

DOWNTOWN STREETSCAPE MASTER PLAN

Design Concept Report



THE HEART OF DOUGLAS
06-28-2024



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Part One

Introduction

1.1 Executive Summary

The Downtown Streetscape Master Plan was a conceptual design, planning, and placemaking effort that focused on developing a revitalized downtown core in the City of Douglas, Arizona. The area of focus was between 9th Street and 12th Street along G Avenue, and from G Avenue to D Avenue along 10th Street. The Plan has five major goals: enhance and revitalize downtown; increase property values; attract new infill development; encourage reinvestment; and improve quality of life for residents and visitors. The scope of the project included evaluation and conceptualization of streetscape enhancements, pedestrian amenities, lane evaluations, on-street parking concepts, shade systems, signage and gateway monumentation, street tree evaluation, roadway and pedestrian lighting, hardscapes and aesthetics, alley evaluation, cost estimates, a 30% concept plan, and an implementation strategy.

The recommendations outlined in this report include concepts for a revitalized urban core that will continue to serve as a downtown destination environment for the city and region. Building upon Douglas's history to establish a unique character for this urban revitalization was a key aspect of this plan. City staff and the planning team believe that building upon the City's past and present should be a significant theme in re-imagining this downtown environment for the future.

The Downtown Streetscape Master Plan outlines the conceptual structure for revitalizing the vital core of Douglas into a destination environment with a true sense of place and community. The project intent is to develop a vibrant, safe, and active downtown for residents and visitors alike for generations to come.



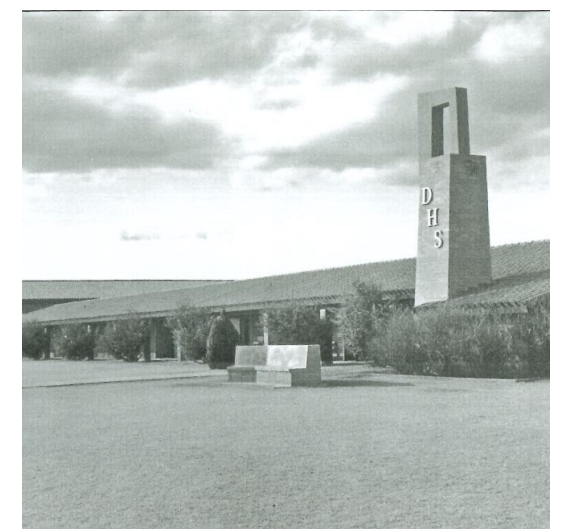
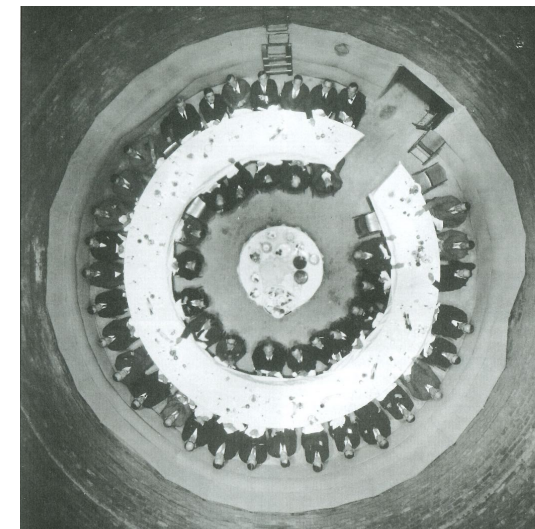
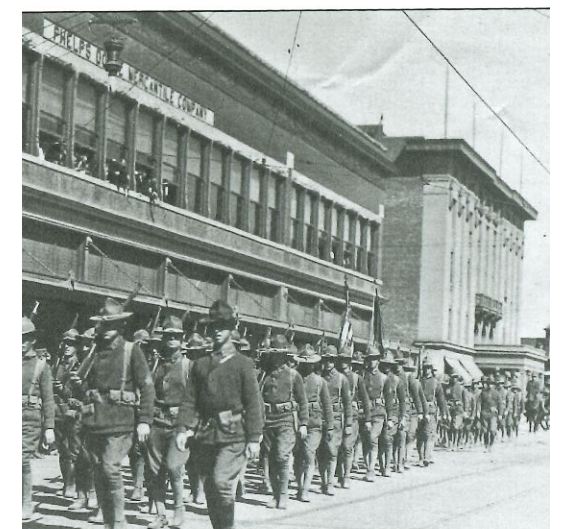
1.2 Site History

The City of Douglas, located in Cochise County, Arizona and bordering Mexico, has a fascinating and diverse history. In the 1500's Spanish Conquistadors established presidios (fortified military settlements) in the region. By the late 1700's, the Presidio de San Bernardino was established, which was several miles to the east of the current downtown. The U.S. Army established Camp San Bernardino near this site in the late 1800's to stabilize the security in the area. The town was founded in 1901 and officially incorporated four years later on May 15th, 1905. Since then, Douglas has grown to a population of 15,000 residents. Originally established as a smelter site for the nearby copper mines in Bisbee, the town quickly attracted cattle ranchers who settled on the open grassy lands in the late 1800s. The local economy flourished with mining and agriculture. This led to the town serving as a section headquarters for the El Paso and Southwestern Railroad. Today, the City Police Department Headquarters now occupies the former train station.

Douglas also has a rich history of military presence and aviation. It has been home to three Army camps and has played a significant role in the field of aviation, with an airport that witnessed many aerial feats. The Douglas Municipal Airport was designated as the first international airport in 1928. Despite the battles that transpired during the Mexican Revolution in nearby Agua Prieta, Douglas has heavily relied on border trade to support its growing economy since the closure of its last smelter in 1987. The town shares a strong connection with its Mexican neighbors, and both communities embrace the fusion of their cultures. Additionally, Douglas has a deep Native American history, influenced by prominent figures like Geronimo and Cochise.

Charles Overlock, the first postmaster of Douglas and a member of the early school board, served as the town's inaugural Mayor. However, he was later succeeded by William Adamson, a former Copper Queen Supervisor, who became the first elected Mayor. In 1942, Douglas Army Air Field was constructed ten miles north of the town as a flight school for officers assigned to bombers during World War II. After the war, the airfield transformed into Bisbee-Douglas Airport. In addition to aviation, the area was also defined by its automotive presence. In 1913, Douglas proudly referred to itself as the "Auto Town of the Southwest" due to its impressive fleet of over 200 automobiles. During this time, the streets of downtown were shared by both automobiles and horse-drawn wagons. Douglas also became a hub for locomotive and car servicing facilities, as it served as a major stop along the El Paso and Southwestern Railroad. Throughout history, the town's resilience and adaptability have been key factors in its continued success as a vibrant community in southwest Arizona.

From a development perspective, today, many feel that the time has come to "refresh" the Downtown core with pedestrian-friendly improvements that will add to the City's character while blending in with the existing charm. The City is now focused on the development of a streetscape system with a true sense of place for its residents, that will energize Douglas and its central core. The goal will be to develop improvements that add to the destination environment of Downtown for decades to come.

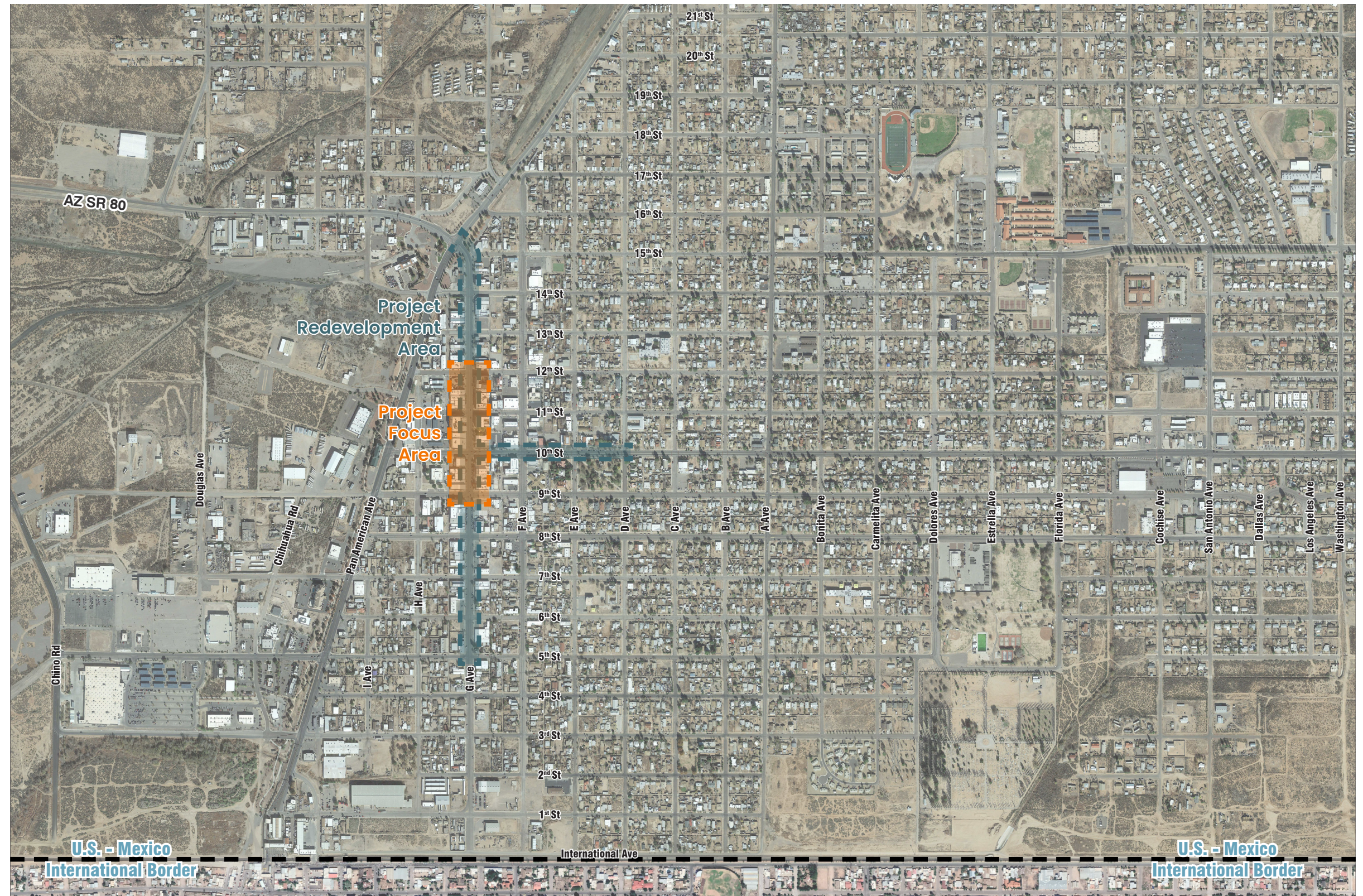


1.3 Vicinity Map

Located in Cochise County along the United States and Mexico Border, the Town of Douglas is a vibrant border community with more than 100 years of rich history.

East of the outlined Project Areas is predominantly residential, including public parks, schools, churches, and the Douglas Municipal Airport; West of the outlined Project Areas is predominantly commercial and industrial developments, including restaurants, hotels, shopping centers, and the previous site of the Douglas smelter. Less than a mile south of the Project Focus Area is the U.S.-Mexico border, which includes the border crossing on Pan American Avenue.

The improvements outlined in this document focus on the area of G Avenue from 9th Street to 10th Street. The intent for the proposed design for the Project Focus Area will be to eventually implement it throughout the rest of the Project Redevelopment Area.



Part Two

Site Analysis

2.1 Photo Inventory

Multiple site visits were performed by the design team and city staff over the course of the initial design phase to understand the existing conditions and current opportunities along the G Avenue corridor.

What follows is a photo inventory focused on the existing building facades along G Avenue from 9th Street to 10th Street. Both the Gadsen Hotel and the Grand Theatre are listed in the National Register of Historic Places and Historic Landmarks; these buildings, along with multiple others, have influenced the development of the City of Douglas since its inception and should be taken into consideration for any proposed improvements to the Downtown Douglas Streetscape.

