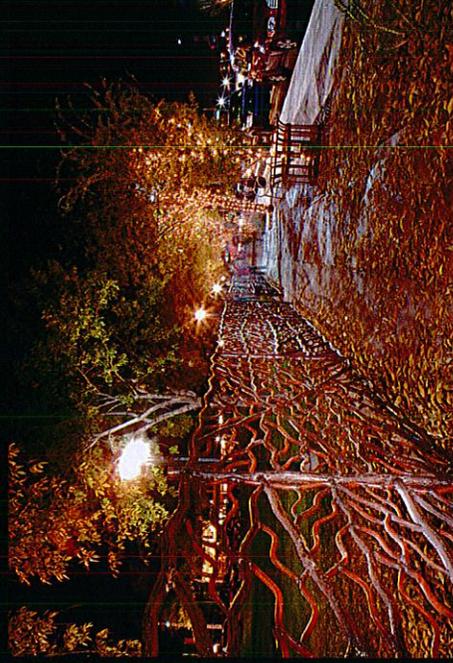
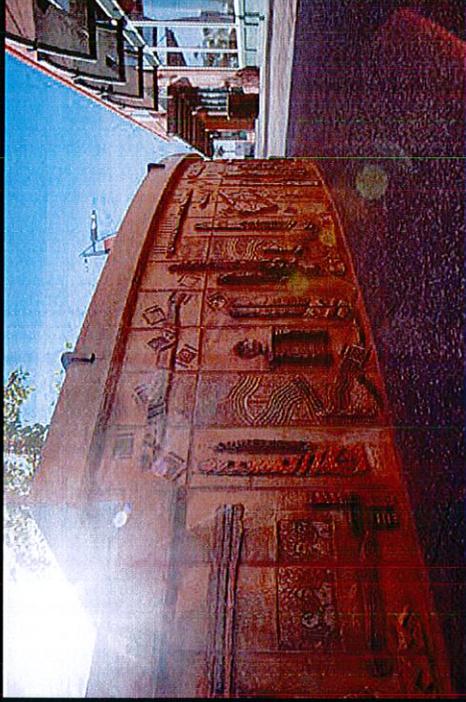
# Custom Lighting (After Improvements)



Arizona Avenue Improvement Project  
Chandler, Arizona



# Integration of Art



Arizona Avenue Improvement Project  
Chandler, Arizona



# Enhanced Paving and Utilities



Arizona Avenue Improvement Project  
Chandler, Arizona



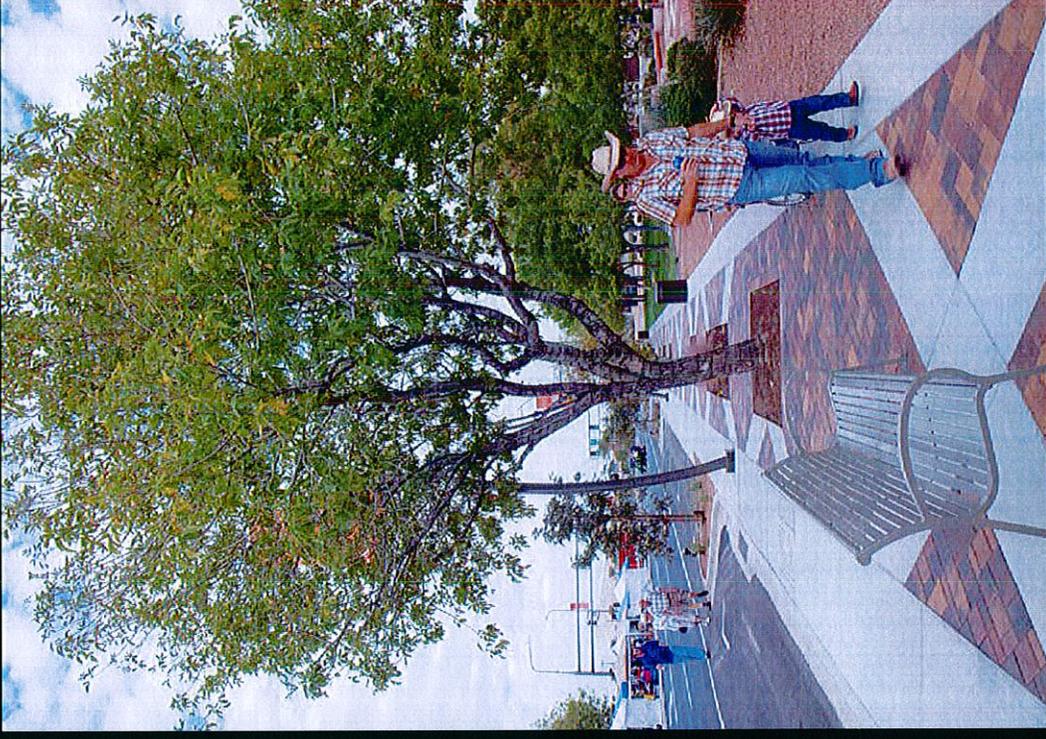
# Variety of Seating Options



Arizona Avenue Improvement Project  
Chandler, Arizona



# Landscape / Utilize Existing Materials



Arizona Avenue Improvement Project  
Chandler, Arizona



# Accommodate Festivals



Arizona Avenue Improvement Project  
Chandler, Arizona



# Arizona Avenue



Before

Arizona Avenue Improvement Project  
Chandler, Arizona



# The Power of Place

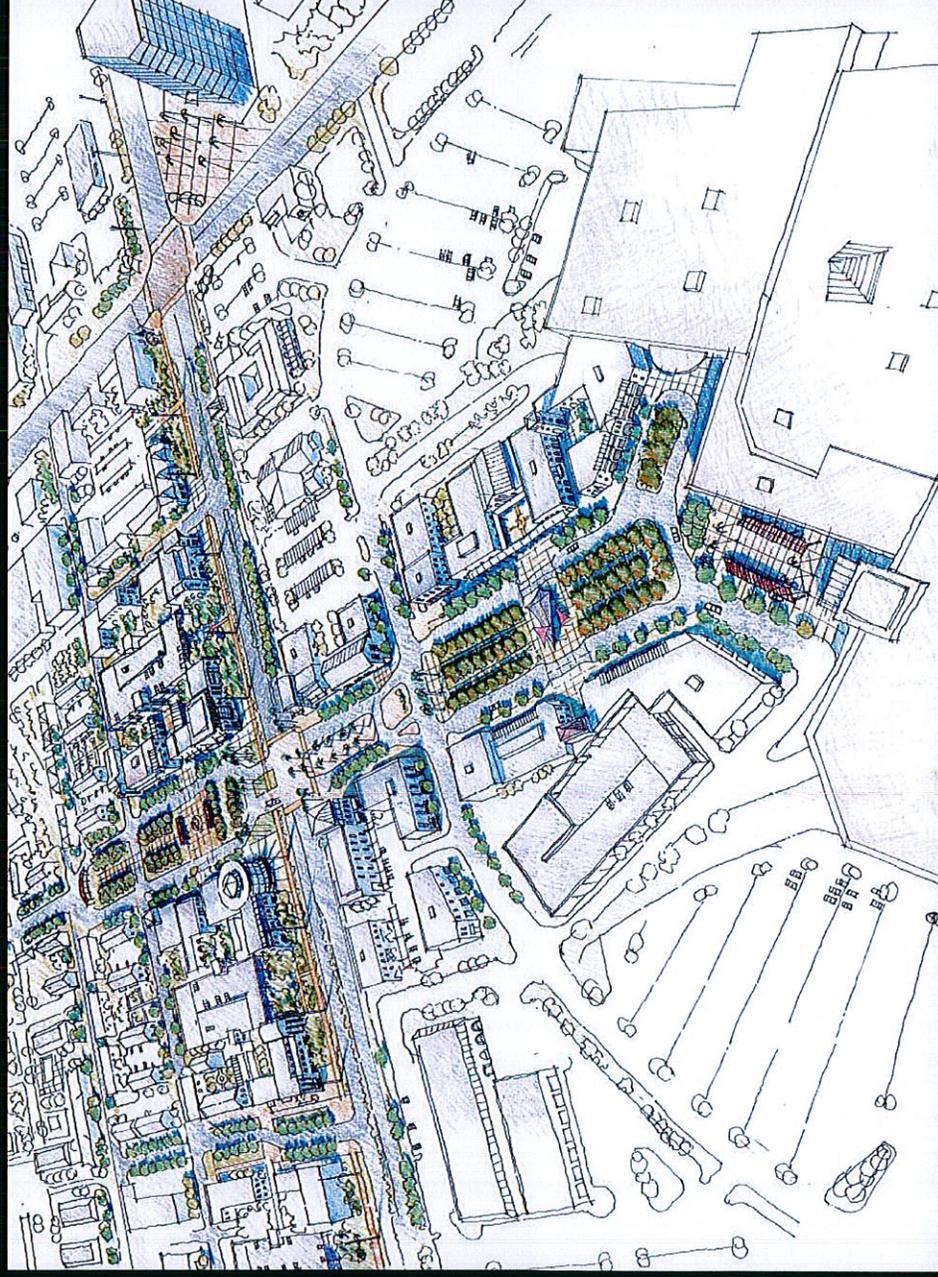
- *Civic pride*
- *U of A and ASU Downtown campuses*
- *625 new jobs*
- *Double digit Sales Tax Growth*
- *2% Retail vacancy*
- *Positive press – over 100 major spots*
- *Growing Special Events*
- *International, National and Local Awards*
- *20 new businesses*
- *Multiple residential developments being planned*

Arizona Avenue Improvement Project  
Chandler, Arizona



# Fiesta District Improvements Southern Avenue Streetscape Project

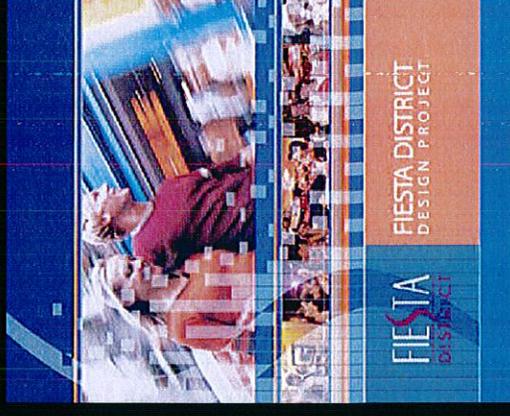
District Revitalization / Economic Development / Sustainability



# Fiesta District Vision

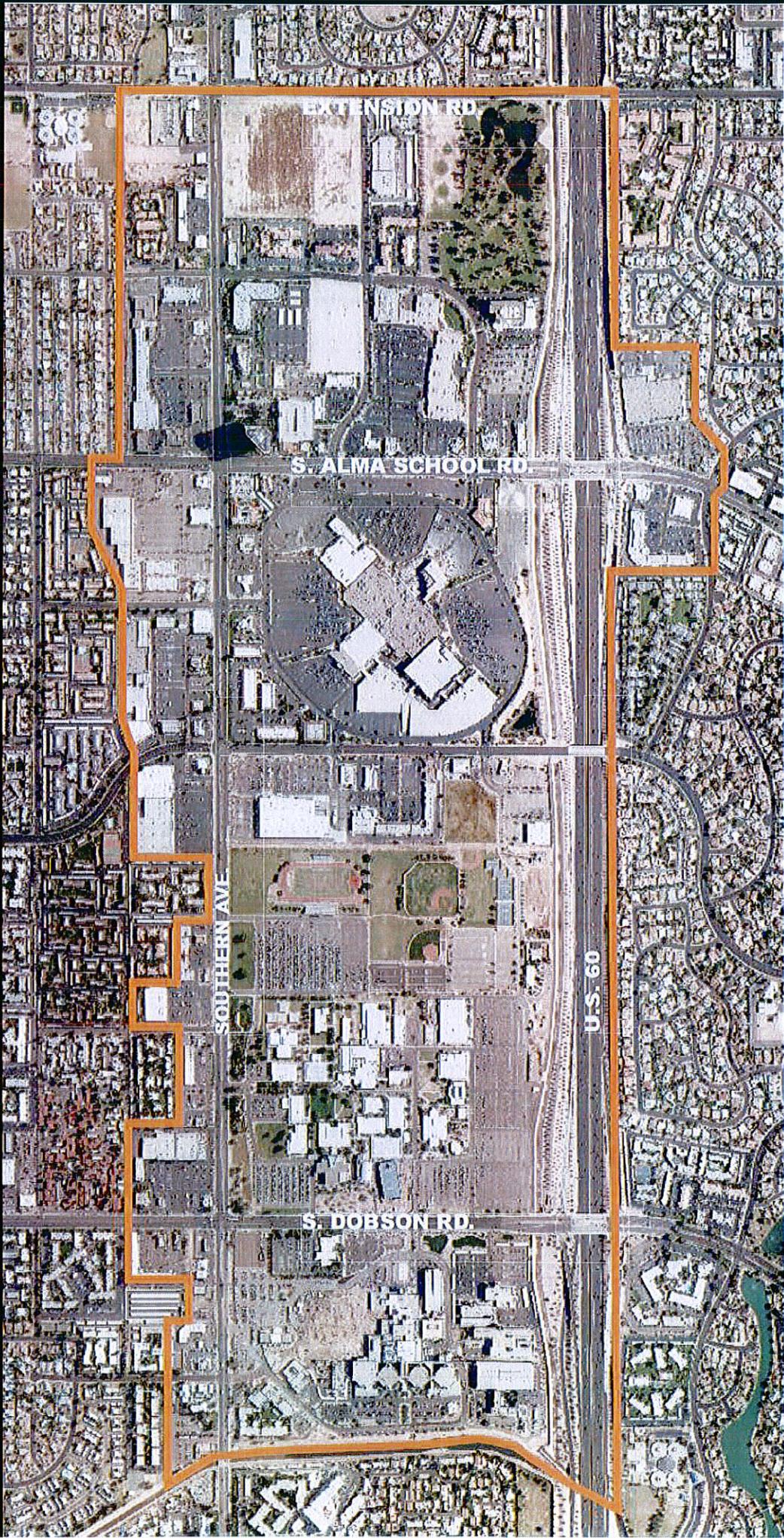
“The District Vision creates a uniquely identifiable area for Mesa that is economically vibrant, pedestrian friendly, and an active, urban destination. Revitalization of the Fiesta District will again transform this major City employment center to a place of destination...”