→ Correlates to 1 on map below

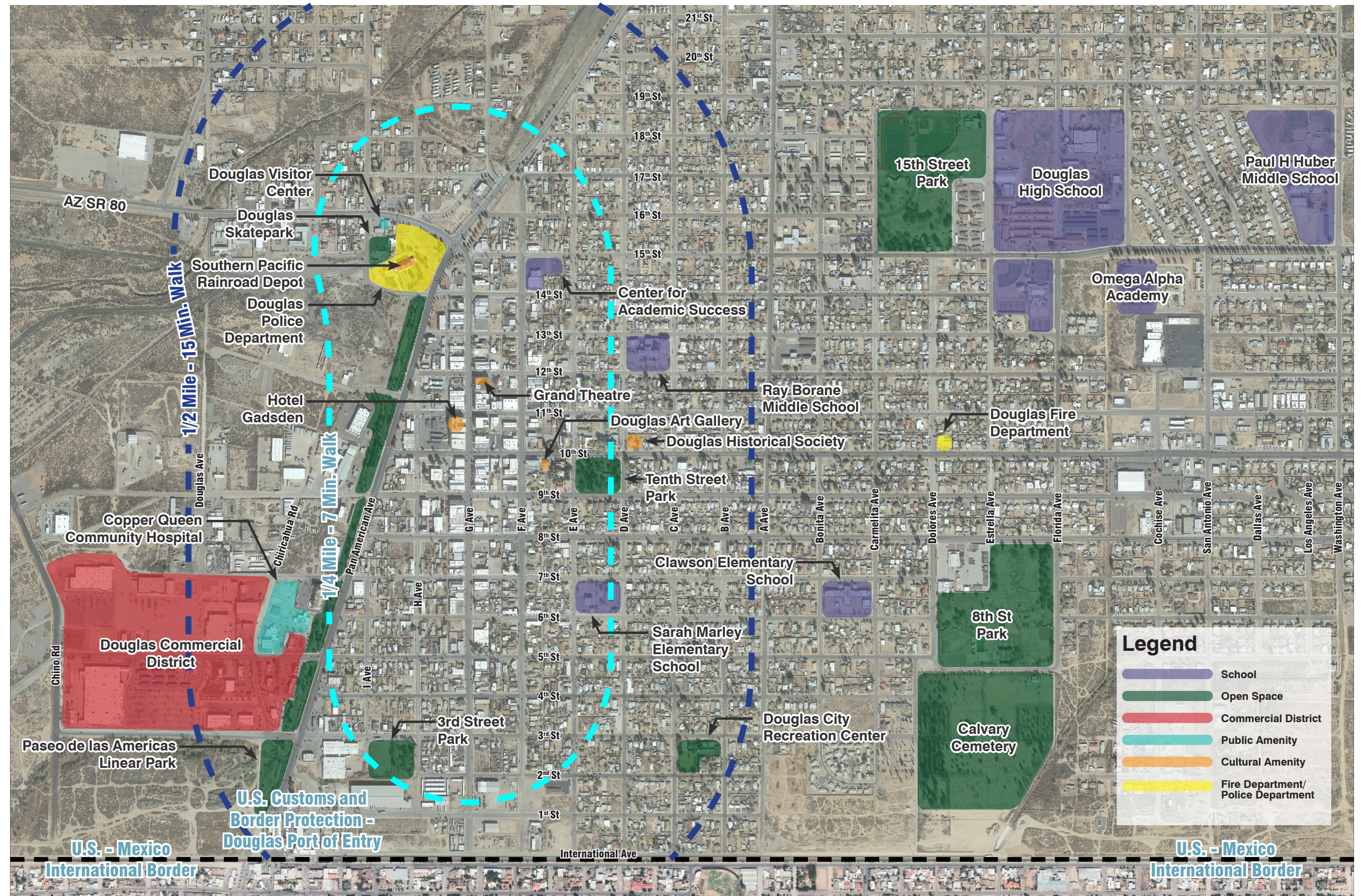


2.2 Walking Distances

Part of the site analysis portion of the Downtown Douglas Streetscape Master Plan site analysis was analyzing walking distances related to the downtown area. The existing grid layout of Douglas makes navigating the space as a pedestrian or vehicular user easy to understand.

Multiple amenities are located within the 1/4 mile radius of the Downtown Douglas Redevelopment Area. Among these are the Douglas Visitor Center, the Douglas skate park, the Douglas Police Department, various public open spaces, and a couple of schools. Also within this radius are multitudes of residents who are able to access the Downtown Douglas core.

The downtown core is actually a very walkable, pedestrian environment. The improvements proposed in this DCR would enhance this walkability and improve accessibility for residents and visitors alike.



2.3 Public Outreach

The conceptual design process began with the inclusion of key stakeholders of the Downtown Douglas area. These stakeholders assisted in the development of multiple concepts by informing the design team of needs of the Douglas community and some of the current issues they face.

A concept vetted by city staff and downtown stakeholders was presented to the public on March 3rd of 2022 through two separate open house meetings. Feedback from the public was also gathered through a survey residents could complete online. Some of the items covered in the open house and survey included: site furnishings, hardscape materials and treatments, art elements, light fixtures, possible intersection graphics, and entry monument concepts. Input received was then integrated into the development of subsequent design concepts.

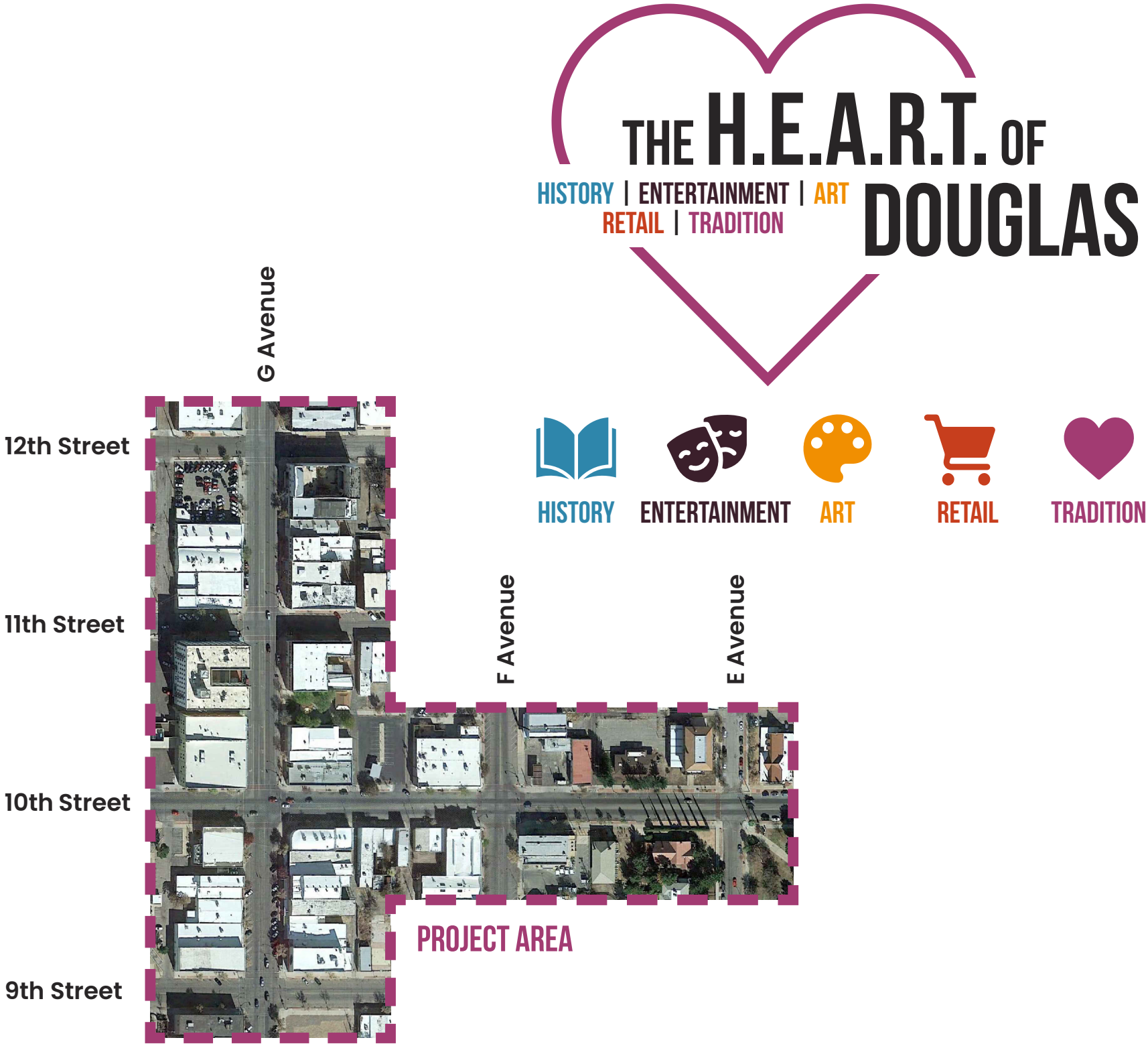
DOWNTOWN STREETScape MASTER PLAN

J2 Engineering & Environmental Design has been selected to develop the Downtown Streetscape Master Plan for the City. The Design Team is currently working on conceptual design for the streetscape system, which may include street and sidewalk paving enhancements, lighting, on-street parking improvements, landscaping, shade canopies and structures, artwork, and alley improvements. The project intent is to develop a vibrant, active downtown for residents and visitors alike.

The City and Design Team will be hosting a public input meeting on Thursday, March 3, 2022 regarding the streetscape design concepts and would like to invite you to get your feedback. You will have two meeting options to attend this open house: from 12:00 pm to 2:00 pm or from 4:00 pm to 6:00 pm on March 3rd. The meeting location will be at 1012 N. G Avenue in Douglas.

IF YOU HAVE THOUGHTS OR IDEAS YOU'D LIKE TO SHARE, WE WANT TO HEAR FROM YOU.

TELL US WHAT YOU THINK AT THE OPEN HOUSE:
1012 N. G Avenue Douglas, AZ 85607
March 3, 2022 12:00 pm- 2:00 pm or
March 3, 2022 4:00 pm- 6:00 pm



2.3 Public Outreach

The project’s public outreach was completed by the City Staff and Design Team using a public in-person meeting, business stakeholder virtual meetings, and an online input session over several weeks. Several written comments are listed below, as well as a matrix showing numbers of online comments per question. Additional public input is also shown in the appendix.

2.3.1 Early Stakeholder Comments

- Comment 1: The Heart of Douglas: Mexican Food Capital of the World (Theme) (He came up with). Look alleys off of G Ave. Showing everyone that Douglas is safe.
- Comment 2: Reflection of Douglas, who we are, the history of Douglas, unique Douglas style, beautiful, come and visit and stay. Concerned if street closure at 9th and 10th. Lack of Parking. Promote Douglas as safe.
- Comment 3: what we can give to the people and what the people give to us. Trying to bring Douglas back to life.
- Comment 4: Doesn’t want the street closed permanently between 9th and 10th, something to drive traffic downtown.
- Comment 5: Douglas has an enough history to use. Have to work with what we have right now for park.
- Comment 6: Activate the community, up the energy and get people out on the streets, more community events.

2.3.2 Survey Results

As you look into the future of Downtown Douglas what do you think it should look like?		Are there elements that you think should not be included in Downtown?		What do you feel is the biggest challenge facing the Downtown Area?		What do you believe is the single most important thing that should be a part of this project to help spur development and interest in Downtown Douglas to create a vibrant, active area?		Is there any other information you'd like to provide to provide to assist us in our design?	
Businesses/Restaurants/Shops	75	No	27	No Business/Bringing in Business/Lack of Stores	43	Entertainment/Attractions	42	Attractions/entertainments	14
Live Music/Entertainment/Events	32	Buildings/Abandoned Buildings/Vacant Buildings	13	Empty Buildings/Vacant Lots	30	Bringing new business/stores	35	No	12
Roads/Parking	9	New Buildings/modernization	7	No Entertainment/Attractions	27	History/Culture	15	Beautification	9
Open Space	8	LA/Aesthetics	7	Parking	7	Streets/Roads	8	New/Updated Roads/Streets	5
Clean Town	8	Bad/More Parking	3	Lack of Money	5	Community Input	5	Revive whats there	5
History	8	Not Sure	3	Infrastructure	5	Enthusiasm	5	Modernize	5
Old Town Feel	7	Expensive/Chain Restaurants	3	Scenery	5	A good plan	4	Public Involvement	5
Bisbee	7	Signage/Artwork	2	Everything closes early	3	Landscape Architecture	4	Keep it Historic	4
Apartments	3	Homeless	2	Affordable Buildings	3	Family Forward	3	More like Bisbee	3
Pedestrian Friendly	3	Parking Meters	2	New businesses	2	People	3	Follow through with plan	3
Landscape	2	Commercial Elements	2	Apathy	2	Strong investors	2	Open Space/LA	3
Modernize	1	Smoking Areas	1	Walmart by border	2	Advertise	2	Lighting	2
		Bad LA	1	Friendly environment	1	Clean Downtown	2	Advertising	2
		Roundabouts	1	Brophy Building	1	Financing	2	Utilize Vacant Areas	2
		Vape Shop/Liquor Stores	1	Jobs	1	Art	2	Creativity	2
		Personal Establishments	1	Input from locals	1	Physical Appearance of Buildings	1	Funding/Give extra funds to G Ave	2
		Places closing early	1	Lack of growth	1	Highway Advertising	1	Open to all ages	1
		Street Closures	1	Increase in everything	1	Accessible prices for rent	1	Expand Parameters	1
		Street Cars	1	Investment	1	Don't Know	1	Sponsorships	1
		Too Many Bars	1	Financial Aid	1	N/A	1	Holistic Approach	1
		Dollar Stores	1	Old Town	1			Keep Maintained	1
		High Rent	1	Finding a theme	1			Business Licenses	1
		Music	1	Communications	1			Restore the Grand	1
		Food Trucks	1					Open Old Theater	1
		Public & Private Schools	1					Support	1

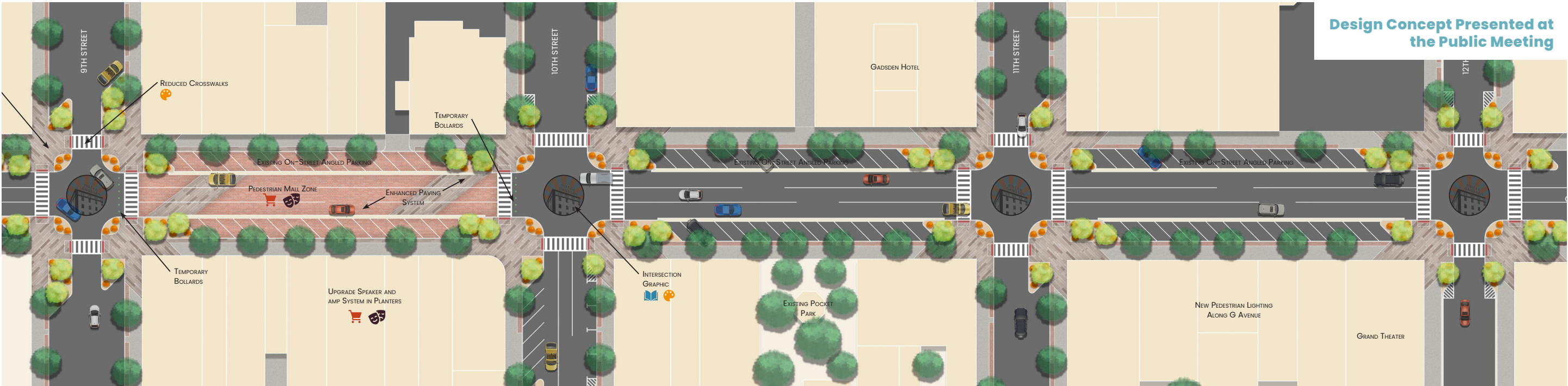
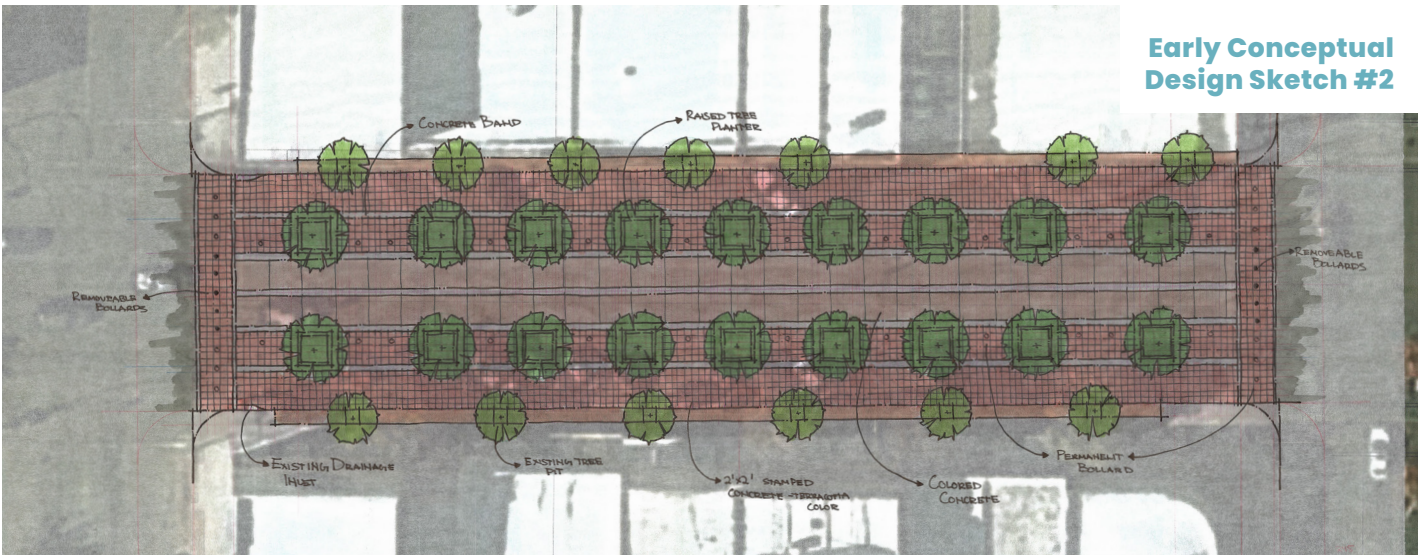
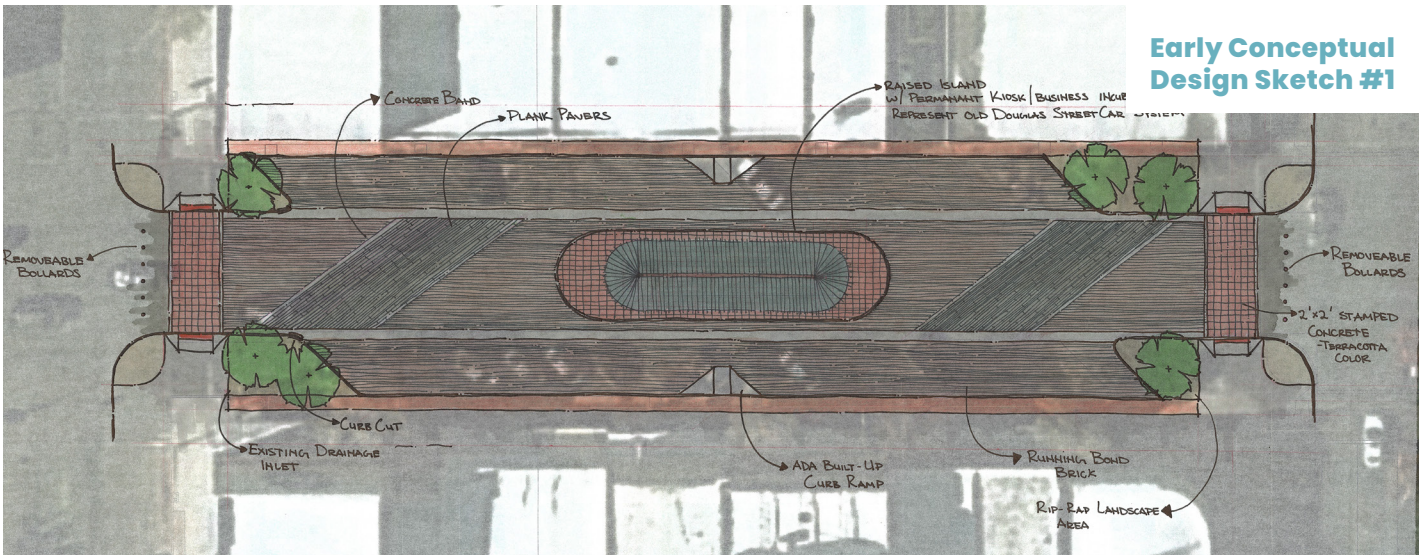
Part Three

Proposed Design

3.1 Preliminary Design Concepts

In initial discussions with city staff and stakeholders, an interest in how a pedestrian mall would look in downtown Douglas was present. Initial design concepts included sketches for a single block, showing a pedestrian mall configuration. This pedestrian mall became one of the main driving factors in the development of the design for the Douglas Streetscape. Direction from city staff was for this pedestrian mall to not occur throughout the entire downtown corridor, but be focused on one block and to be able to facilitate road closures for parades, food trucks, and vendors.

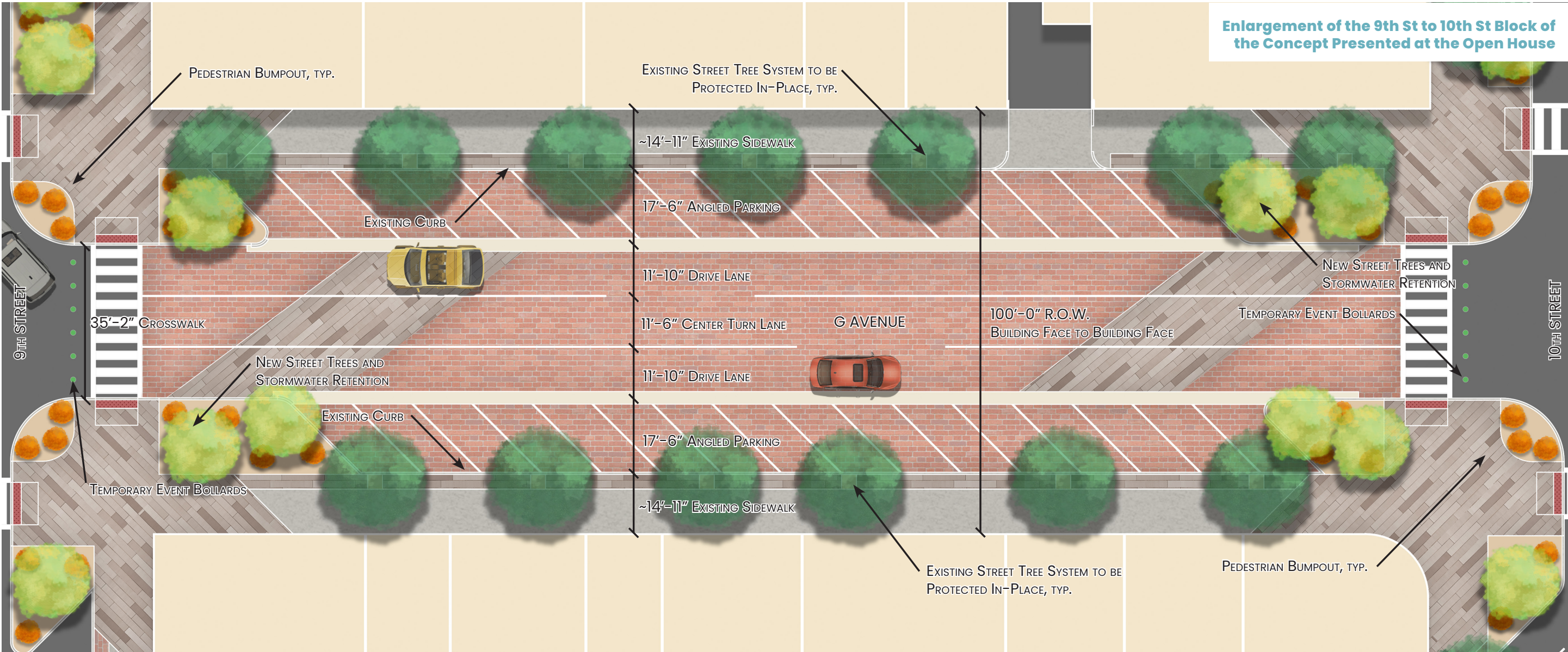
The city decided that the most ideal block for a potential pedestrian mall would be between 9th Street and 10th Street. The other two blocks in the focus area 10th Street to 12th Street were to include streetscape improvements but not have the same road closure capabilities where the pedestrian mall would occur.