- Pedestrian friendly with integrated mix of uses
- Diversity of entertainment and evening uses
  - Unique branding and sense of place
  - Urban Atmosphere and activated street scene
  - Supported by an improved public transit system
  - A place where businesses are eager to locate
  - A place to live, work, shop, learn and do business

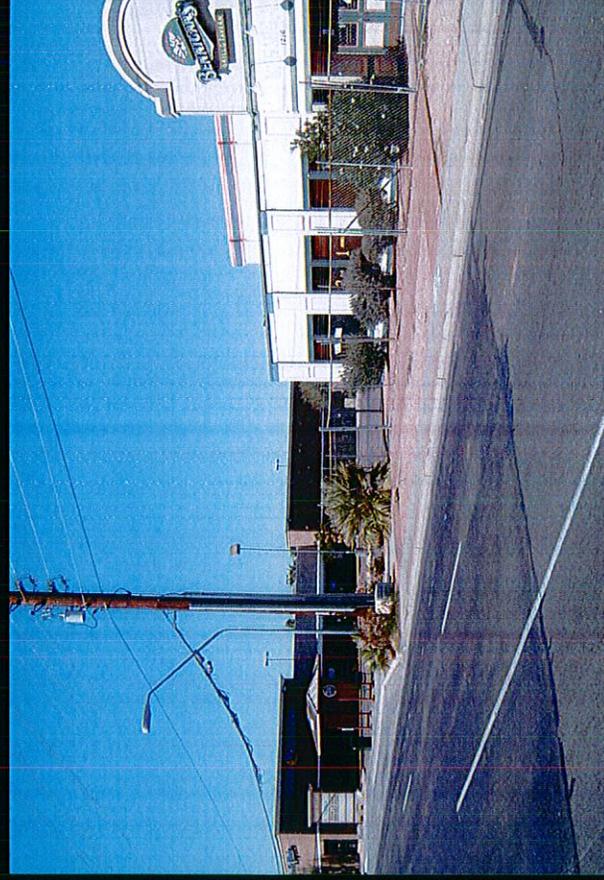
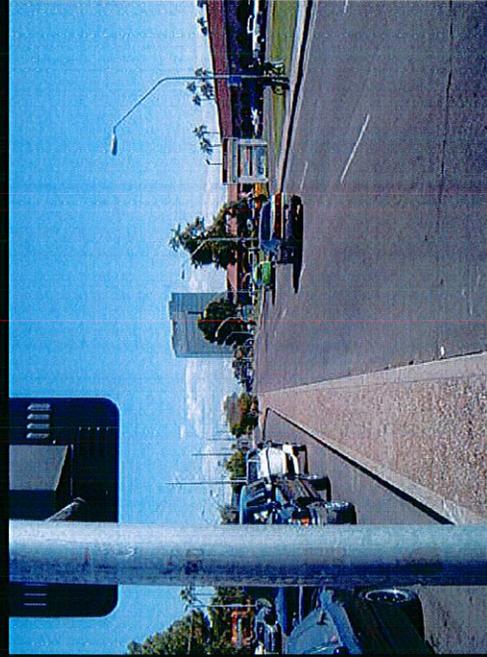


# Fiesta District Improvements

District Area: Tempe Canal to Extension Road

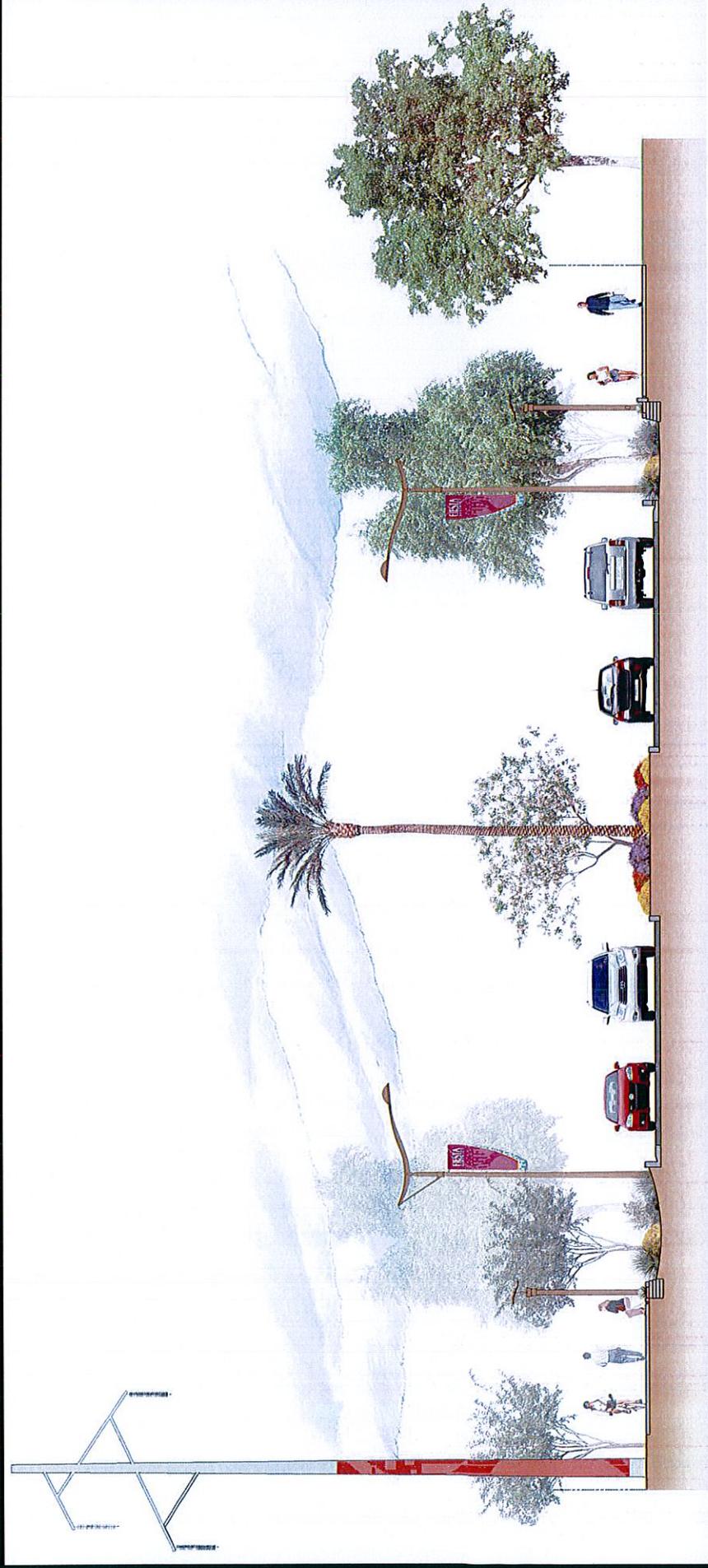


# Existing Conditions



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

# Southern Cross Section (Looking East)



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona









# Stormwater Harvesting (Bioswale)



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

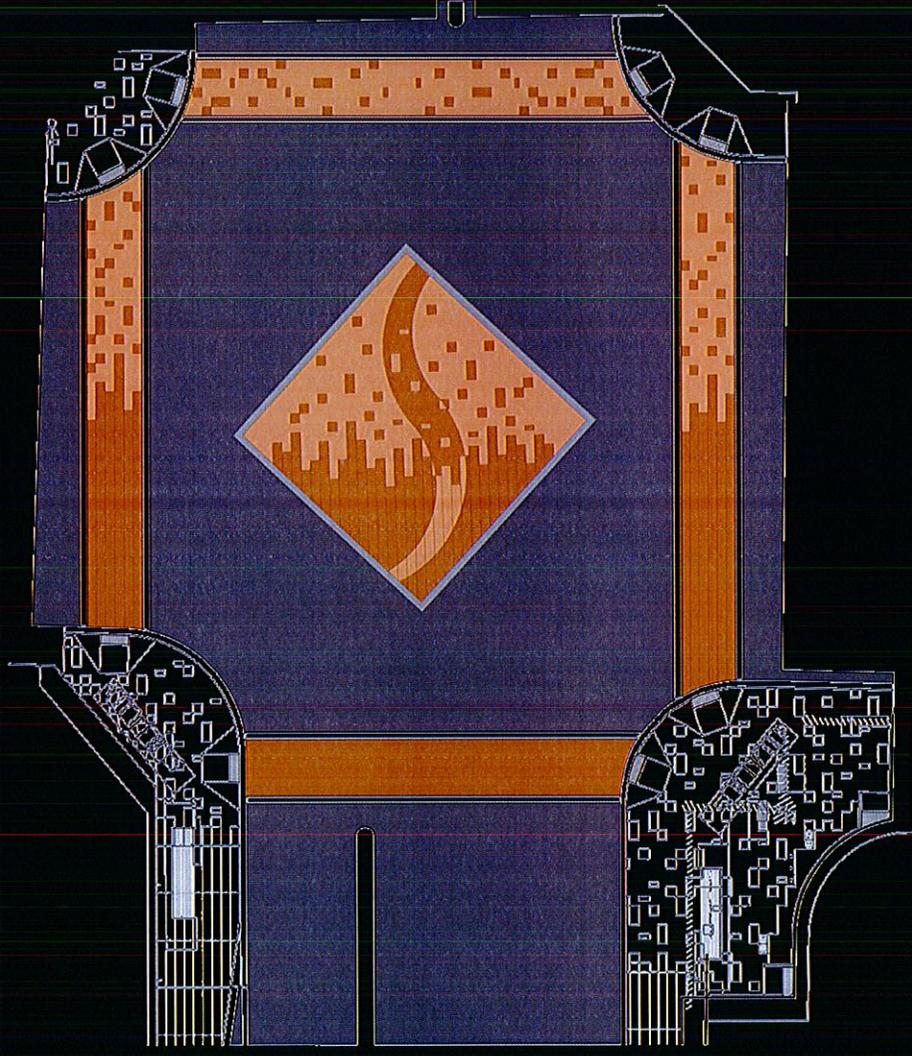


# Stormwater Harvesting (Bioswale)



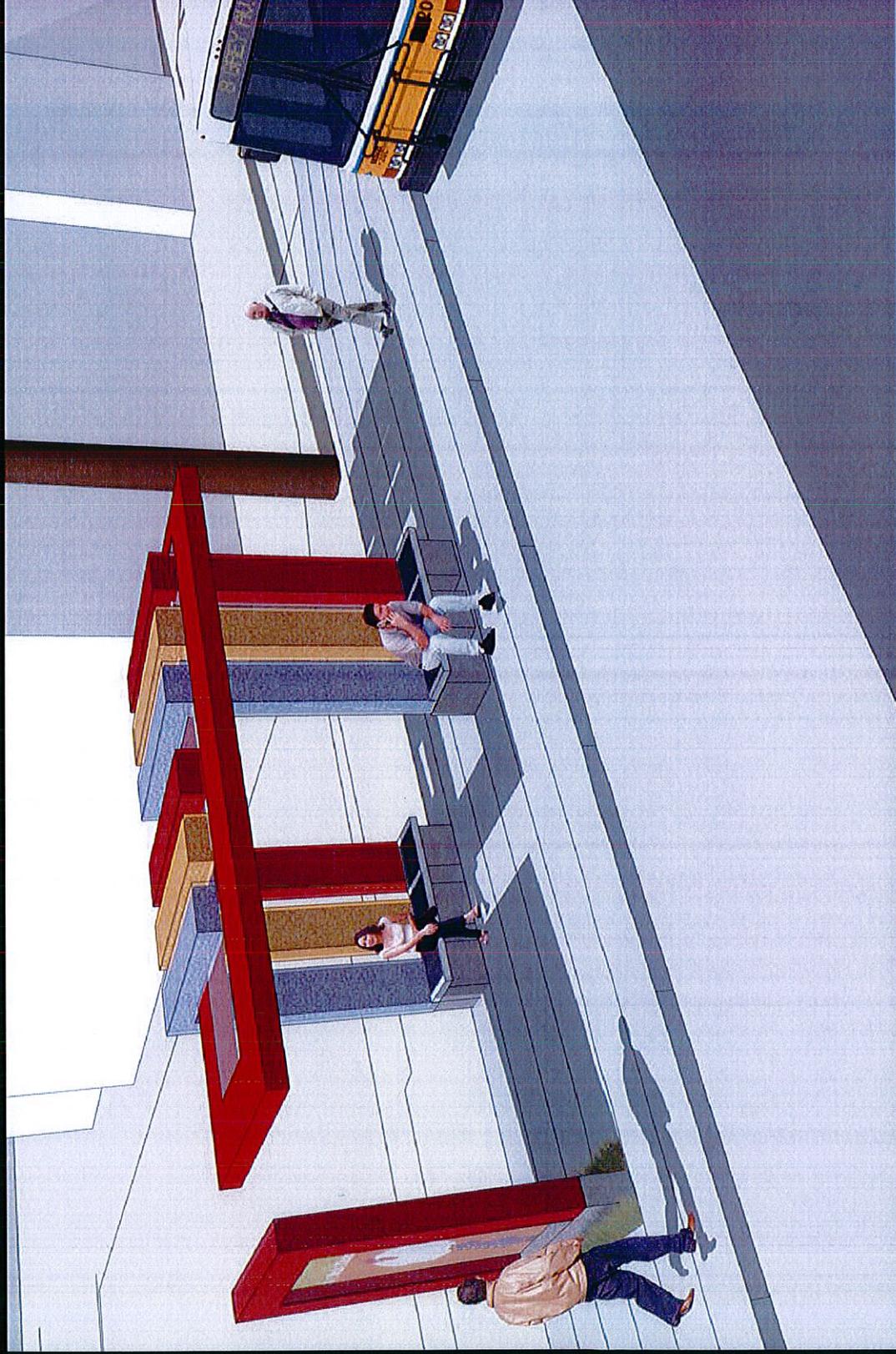
Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

# Primary Intersection Paving Treatment (Reflective Coating)



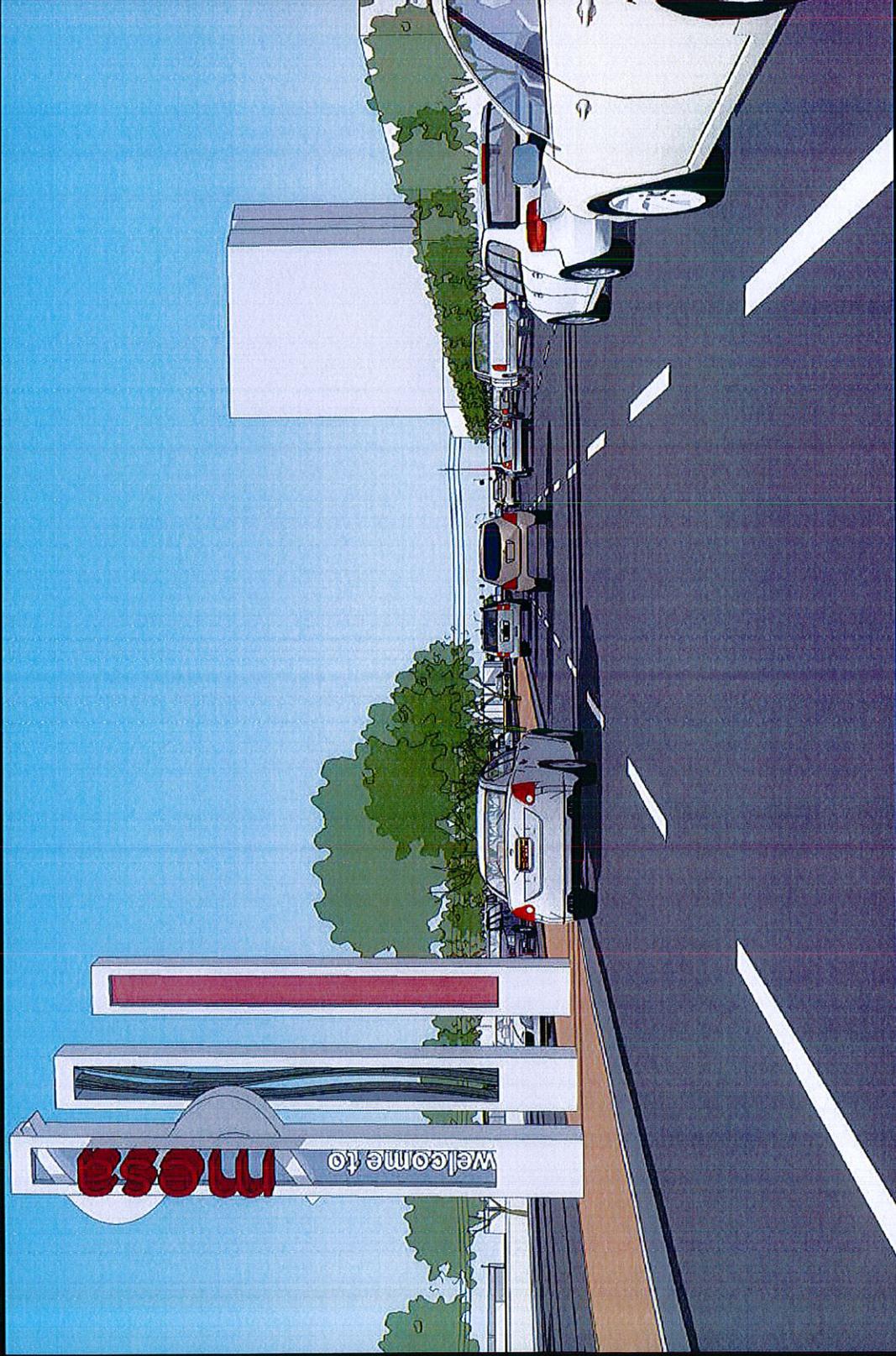
Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

# Bus Shelters



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

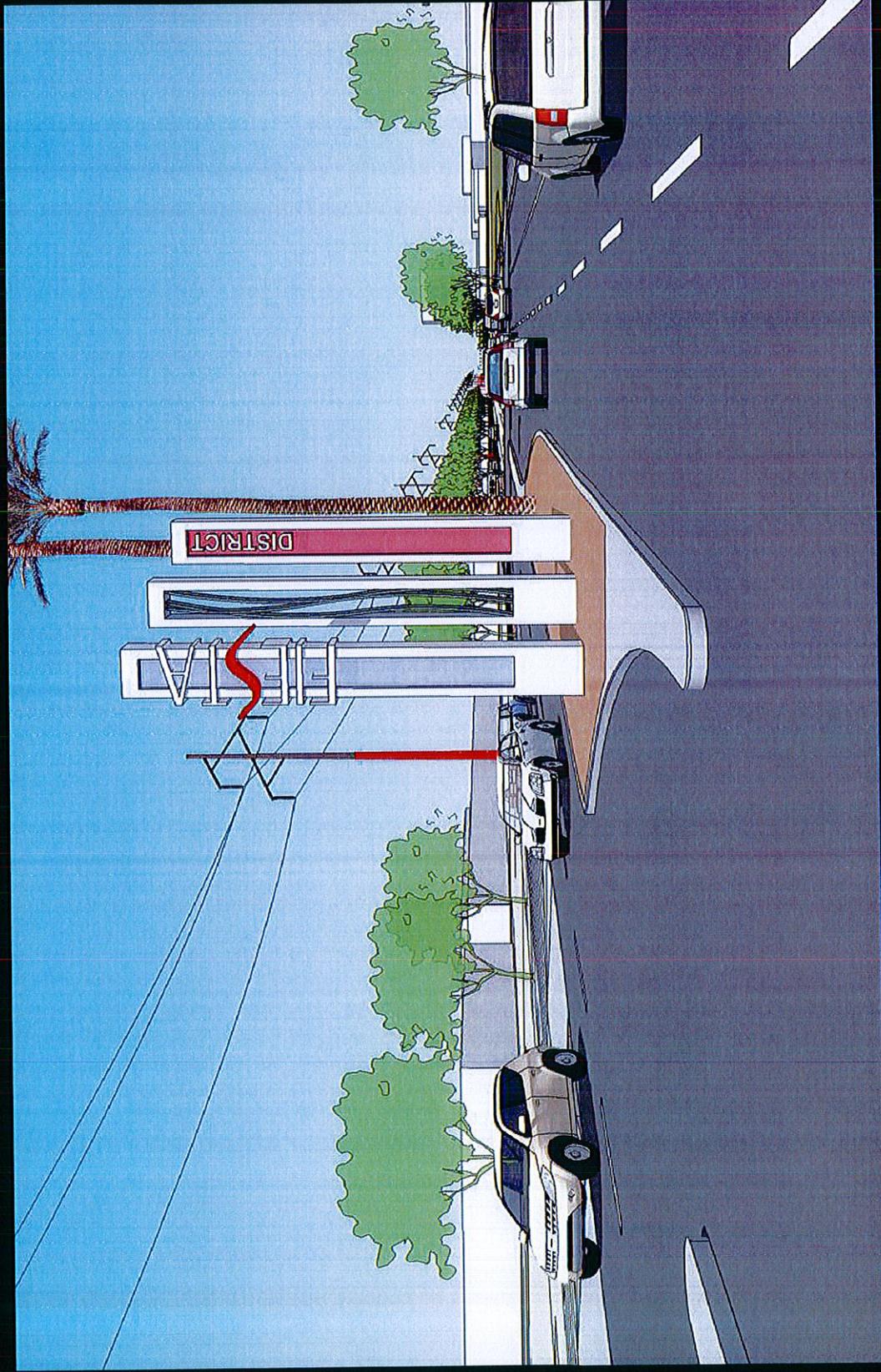
# Median Monuments



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



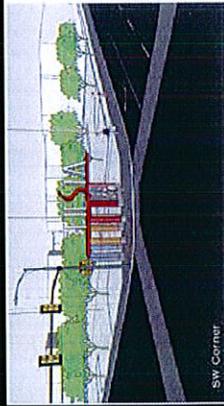
# Median Monuments



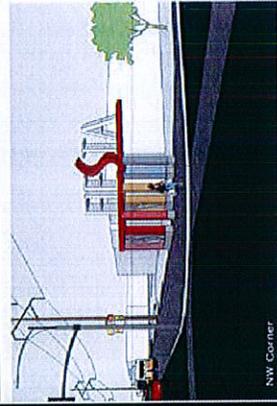
Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