3.1 Preliminary Design Concepts

The design concept presented at the open house contained the following improvements:

The main configuration of the street would include Northbound and Southbound 11'-10" drive lanes and a 11'-6" center turn lane that would have 17'-6" angled parking on both sides of the streets, this configuration would occur from 9th Street to 12th Street. This concept utilized the existing curbs and simply reallocated the existing overall width of the drivable street. All of the corners would feature pedestrian bump-outs to shorten the length of pedestrian crosswalks. Also included in the bump-out improvements would be an enhanced hardscape treatment, landscape plantings, and locations for temporary event bollards to facilitate road closures. An enhanced hardscape treatment would also occur in the roadway to enhance the pedestrian experience during road closure events; the other two blocks included in the Project Focus Area would not include the enhanced hardscape treatment in the roadway. This concept would preserve the existing street tree system and only introduce additional trees where space permits at the corner bump-outs.

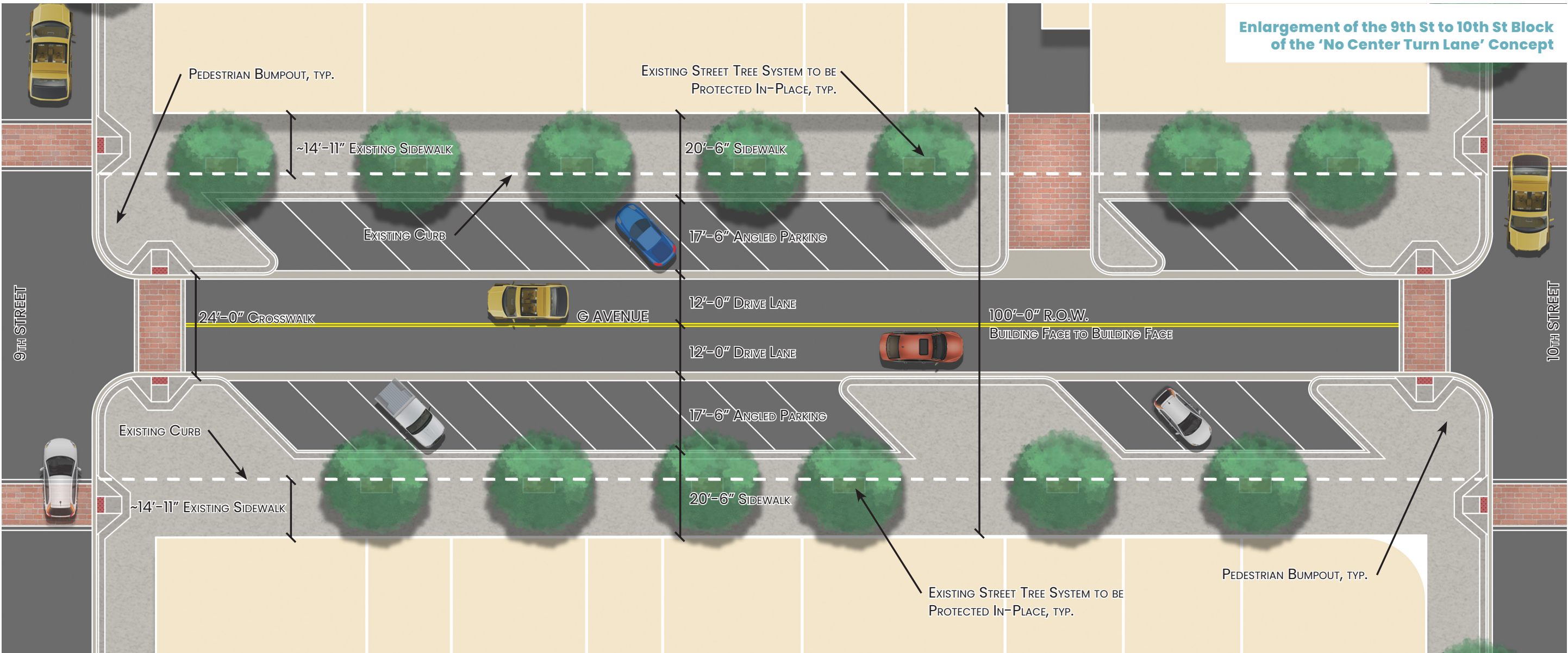


3.1 Preliminary Design Concepts

After feedback from the open house and online survey, two more concepts were developed with less of a focus on a pedestrian mall: a ‘No Center Turn Lane’ concept and a ‘Parallel Parking’ concept.

The ‘No Center Turn Lane’ concept contained the following improvements:

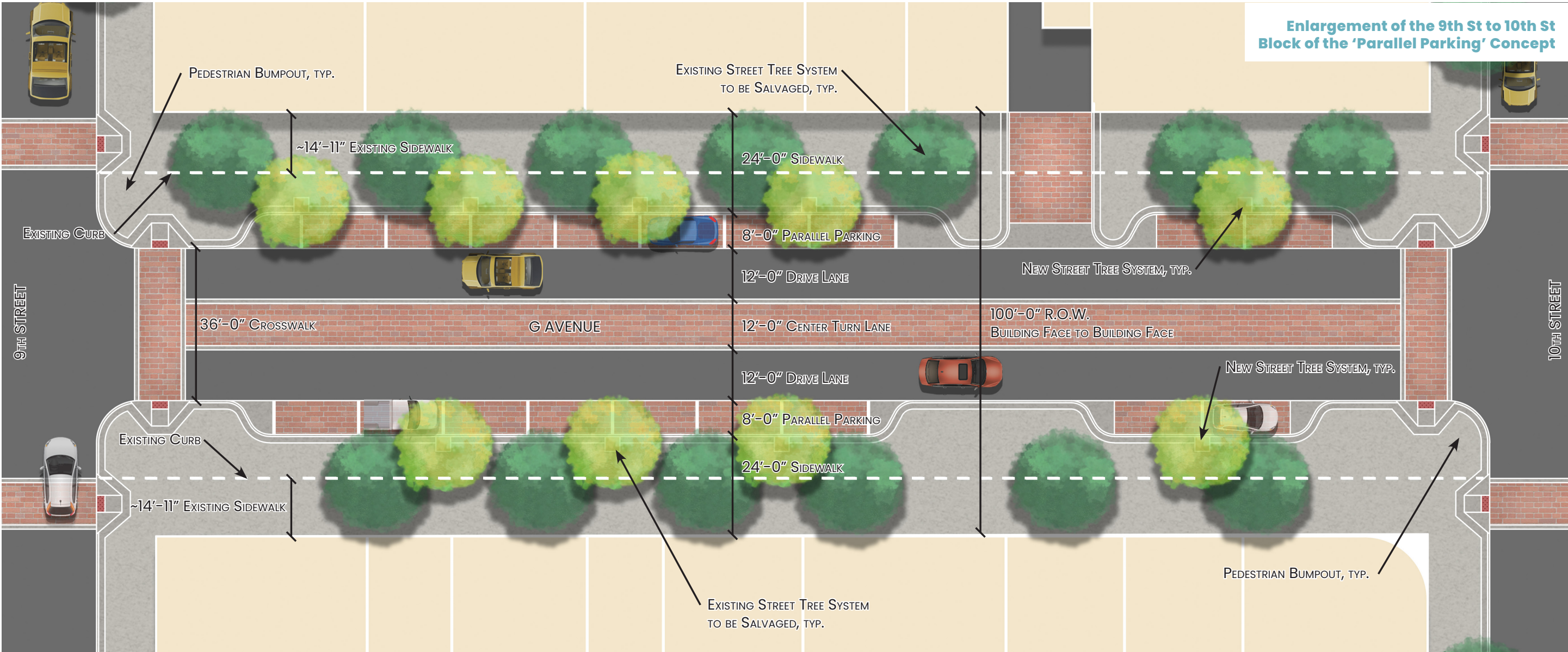
The main configuration of the street would include 12’-0” Northbound and Southbound lanes and 17’-6” angled parking on both sides of the street. This concept did not include a center turn lane; the space previously allocated for the turn lane was instead distributed to the sidewalk zones to get 20’-6” of walkable pedestrian space. One benefit of the increased width of the sidewalk zone could be the inclusion of on-street dining patios for businesses located along G Avenue. Enhanced hardscape treatment would occur in crosswalks and driveways. All of the corners would include pedestrian bump-outs to achieve a shortened crosswalk, but would not include any landscape improvements. This concept would preserve the existing street tree system and introduce no additional trees.



3.1 Preliminary Design Concepts

The ‘Parallel Parking’ concept contained the following improvements:

The main configuration of the street would include 12’-0” Northbound and Southbound lanes, a 12’-0” center turn lane, and 8’-0” parallel on-street parking on both sides of the street. This concept features less parking stalls overall but the widest sidewalk zone widths at 24’-0”. Similar to the previous concept, a widened sidewalk zone creates opportunities for on-street dining patios. Enhanced hardscape treatments would occur in crosswalks, parallel parking spaces, and the center turn lane. All corners would include pedestrian bump-outs, albeit smaller than the previous concepts. This concept would preserve the existing street tree system and introduce additional trees directly adjacent to the parallel parking stalls.

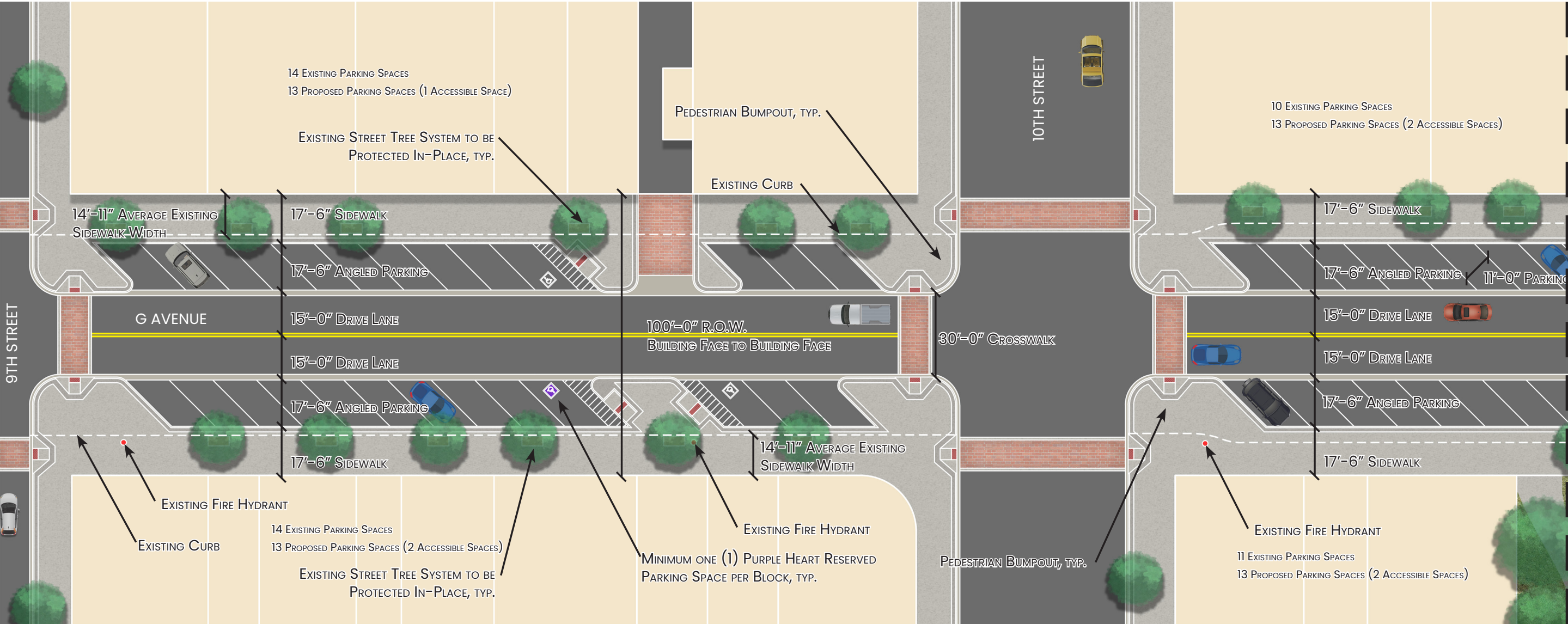


3.2 Final Concept

The previous streetscape concepts were all presented to City Council and feedback on the pros and cons of each concept was given. A final concept was then developed; aspects from the previous concepts that were liked by city staff, city council, stakeholders, and the public were incorporated into this final concept.