# Southern Avenue Gateway Monumentation

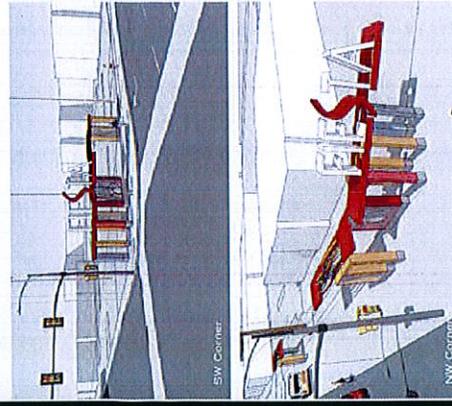


SW Corner



NW Corner

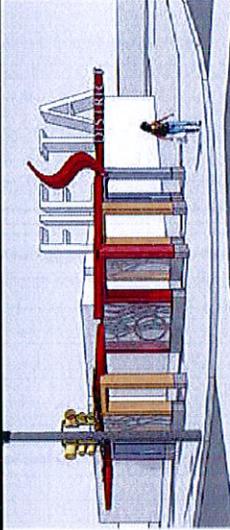
Base Gateway



SW Corner

NW Corner

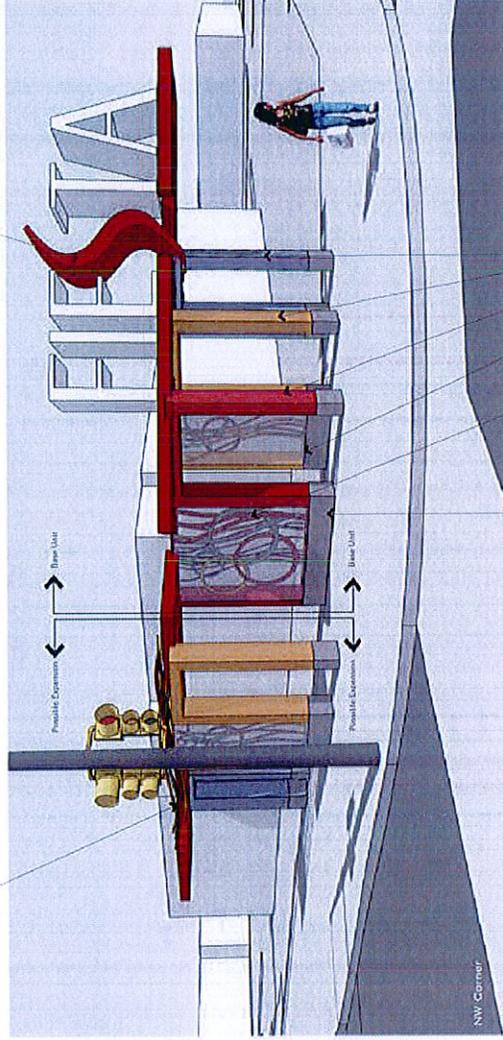
Expanded Gateway



Expanded Gateway Concept with "DISTRICT" Element

Demands align with urban fabric, can be met as part of concept. Provide overall clarity as well as identifying urban gateway.

Coordinate signage with University of Arizona at 85th St. Gateway approach provides clarity without detracting from existing signage.



Expanded Gateway Concept

North-south facade is 11' high by 10' deep. Signage can be arranged as needed to accommodate various configurations while retaining a consistent aesthetic. A dynamic visual for activity, including an art installation or sculpture.

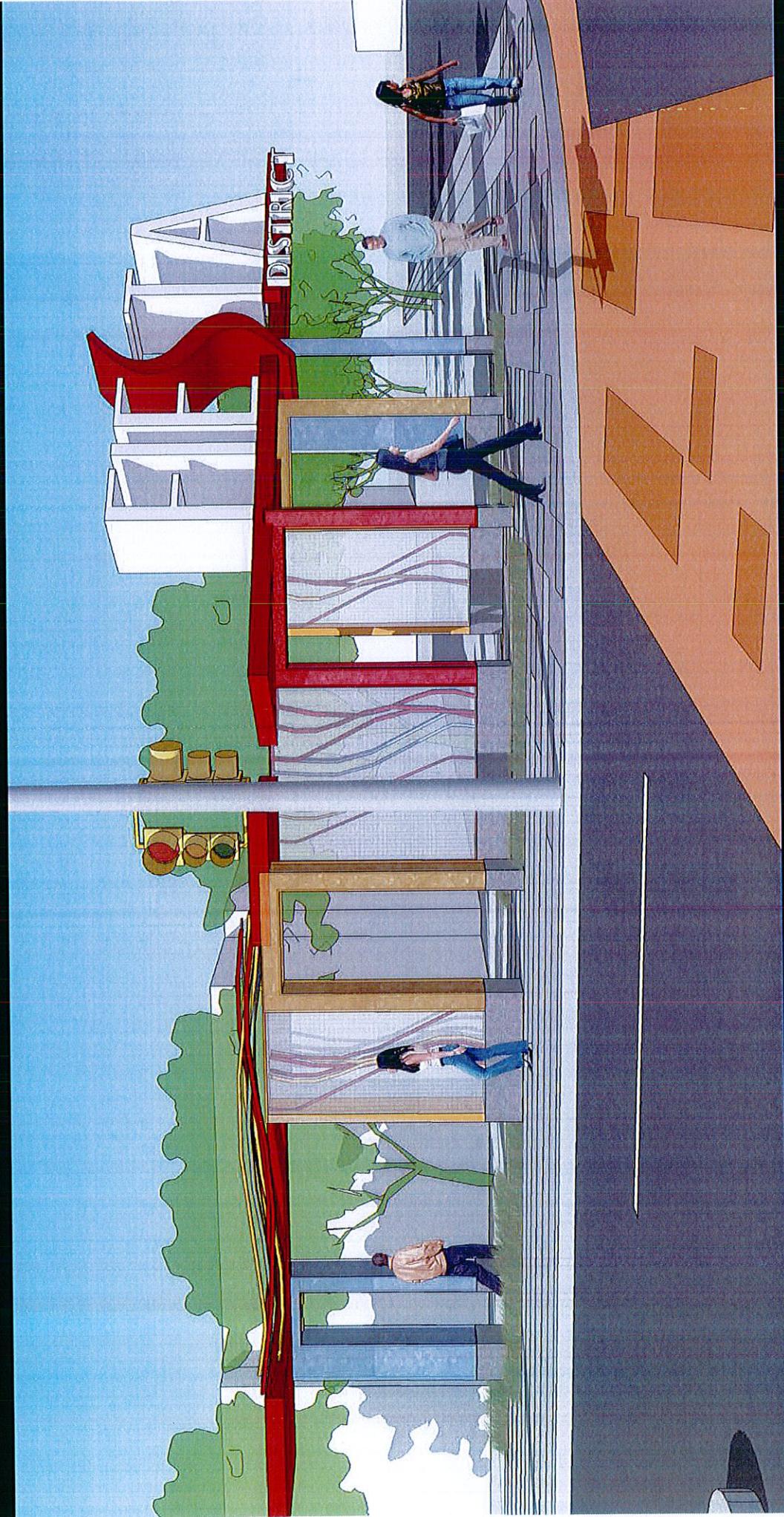
Signage is a key element of the gateway. It should be designed to be visible from a distance and provide a clear visual identity for the gateway.

Public Art piece, LED Wall Section to introduce with overall more contemporary feel. Signage should be designed to be visible from a distance and provide a clear visual identity for the gateway.

Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



# Southern Avenue Gateway Monumentation



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



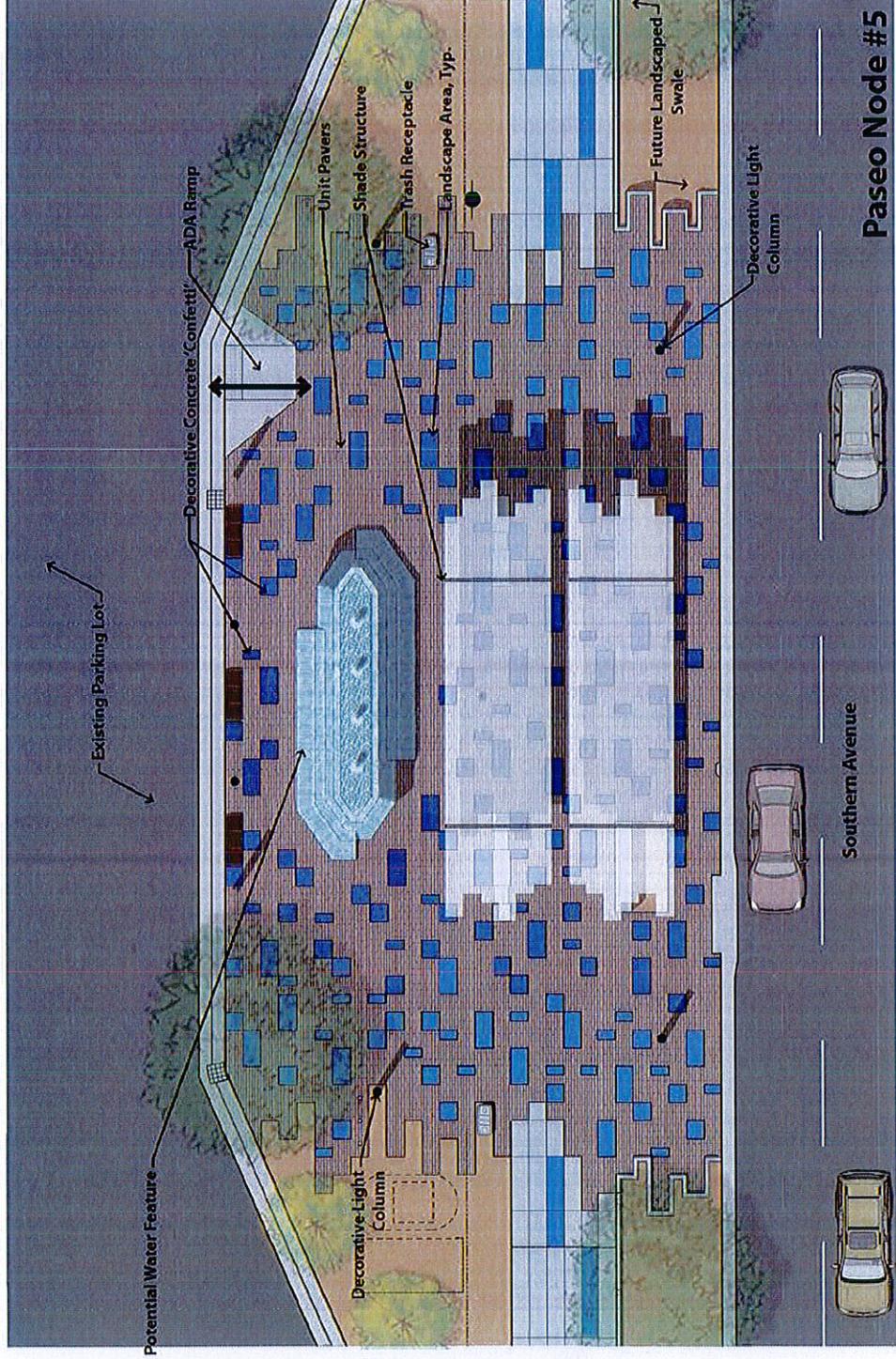


STOP

LZZO  
AMERICAN FAMILY  
AMERICAN FAMILY  
American Family  
COMMODITY  
COMMODITY

AMERICAN FAMILY  
AMERICAN FAMILY

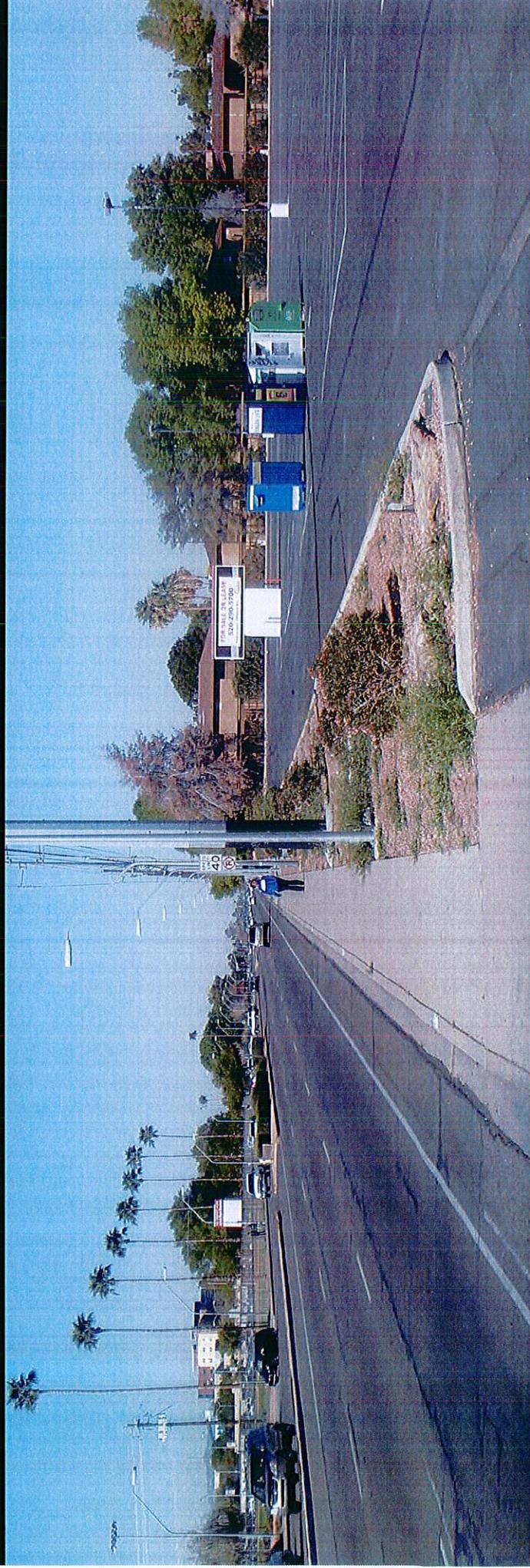
# Fiesta Paseo Nodes (5 Southern Avenue Pocket Parks)