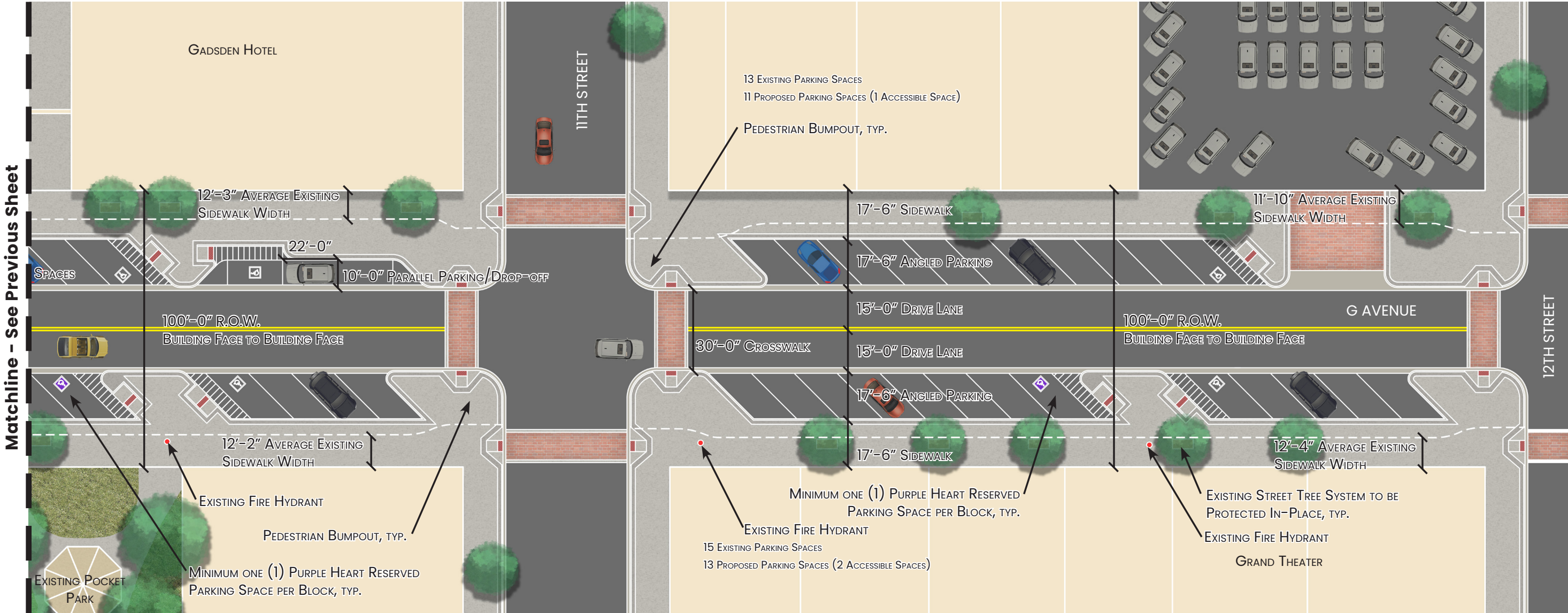
The final concept contains the following improvements:

The main configuration of the street would include 15'-0" Northbound and Southbound lanes and 17'-6" angled parking on both sides of the street. Included in the on-street angled parking is a minimum of (3) three accessible parking spaces per block, including (1) one dedicated purple heart reserved parking space. The angled parking on the west side of the street is replaced with (3) three parallel parking spaces in front of the Hotel Gadsden property to facilitate a drop-off and pick-up zone. The final concept does not include a center turn lane, the space previously allocated to the center turn lane was instead distributed between the travel lanes and the sidewalk zones. The 17'-6" sidewalk zones represented in the final concept are just wide enough to support possible on-street dining patios and still maintain an accessible sidewalk. Enhanced hardscape treatments would only occur in the crosswalk and driveway zones. Each corner would include pedestrian bump-outs to achieve a shorter and safer crosswalk. The final concept also features bump-outs at existing fire hydrant locations which correlate to where accessible parking stalls would be located. The final concept would preserve the existing street tree system and introduce no additional trees to the streetscape. A new 1" water meter and backflow preventer would be installed on each side of the roadway for the landscape irrigation system.



3.2 Final Concept (Continued)

For description and narrative see previous page.



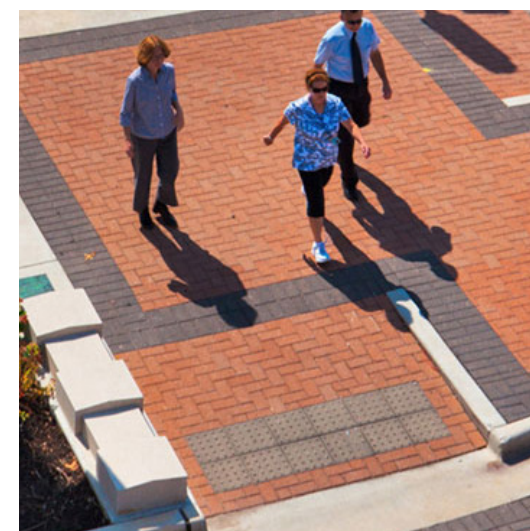
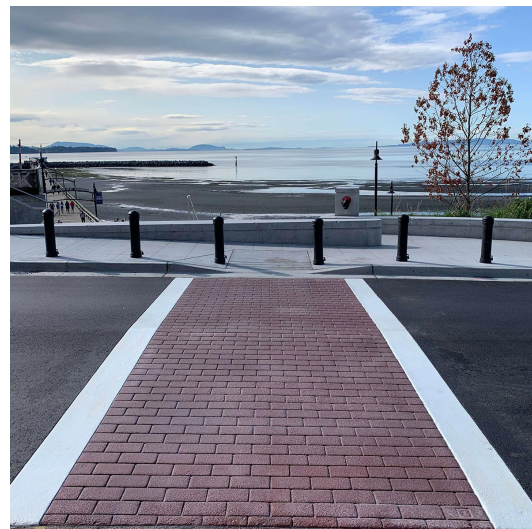
3.3 Site Amenities, Lighting, Hardscape Materials, & Landscape

A survey in 2019 was conducted by the City of Douglas pertaining to the Revitalization Plan and G Avenue Streetscape, where the public weighed in on site amenities such as benches, street lights, crosswalks, and art. The public preferred site furnishing to be in a classical style. For light fixtures, the public preferred a traditional style pole with the inclusion of banners. All of the survey results are posted on the Douglas Downtown Revitalization web page. Final placement locations, colors, finishes, and manufacturers of site furnishings are not included in the final design and will be included at a later date.

City staff encouraged the use of concrete with a clean score joint pattern to be used in the sidewalk zones as it is easily maintainable and readily replaceable if need be. Enhanced hardscape treatments in the crosswalks will be used to clearly delineate the pedestrian space and to enhance visibility for vehicular users.

From input given by the public, city staff decided to include no additional trees. Concerns are primarily related to maintenance and tree canopies limiting visibility of businesses along G Avenue. Trees shown on the final plan are representative of existing trees and trees that are to be removed per input from the city arborist.

Site amenities such as benches, chairs, and litter receptacles may be installed by the City rather than as part of a capital improvement project.



Part Four

Implementation

4.1 Implementation

The City of Douglas will take a phased implementation approach over time to complete the improvements discussed in this Master Plan. Due to the large scope of enhancements, the ability to complete pieces of the plan in phases will help make the Downtown vision more achievable over time. The first phase will be focused on streetscape improvements along the G Avenue core from 9th to 12 Streets.

Next phases may include additional G Avenue drainage improvements, additional site amenities, entry monuments, alley improvements, and possibly 10th Street improvements. The Downtown vision can also be implemented with smaller pieces and projects depending on budgets and funding, such as art sculptures, art murals, and signage and wayfinding systems.

Since it is the first project of the implementation, an opinion of probable construction cost in 2024 dollars is included for G Avenue Improvements, from 9th Street to 12th Street.

4.1.1 Future Entry Monumentation Concepts

Douglas Entry Monument Concept A

This concept is created of radiating horizontals into which 6’ tall letters are integrated; “reaching out” and welcoming incoming traffic along G Avenue and Pan American.

The returns for each letter are an artistic expression of meaningful aspects of Douglas’ history, architecture, industry, and culture.

Douglas Entry Monument Concept B

This concept is reminiscent of much of the historic architecture that lines the streets of Douglas; formidable, sheer facades embellished in a myriad of decorative elements and styles.

Vertical panels support “downtown” lettering – each an abstract, artistic expression of elements from Douglas’ history, culture, and natural environment.

The future major entry monument was planned to be located at the corner of Pan American Avenue (Highway 80) and G Avenue, at the south quadrant of the intersection.



4.1 Implementation

4.1.2 Opinion of Probable Construction Cost

Project costs for the final design have been estimated in the Report based on experience with similar projects, and based upon 2024 costs. Items in blue highlight in the estimate below indicate future city-installed elements that may or may not be part of a first-phase improvement.

CITY OF DOUGLAS

DOWNTOWN STREETScape MASTER PLAN

G Avenue: 9th St. to 12th Street (1/4 mile)

CONCEPTUAL OPINION OF PROBABLE CONSTRUCTION COST

City of Douglas

6/28/2024

J2

Engineering and Environmental Design

LINE NO	ITEM NO	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
GENERAL ITEMS / GENERAL CONDITIONS						
1		Mobilization	1	LS	\$184,000.00	\$184,000.00
2		Construction Water Supply	1	LS	\$10,000.00	\$10,000.00
3		Construction Survey, Layout, As-builts	1	LS	\$20,000.00	\$20,000.00
4		Field Office & Yard	1	LS	\$25,000.00	\$25,000.00
5		Quality Control, Materials Testing	1	LS	\$15,000.00	\$15,000.00
6		SWPPP	1	LS	\$16,000.00	\$16,000.00
7		Utility Potholing	1	LS	\$15,000.00	\$15,000.00
8		Construction Stakeholder Outreach	1	LS	\$9,500.00	\$9,500.00
9		Street Sweeping / Dust Control / Permitting	1	LS	\$20,000.00	\$20,000.00
10		Contractor Bond and Insurance	1	LS	\$75,000.00	\$75,000.00
11		Temporary Business Signage	1	LS	\$18,000.00	\$18,000.00
12		Traffic Control	1	LS	\$65,000.00	\$65,000.00
13		Pedestrian Traffic Control	1	LS	\$9,500.00	\$9,500.00
					SUB-TOTAL	\$482,000.00
REMOVALS / HARDSCAPE DEMOLITION						
14		Asphalt Pavement Removal	8,800	SY	\$15.00	\$132,000.00
15		Brick Paver Removal & Stockpile	11,000	SF	\$3.00	\$33,000.00
16		Curb & Gutter Removal	1,800	LF	\$10.00	\$18,000.00
17		DG Removal	720	SF	\$0.50	\$360.00
18		Tree Removal	6	EA	\$1,400.00	\$8,400.00
					SUB-TOTAL	\$191,760.00
ROADWAY PAVING & PEDESTRIAN HARDSCAPE						
19		Asphalt Concrete Roadway Pavement Including Subgrade	6,100	SY	\$80.00	\$488,000.00
20		Roadway Colored / Stamped Asphalt Pattern (between 9th and 10th)	0	SF	\$16.00	\$0.00
21		Crosswalk Colored / Stamped Asphalt Pattern (16 crosswalks)	0	SF	\$16.00	\$0.00
22		4" Pedestrian Concrete Sidewalk Paving (minimal replacement)	32,000	SF	\$10.00	\$320,000.00
23		Intersection Colored / Stamped Asphalt Graphics (4 Intersections)	0	SF	\$16.00	\$0.00
24		Signing and Striping for G Avenue	1	LS	\$15,000.00	\$15,000.00
25		Roadway Slurry Seal & Striping of Adjacent Side-Street Approaches	1	LS	\$95,000.00	\$95,000.00
26		Vertical Curb and Gutter per MAG Std. Dtl. 220-1 Type A (minimal replacement)	2,600	LF	\$30.00	\$78,000.00
27		ADA Accessible Truncated Dome Pavers	640	SF	\$35.00	\$22,400.00
					SUB-TOTAL	\$1,018,400.00
UTILITIES						
28		Water Meters and Backflow Prevention for Potable and Irrigation Systems	1	LS	\$28,000.00	\$28,000.00
29		Adjust Electrical J-boxes to Sidewalk Grade	1	LS	\$12,000.00	\$12,000.00
30		Adjust Sewer Cleanouts and Misc. Boxes to Grade	1	LS	\$12,000.00	\$12,000.00
31		Storm System Upgrades at Intersection Corners	1	LS	\$280,000.00	\$280,000.00
32		Misc. Utility Line Relocations and Adjustments	1	LS	\$20,000.00	\$20,000.00
33		Fire Hydrant Upgrades / Replacements	1	LS	\$28,000.00	\$28,000.00
					SUB-TOTAL	\$380,000.00