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



# Fiesta Paseo Nodes (5 Southern Avenue Pocket Parks)

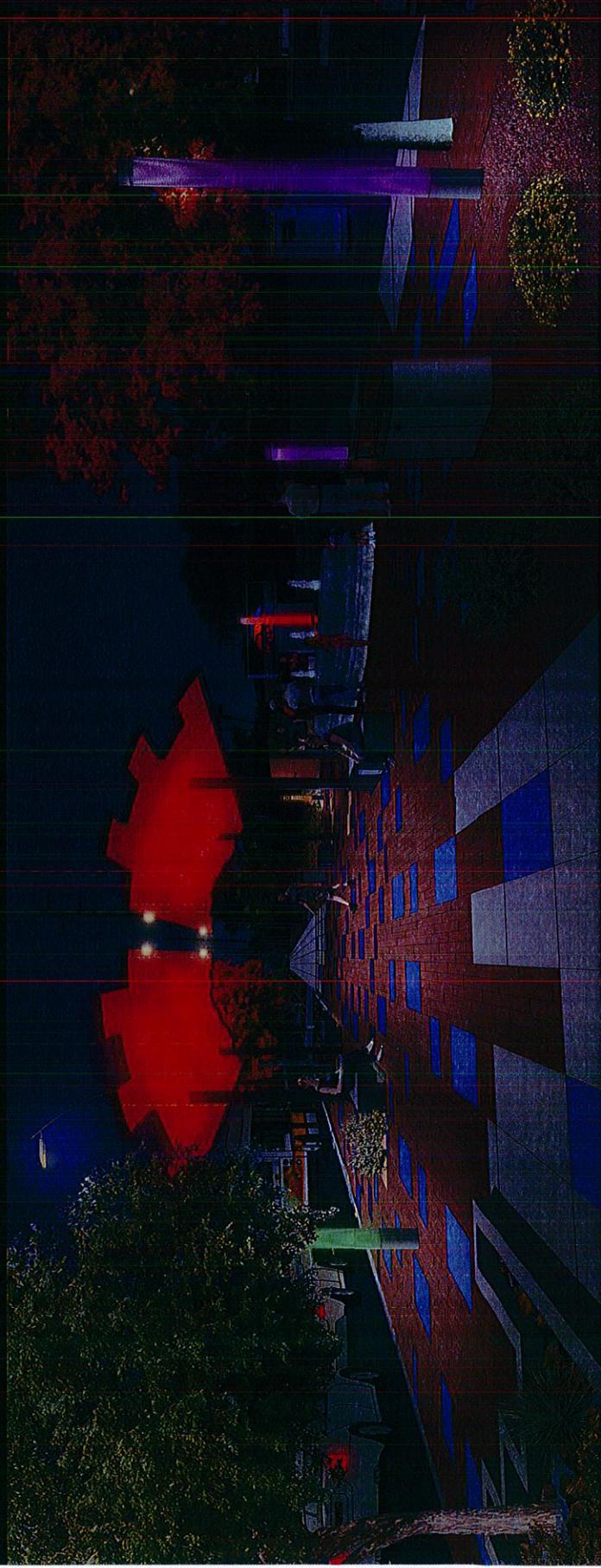


Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



# Fiesta Paseo Nodes

(5 Southern Avenue Pocket Parks)



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona



# Fiesta Paseo Nodes

(Adjacent Private Development in Progress)



Fiesta District / Southern Avenue Streetscape  
Mesa, Arizona

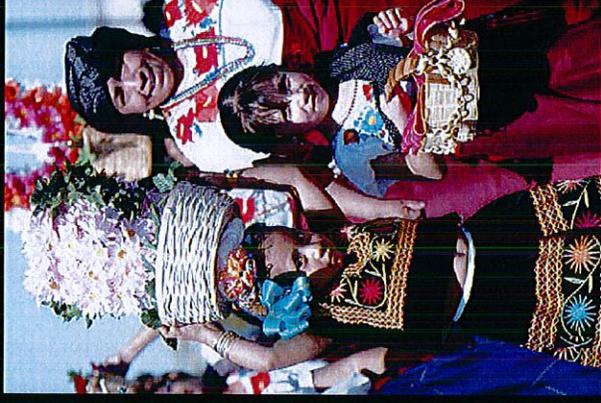


# Downtown Tolleson Redevelopment Project

Van Buren Street – Developing A True Sense of Place

‘Build on a Proud Heritage’

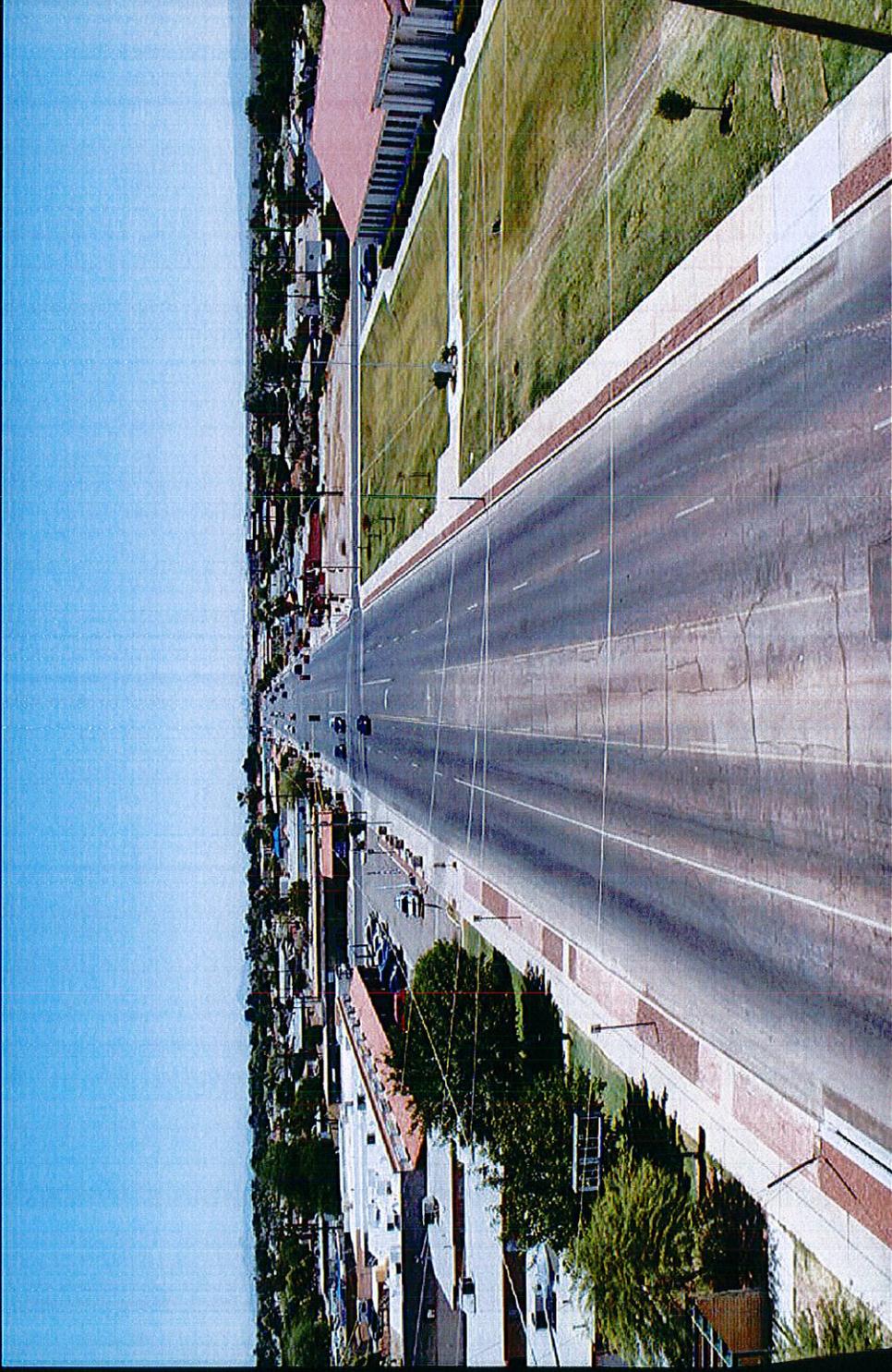
The collage features a central sign with the following text: **DOWNTOWN TOLLESON** (with the Tolleson logo and 'Est. 1912'), **REDEVELOPMENT**, and **HONORING OUR PAST, POSITIONING OUR FUTURE**. The sign is surrounded by various historical photographs, including a group of people, a sign for 'FISH & CHIPS', and a sign for 'GREEN HILL'. The background of the collage is a textured, burlap-like material.