LINE NO	ITEM NO	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
LANDSCAPING						
34		Tree (36" Box)	4	EA	\$1,200.00	\$4,800.00
35		Ground Cover (1 Gallon)	125	EA	\$18.00	\$2,250.00
36		Shrub / Accent (5 Gallon)	125	EA	\$38.00	\$4,750.00
37		Decomposed Granite (1/2" Screened)	16,000	SF	\$0.95	\$15,200.00
SUB-TOTAL						\$27,000.00
IRRIGATION						
38		Complete Irrigation System (Drip Areas)	1	LS	\$95,000.00	\$95,000.00
39		Irrigation Controller	1	EA	\$21,000.00	\$21,000.00
SUB-TOTAL						\$116,000.00
ELECTRICAL						
40		Electrical Meter Pedestal for Festival Powr and Auxiliary Lighting System	1	LS	\$26,000.00	\$26,000.00
41		50-Amp Electrical Connections for Festival Power	3	EA	\$15,000.00	\$45,000.00
42		Electrical Utility Fees	1	LS	\$25,000.00	\$25,000.00
43		Misc. Refurbish / Paint / Adjust Traffic Signals	0	LS	\$200,000.00	\$0.00
44		Roadway LED Light Poles w/ Banner Arms	0	LS	\$185,000.00	\$0.00
45		Pedestrian LED Light Poles	1	LS	\$155,000.00	\$155,000.00
46		Downtown Speaker / Sound System	0	LS	\$100,000.00	\$0.00
47		Electrical Conduit for Future Smart Poles and Future Downtown Wi-Fi System	1	LS	\$75,000.00	\$75,000.00
48		Auxiliary / Tree Lighting System Upgrades	0	LS	\$180,000.00	\$0.00
49		Conduit, Wire, and Trenching for Power	1	LS	\$225,000.00	\$225,000.00
SUB-TOTAL						\$551,000.00
SITE AMENITIES						
50		6' Bench with Back (Surface Mount)	0	EA	\$4,000.00	\$0.00
51		Chairs w/ Coffee Tables (set of 2 Chairs and 1 Table)	0	EA	\$9,500.00	\$0.00
52		Chilled Drinking Fountain w/ Jug Filler	0	EA	\$12,000.00	\$0.00
53		Bicycle Rack	0	EA	\$3,500.00	\$0.00
54		Litter Receptacle (Surface Mount)	0	EA	\$3,000.00	\$0.00
55		Recycle Receptacle (Surface Mount)	0	EA	\$3,000.00	\$0.00
56		Planter Pots at Pedestrian Street Corners (type TBD)	0	EA	\$3,500.00	\$0.00
57		4' x 8' Tree Grate w/ Vertical Tree Guard	27	EA	\$6,500.00	\$175,500.00
#REF!		Pedestrian Signage / Wayfinding System	1	LS	\$25,000.00	\$25,000.00
SUB-TOTAL						\$200,500.00
PROJECT SUBTOTAL						\$2,966,600.00
CONTINGENCY 30%						\$889,998.00
GRAND TOTAL 9TH TO 12TH						\$3,856,658.00

Appendix

5.1 Exhibits

Additional Email Comment:

Public Input

Greetings J [REDACTED]

1. Next 10~20 years; The City is looking to encourage business’ that you would find located in more industrials areas of the City. Regrettably, There are no suitable locations or facilities available within the existing City industrial boundaries. This will help create variety, rather than the many clothing stores, a hotel and empty stores. Many of the older buildings should be removed of their modernizing facades, to bring back the character of the early 1900’s. There is much history in Douglas – mining, native Indians, Mexican Bandidos, smelters, earthwork, trains, town car, bootlegging, drug smuggling, women air races, aircraft production, WW2 training at Bisbee airport, the border control and crossing, 1911 & 1935 water towers, its relaxed life style, the old rail station (now police station), city characters, motor vehicle manufacturing and more I don’t know about. Note, I am a recent immigrant from New Zealand.

2. Other downtowns; I have visited very few cities and towns in the USA. First visit was Phoenix downtown – boring, no facilities to attract people apart from multi story buildings. Pittsburgh was a wonderful city that pulled in the river into view, such that stores were open to view the river. It embraced the history of steel production, had many small business’ including cafes and inn’s that attracted visitors to its heart. I certainly remember my pleasant time there, a few years ago. LA, I thought was probably too extended to create a heart where visitors could enjoy good times. I ended up wandering the fringes of the CBD, engaging with street dwellers and enjoying food halls. In the late 1980’s I was Borough Engineer for a local council, New Lynn Borough, New Zealand. We worked on a limited budget. My design brief was incorporate history of the town. This was easy, as the towns largest employer started out as brick works and later expanded into cutlery. Ceramco was the largest business employer and it provided product to the beautification at a much reduced cost. It supplied all the clay walkway pavers necessary to beautify and improve pedestrian access. A minor city street was converted to a pedestrian vehicle precinct. This resulted in the many cafes, small stores and the large shopping precinct now located there. My home town, Hamilton, New Zealand has a suburb with an even mix of residential, commercial and industry. I has a very small but friendly village street environment. Landscaping includes local railway history, children’s playground and sidewalk beautification. Much of the old concrete walkway paved sidewalks have recently been removed to provide a mix of concrete borders, imprinted hot mix and colored hot mix walkways. The reason for hot mix is the cheapness to replace when it is necessary to access underground utilities. Shade trees provide much protection from New Zealand harsh summer sun and are placed adjacent to seated areas and stands for pushbike parking.

3. Elements to include; I would personally like to see much of the history of Douglas included in various mediums, such as mosaics. These could lead pedestrians on a walking Douglas history tour of G Ave and 10th Ave. Perhaps these could be locate at crossing thresholds and areas where seating is located. Crossing thresholds may assist pedestrian safety by placing seating barriers with shades and shade trees at the locations. Include supple colored light to highlight these barriers at night. I like vertical lighting to high light trees and important structures, fountains and sculptures along the walkway. Perhaps ground lighting (colored even) to highlight upper brick building, frontages of significance. Include many walkway street crossings, other than at street corners. This will help to slow traffic movements and provide safe locations to cross. Include raised island sanctuaries between opposing lanes. Crossing points need to be raised for pedestrian safety. This will slow traffic, by virtue of providing many speed humps. Plenty of shade trees and watered hanging plants along the edge of verandas look great.

4. Biggest challenge; I believe the biggest challenge is for Council to ask its Industrial Development Agency (IDA) to investigate ways to sell Douglas to small business and bring those two or three person businesses to the heart of Douglas – it’s CBD. Do this and other small businesses, tourists and cafes, bar and accommodation facilities are attracted too. The Frankton Village mentioned above, changed zoning to provide for high quality apartment living. Apartments are located on two floors above shops below. This helps bring many people down onto the street and benefit small business, especially, cafes and restaurants.

5. 3 most important things; Change the zone use requirement to attract small commercial and very light, low impact industrial business to the CBD. Include for high quality (expensive) multi story apartment living to G Ave. I currently walk the 1 mile (20 minutes) into the city. Provide safe parking precincts to bring tourists into the heart of the City.

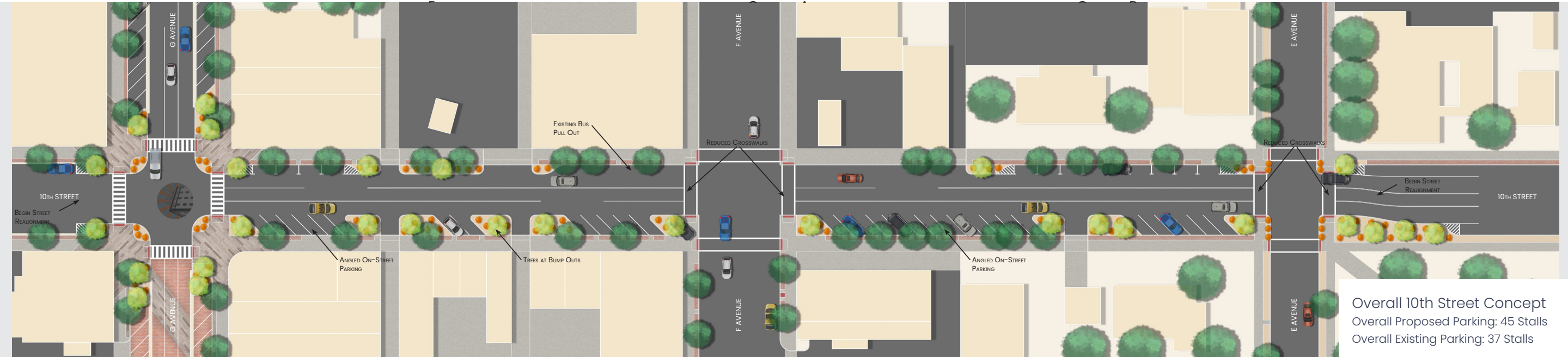
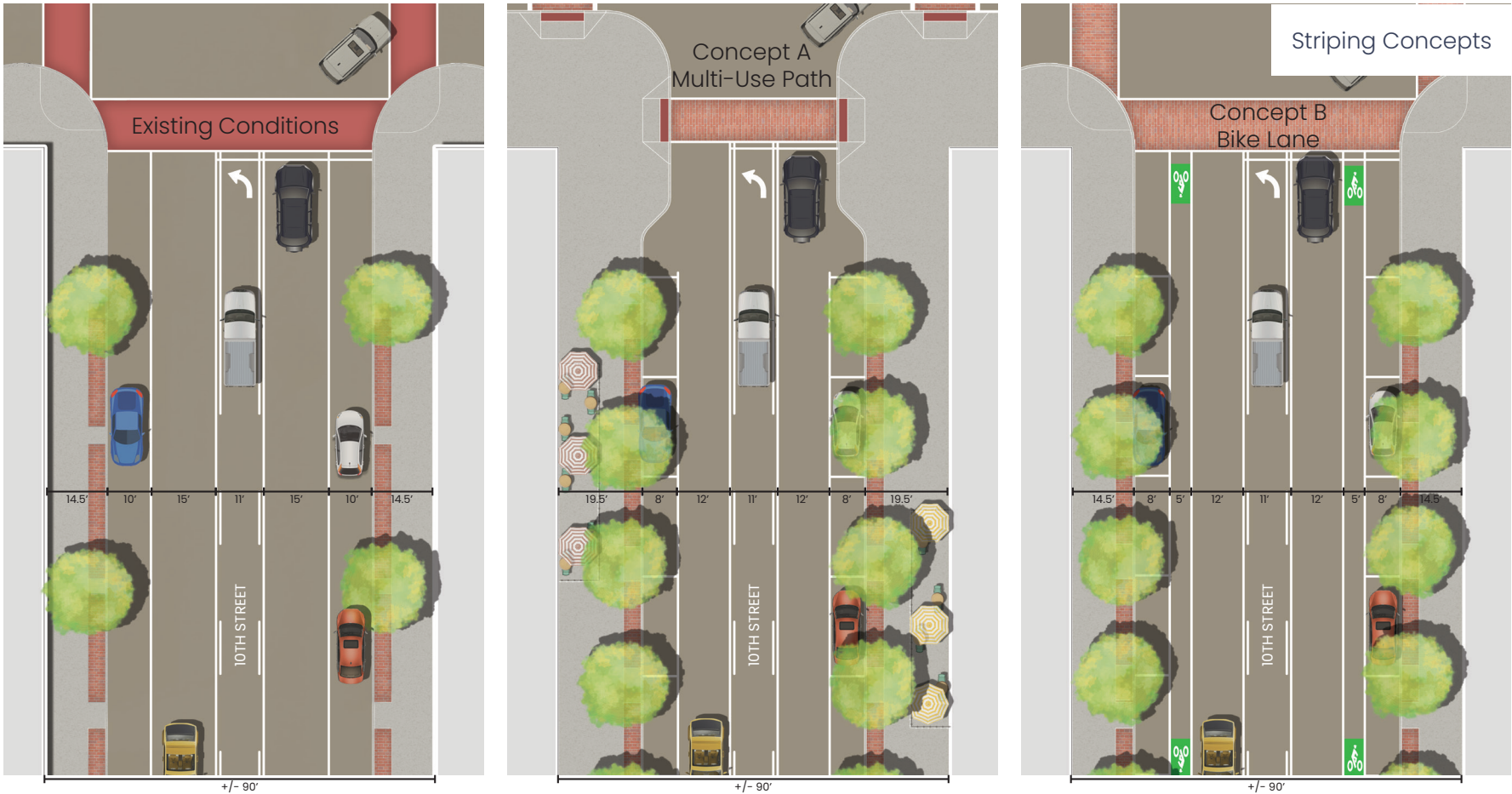
6.I wouldn’t suggest using large tracts of cobbles. I would allow provision of future vehicle electrical charging stations. I would love to see the old tram lines brought back with a period tourist “town car” taking tourists on a circuit of the CBD from the Police Station (converted to luxury restaurant, card playing, bar, cafe, relax area) along G Ave up 9th St, along H Ave to 15th St and back to G Ave. Perhaps even incorporating a loop via the upgraded utility lanes.