**GRADE A • GROWN IN ARIZONA**

# Elements of the Van Buren Streetscape

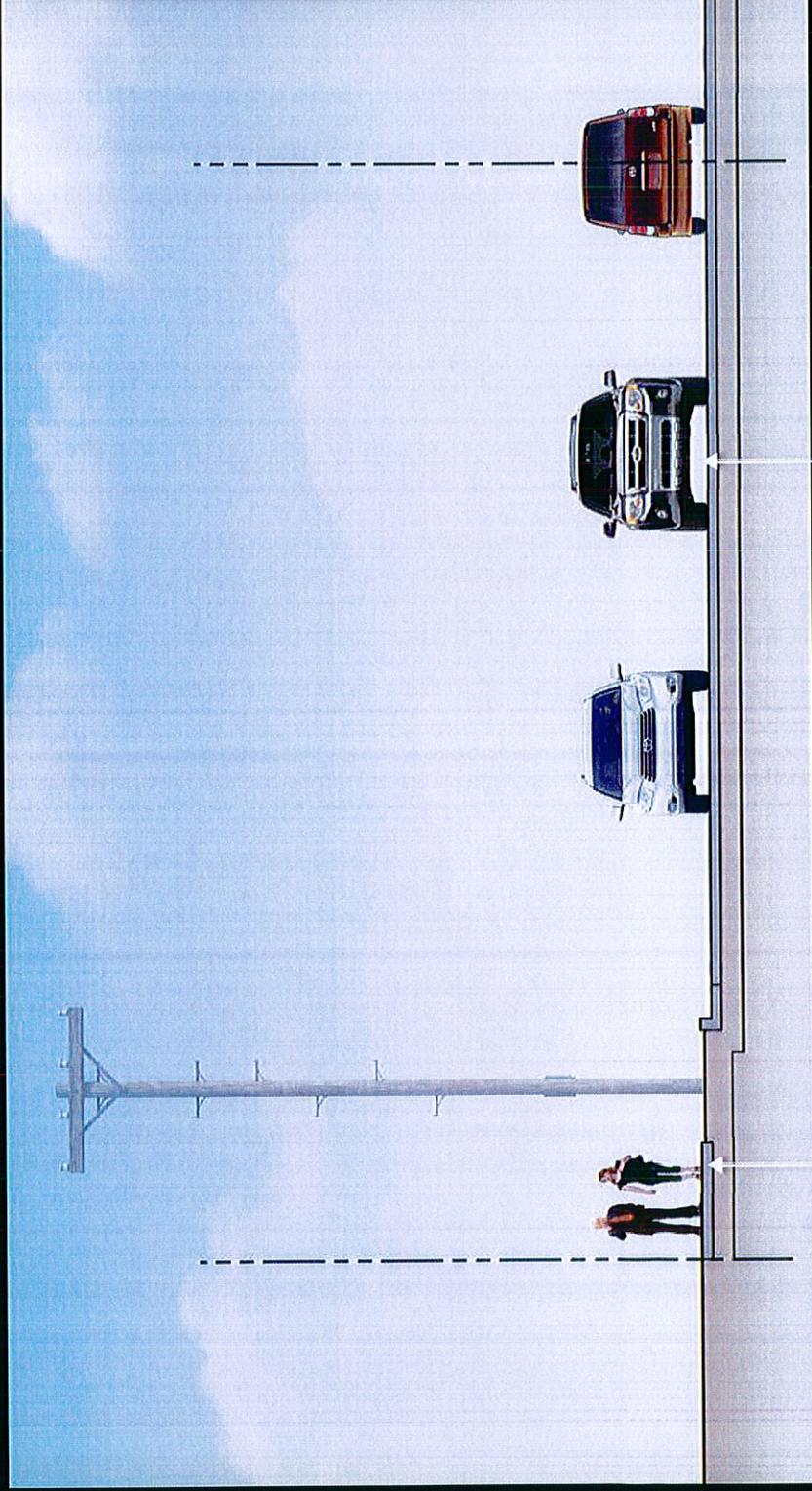
## Existing Conditions Looking East



Van Buren Street Improvement Project  
Tolleson, Arizona



# Van Buren Streetscape – Existing Cross Section



Pedestrian Zone —

Vehicular Zone —

Van Buren Street Improvement Project  
Tolleson, Arizona



# Project Limits: Conceptual Planning



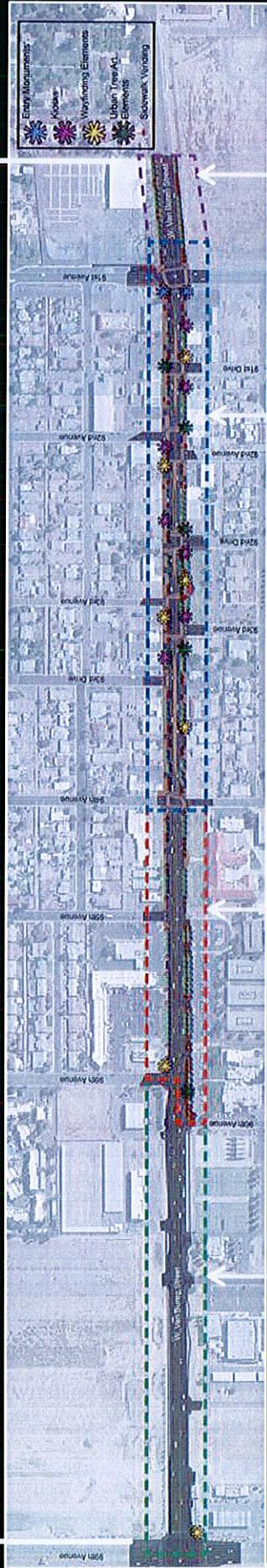
Van Buren Street Improvement Project  
Tolleson, Arizona



# Development Zones

## 1<sup>st</sup> Stage Improvement Project

91<sup>st</sup> to 99<sup>th</sup> Avenue



Zone 3

Zone 2

Zone 1

Zone 4

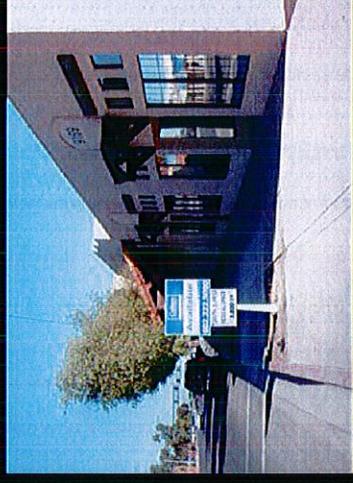
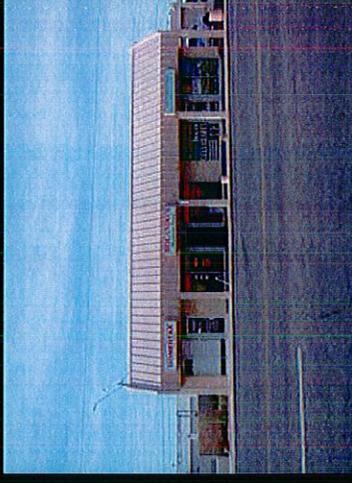
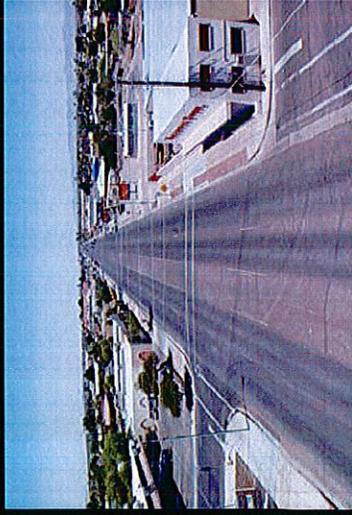
Van Buren Street Improvement Project  
Tolleson, Arizona



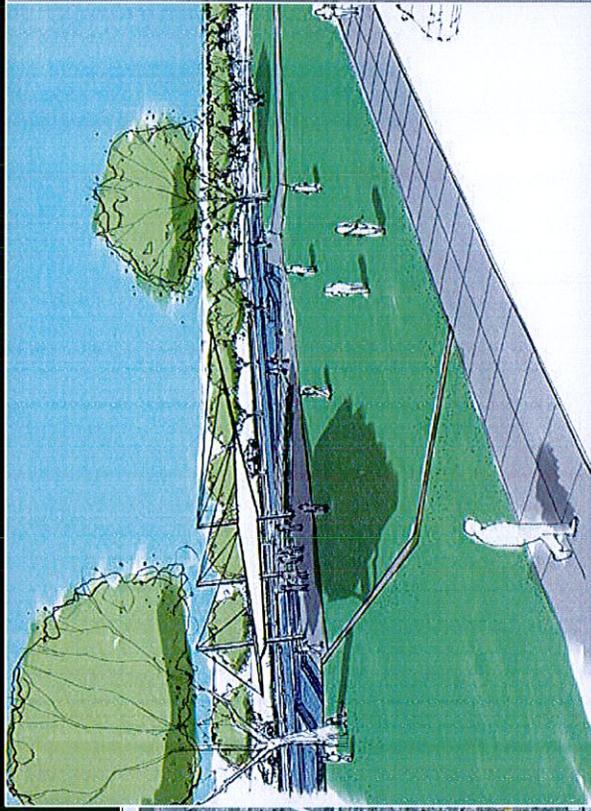
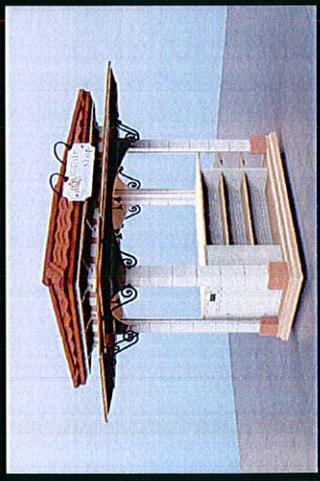
# Project Overview

## “Build Upon Existing Downtown Assets”

- Street Width / Right-of-Way / Speed Limit (25 mph)
- Available Open Space
- Community Ownership: Residents, Stakeholders & Businesses
- “Activity on the Street”: City Hall, Arizona Desert Elementary, Tolleson Union High School, and Post Office
- Existing Buildings on the Right-of-Way / Urban Flavor



# Downtown Open Space Assets



Van Buren Street Improvement Project  
Tolleson, Arizona

# Intersection Improvements & Gateway Opportunities



Van Buren Street Improvement Project  
Tolleson, Arizona



# **Define The Vision:**

**Transition to a Vibrant Downtown  
that is a Long-term Economic Engine**

- Outstanding Opportunity to “Set the Table” for Downtown**
- Develop a Destination Environment with a True Sense of Place**
- Pay Tribute to Tolleson’s Community, Heritage, & Culture**
- Develop a multi-modal Downtown that balances vehicular, pedestrian, bicycle, and mass transit traffic**

**Van Buren Street Improvement Project  
Tolleson, Arizona**



# Van Buren Street

## Proposed Cross Section

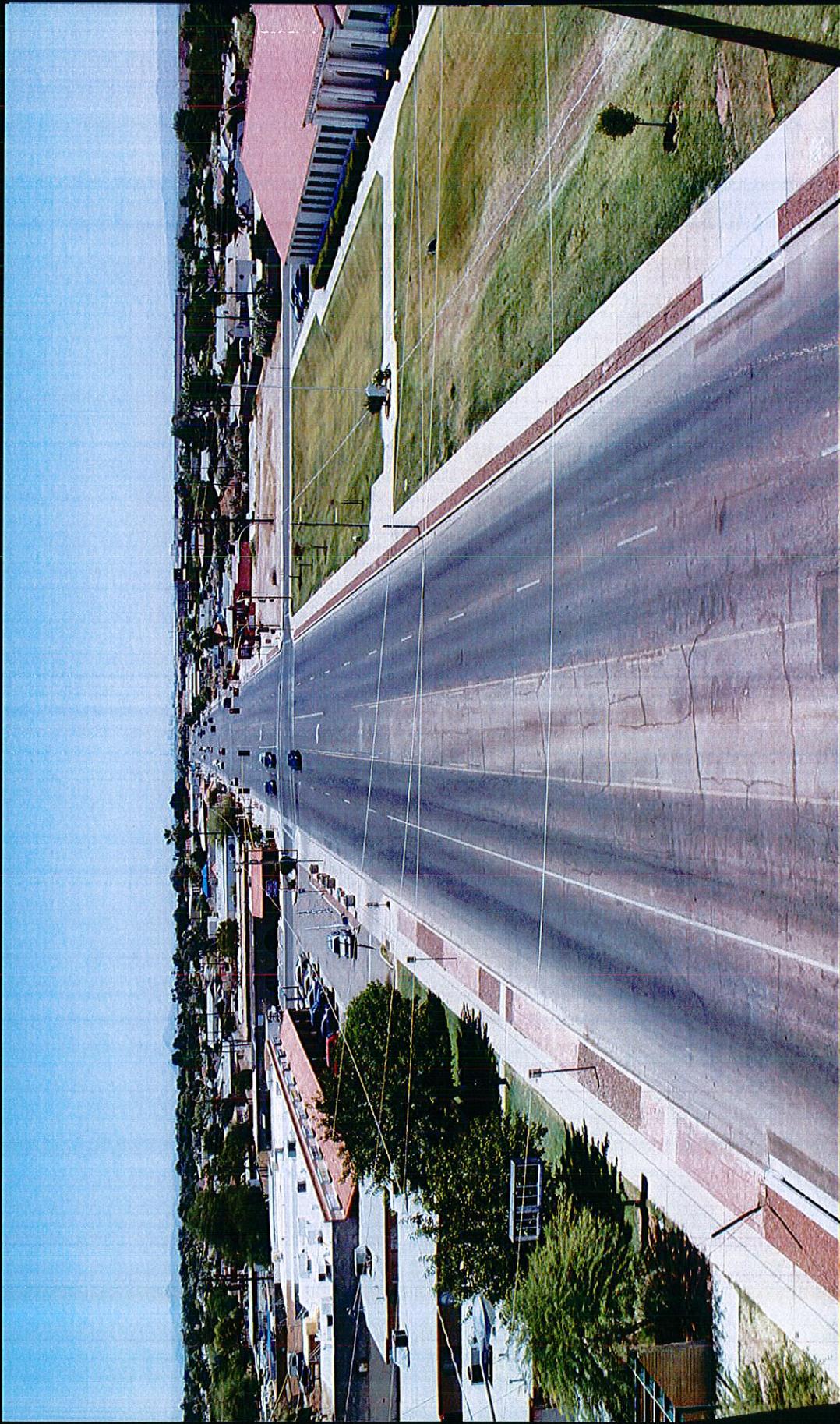
- 15' to 18' Pedestrian Zone
- Shade Trees, Seating Opportunities, & Planting Buffer
- Successful Mix of Vehicular, Pedestrian, Bicycle, & Mass Transit Traffic
- Provide Outstanding Opportunity for Private Development to Invest in Downtown



Aesthetic Lighting, Banners,  
Signage/Wayfinding, Art & Cultural  
Amenities, and On-Street Dining