Thank you for the opportunity to comment on the proposal.
If you wish to call and discuss further, you are most welcome.

Regards,
S [REDACTED]

5.1 Exhibits

Exhibit 1.
10th St. Design Concepts

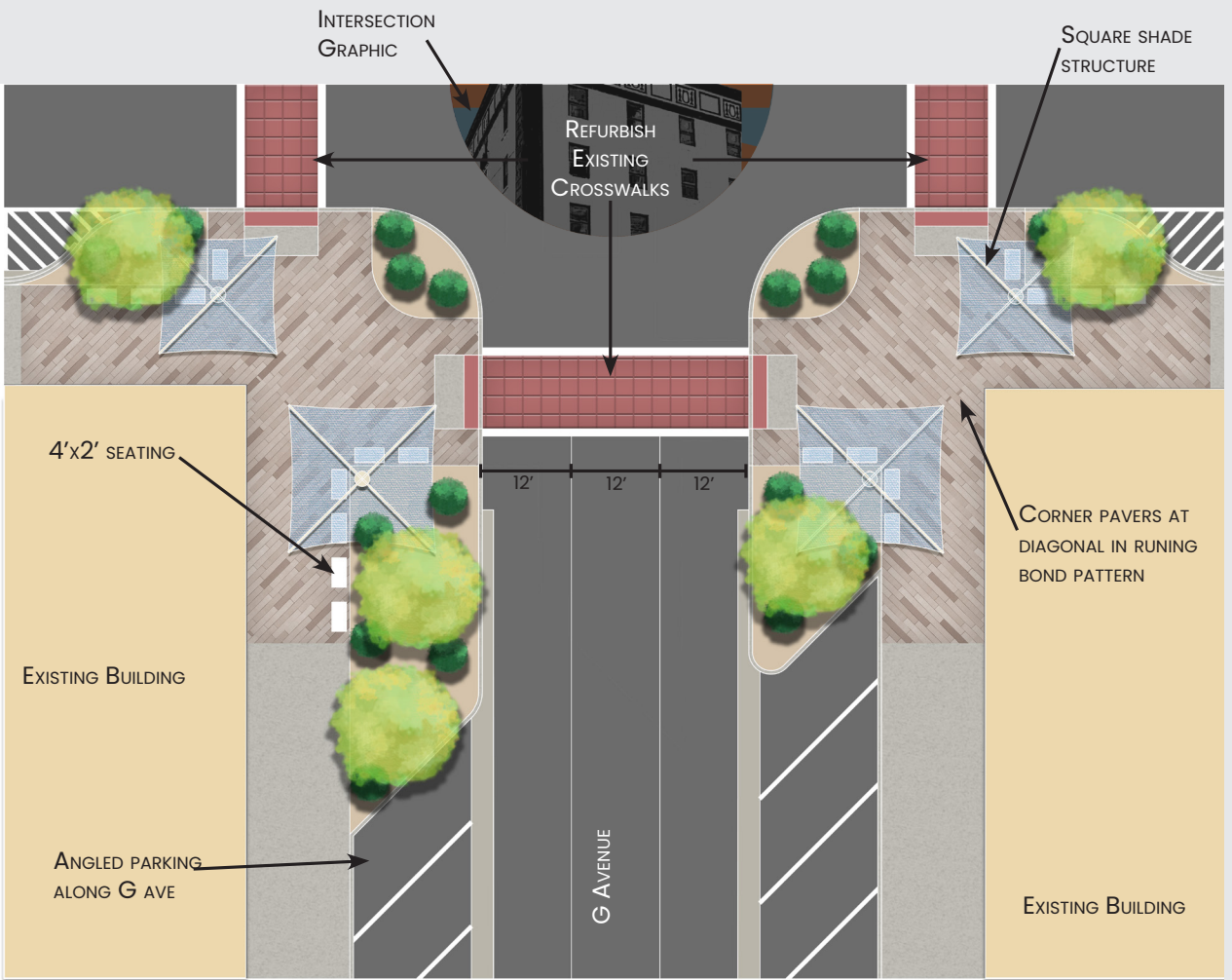


5.1 Exhibits

Exhibit 2.
Intersection Corner Design Concepts



CONCEPT 1



CONCEPT 2

March, 2022



Douglas Downtown Streetscape Corner Concepts

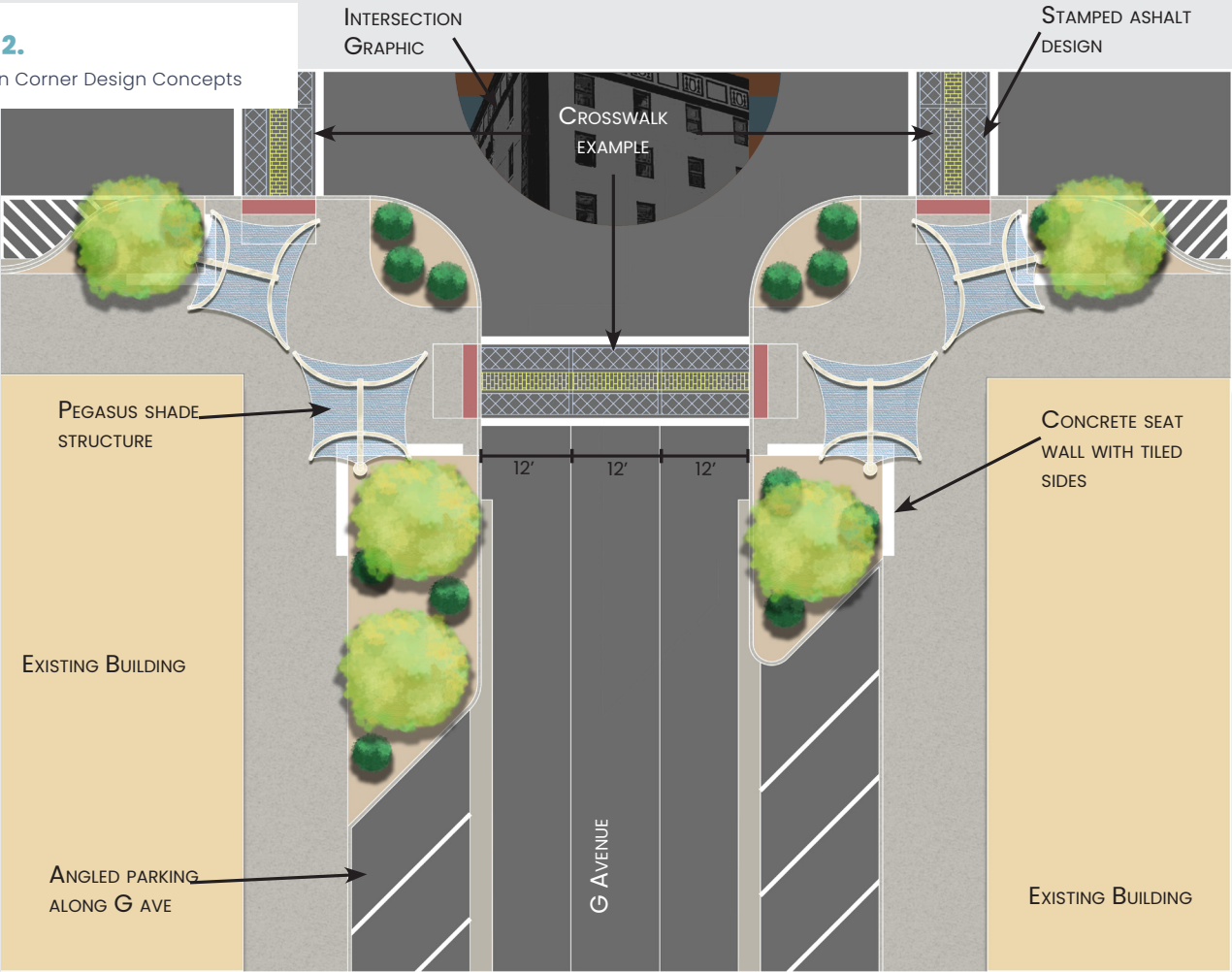
Design

0 10' 20'
SCALE: 1"=10'