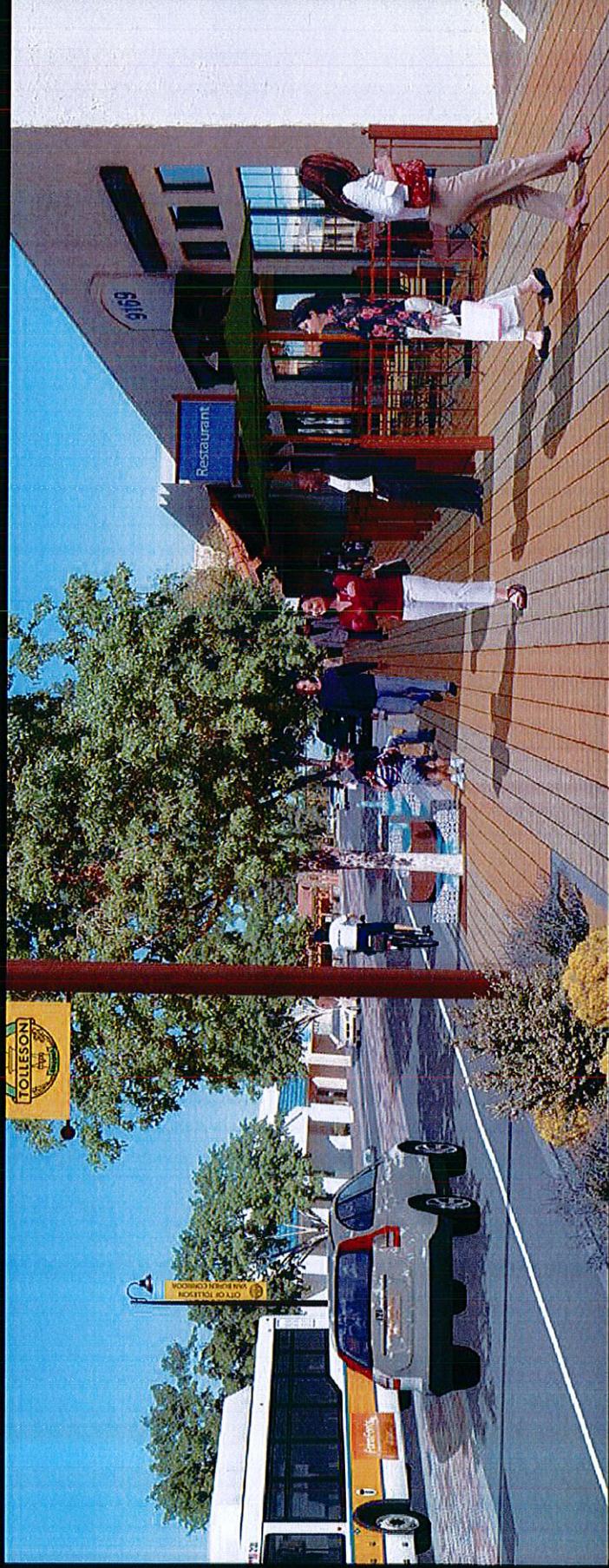
# Design and Operate Entire Right-of-Way



Van Buren Street Improvement Project  
Tolleson, Arizona



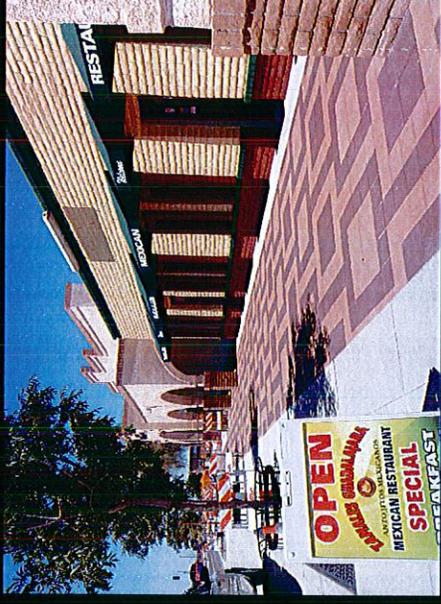
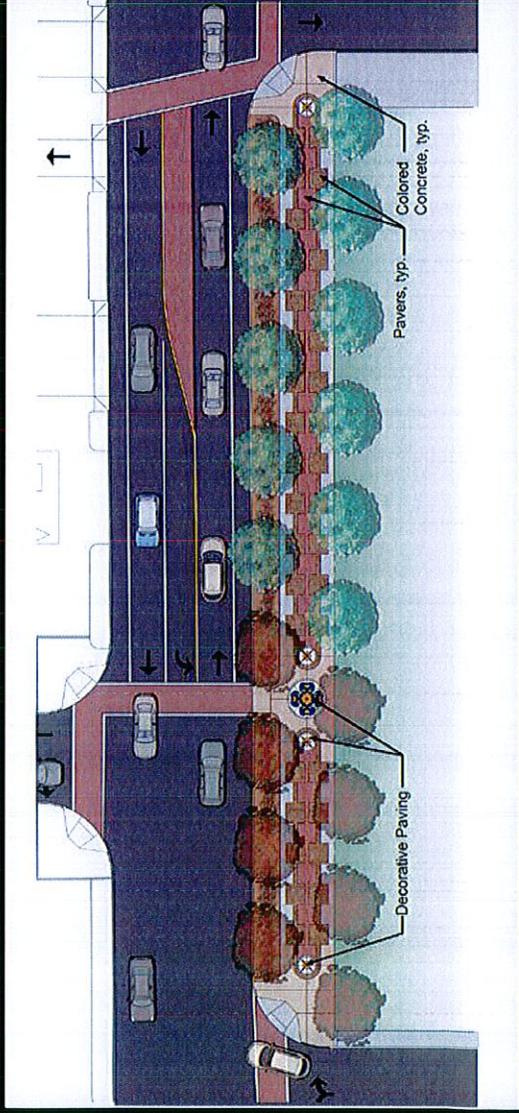
# Economic Revitalization



Van Buren Street Improvement Project  
Tolleson, Arizona



# Pedestrian & Crosswalk Paving

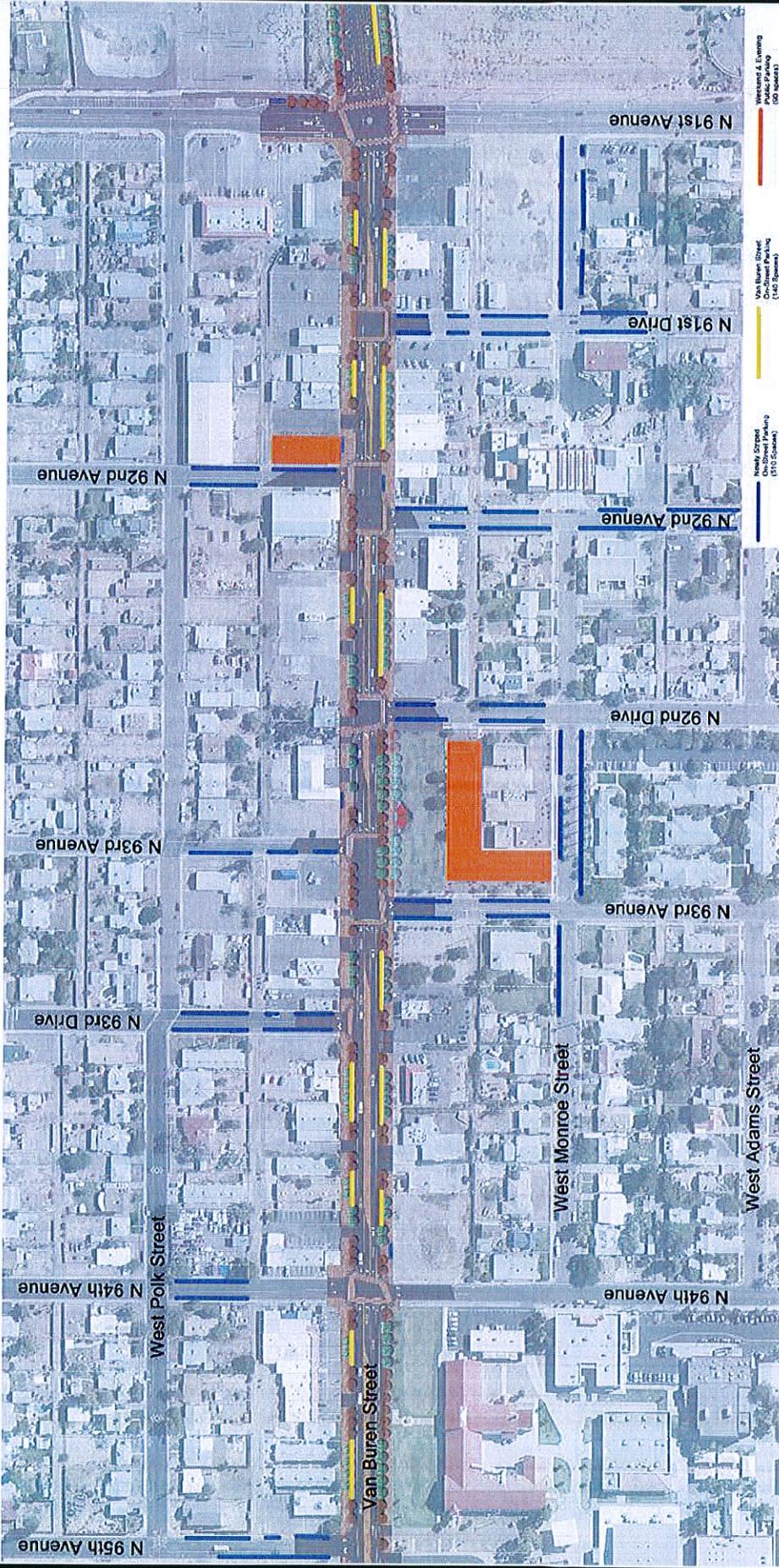


Van Buren Street Improvement Project  
Tolleson, Arizona



# Schematic Parking Plan

Intent: to Provide Approximately 740 Clearly Marked Parking Spaces in the Downtown Area



Van Buren Street Improvement Project  
Tolleson, Arizona



# Branding and Logo

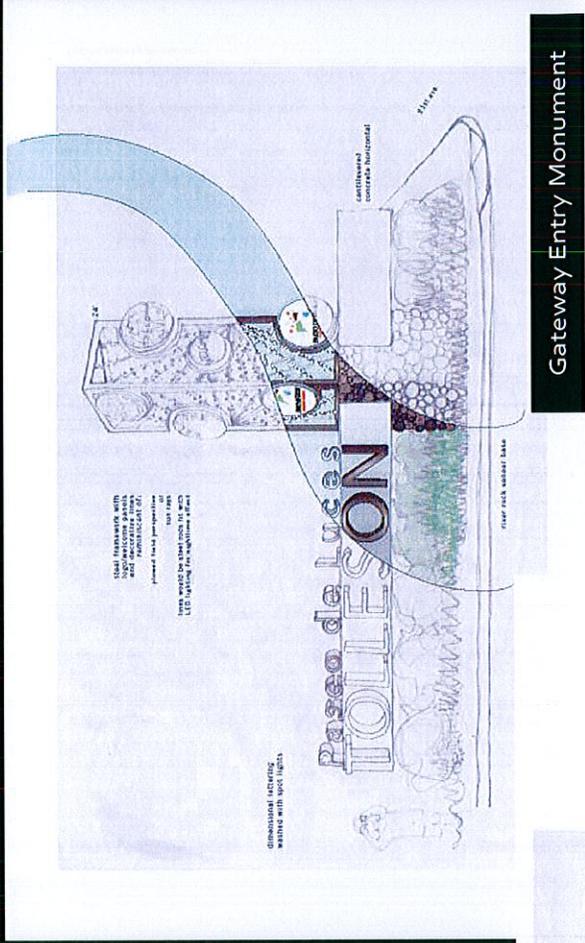


See **TOLLESON**  
**IN A WHOLE**  
*new light*  
**2013**

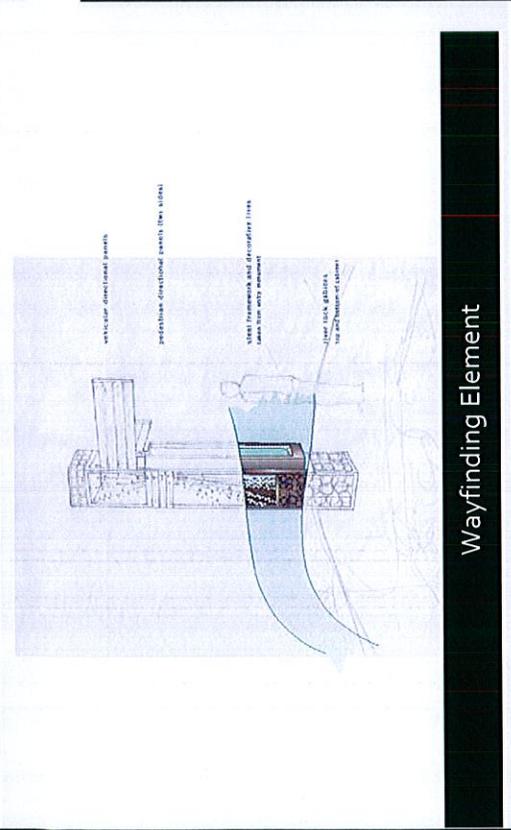
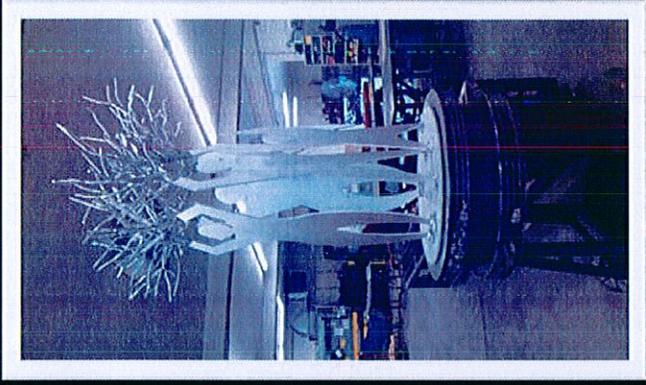


See **TOLLESON**  
**IN A WHOLE**  
*new light*  
**2013**

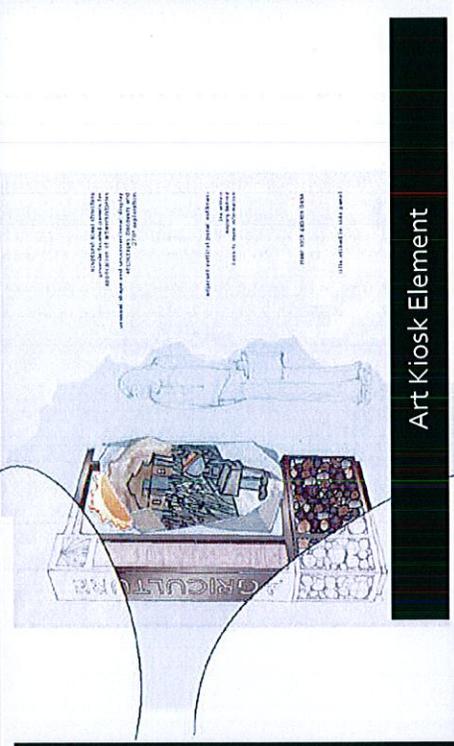
# Gateway Entry Monuments, Pedestrian Wayfinding, and Art Kiosk Opportunities



Gateway Entry Monument

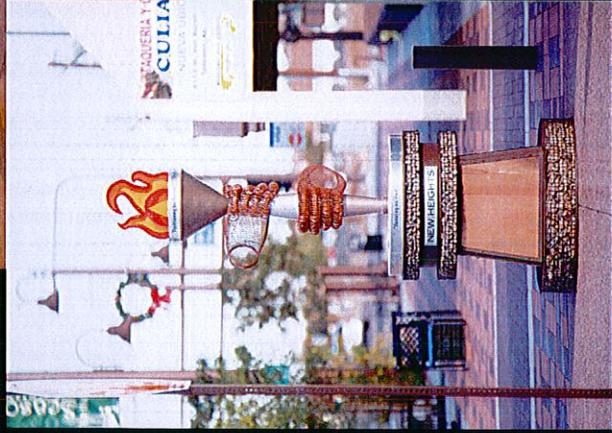
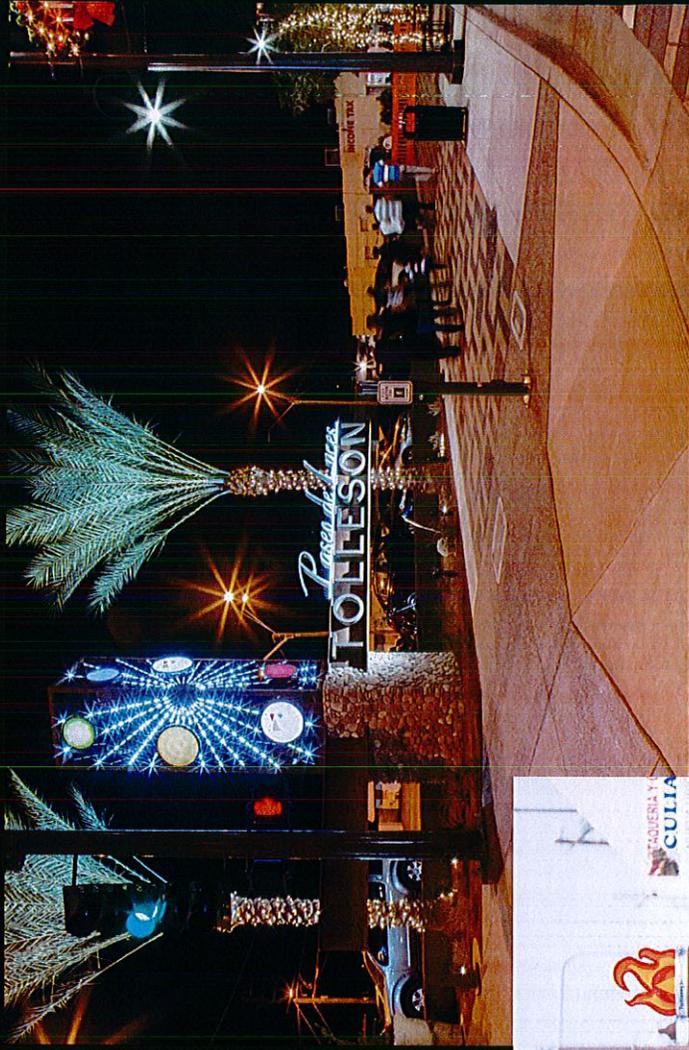


Wayfinding Element



Art Kiosk Element

# Gateway Entry Monuments, Pedestrian Wayfinding, and Art Opportunities







↑ Boys & Girls Club  
↑ Fire Department  
↑ Police/Court 1 mi  
↑ Veterans Park 1 mi





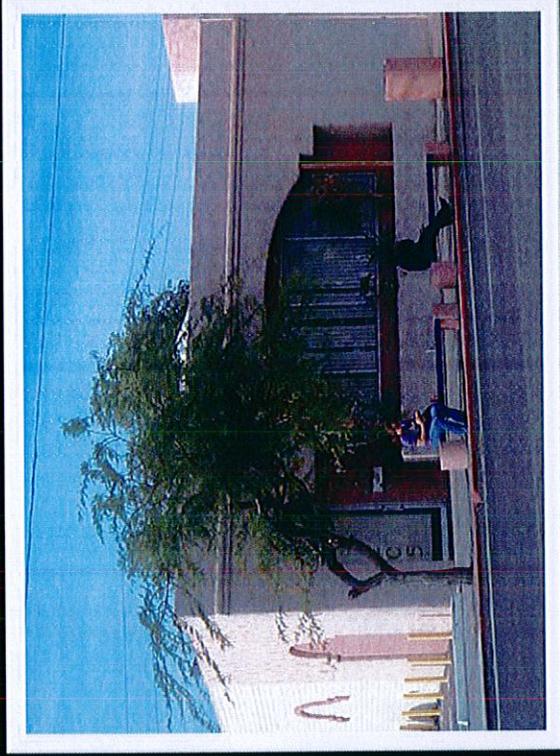




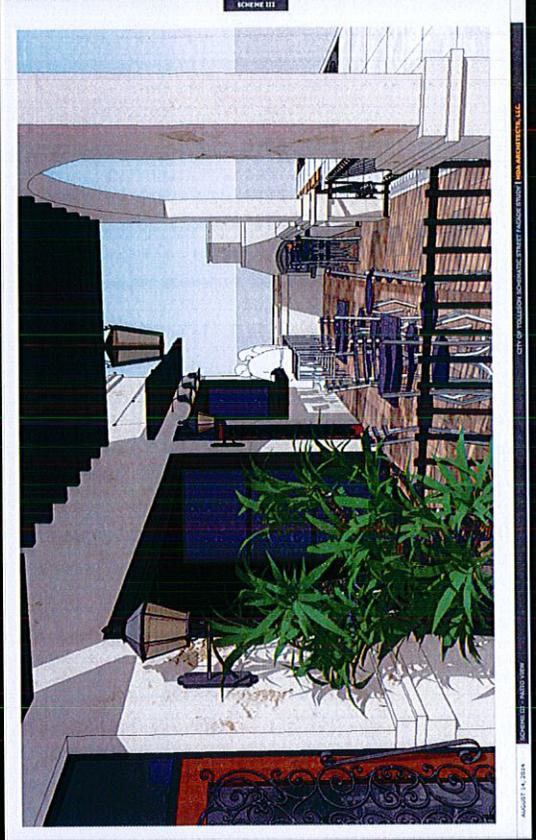
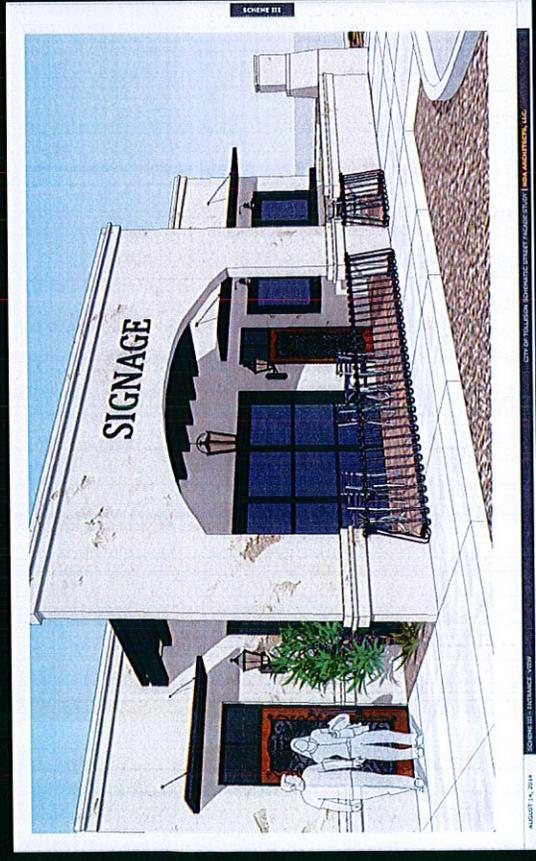


# Upcoming Enhancements

01 0 0 0



Before

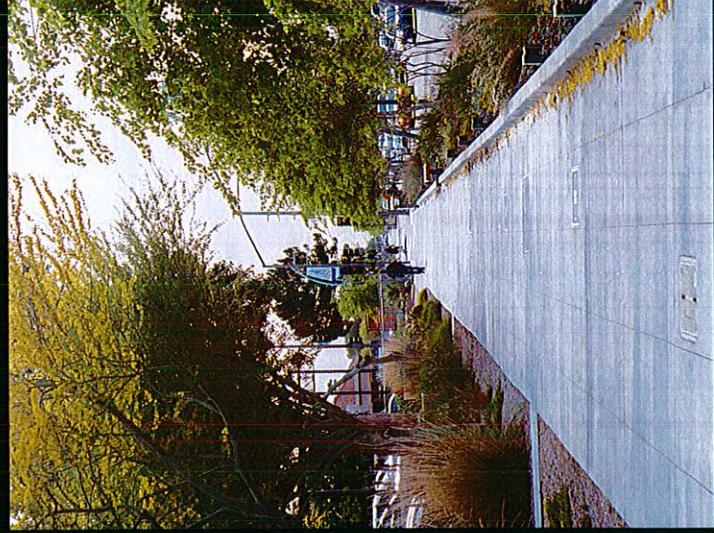


## Façade Renovation Concepts for Future Restaurant



Thank You

# Questions & Answers



Fry Boulevard: West End Corridor Study  
November 17, 2015