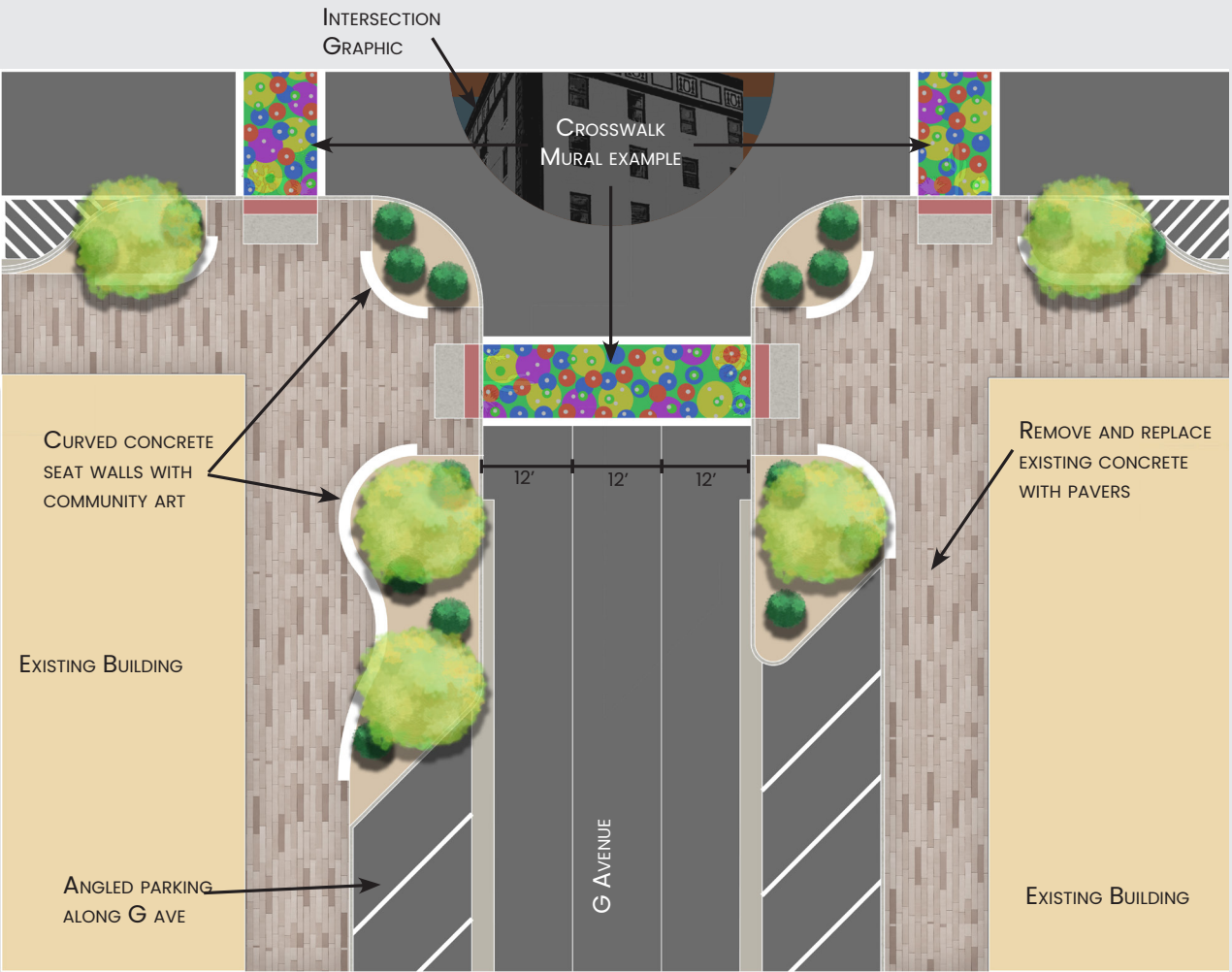


5.1 Exhibits

Exhibit 2.
Intersection Corner Design Concepts



CONCEPT 3



CONCEPT 4

March, 2022

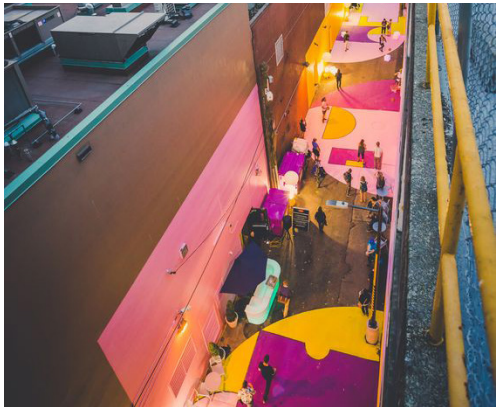
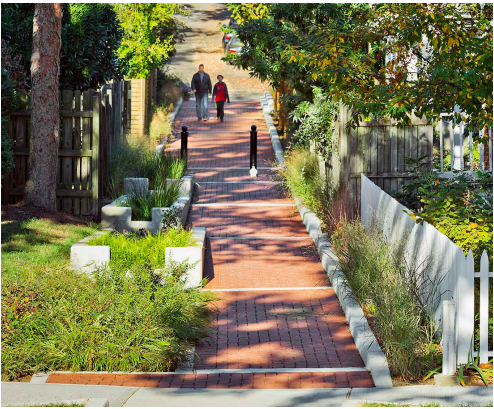
5.1 Exhibits

Exhibit 3.
Alley Revitalization Study



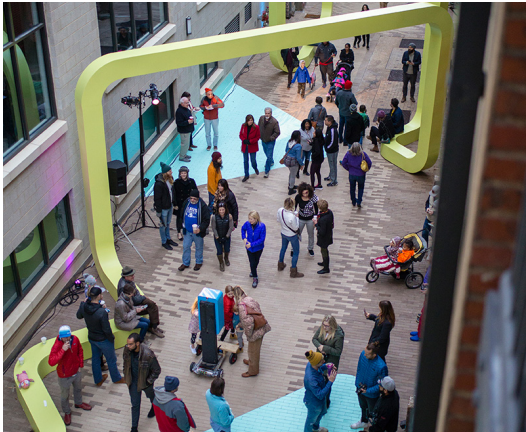
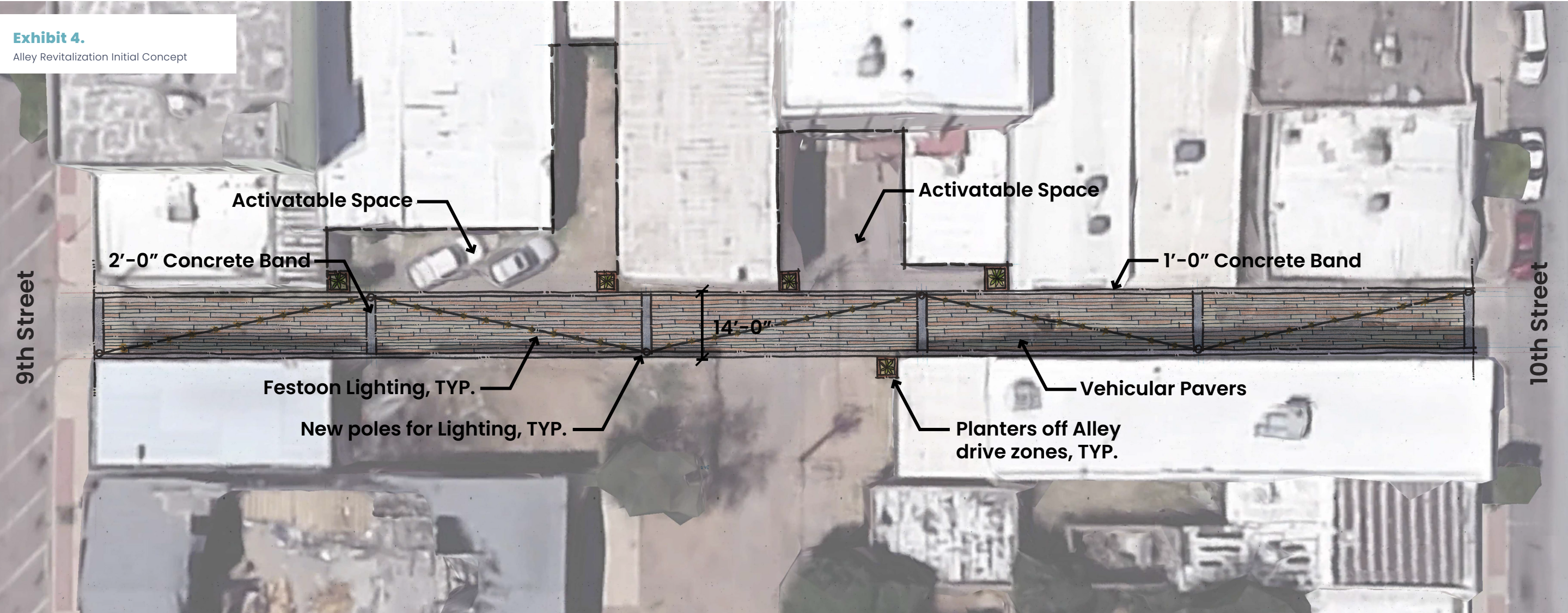
- Primary Alleyway**
(Possible Improvements)
- Conversion to Pedestrian-Oriented Zones
 - Explore Possibility of Mid-Block Crossings
 - Installation of New Paver Systems
 - Festoon Lighting
 - Sidewalk Gardens
 - Signage & Wayfinding
 - Public Art
 - Seating & Active Frontages

- Secondary Alleyway**
(Possible Improvements)
- Maintain Current modes of Transportation
 - Pedestrian Level Lighting
 - Above Ground Planters



5.1 Exhibits

Exhibit 4.
Alley Revitalization Initial Concept



5.1 Exhibits

Exhibit 5.

Site Furnishings Image Board



March, 2022

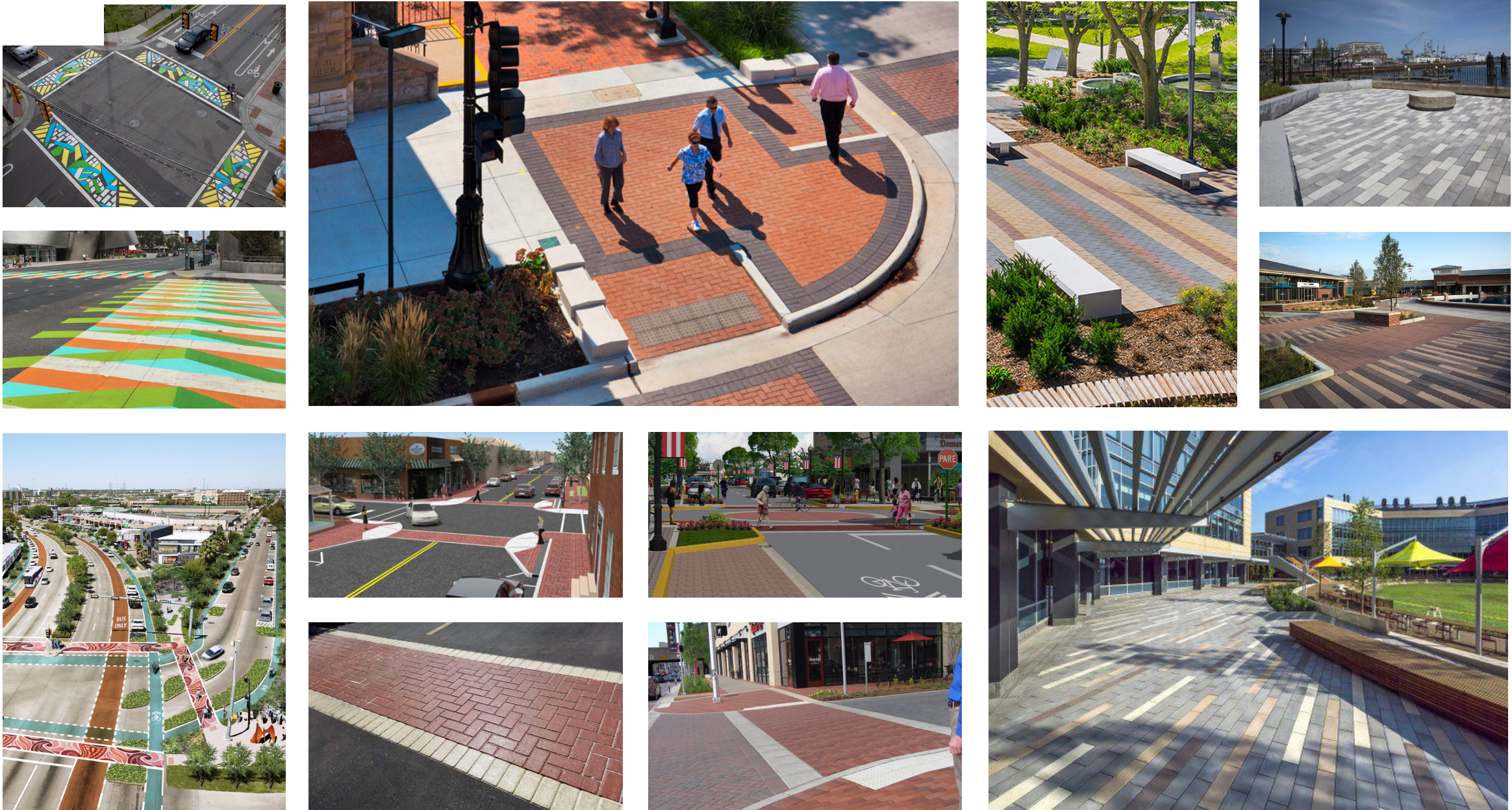


Douglas Downtown Streetscape Site Furnishings



5.1 Exhibits

Exhibit 6.
Hardscape Image Board



March, 2022



Douglas Downtown Streetscape Hardscape



5.1 Exhibits

Exhibit 7.

Art & Lithomosaics Image Board



March, 2022



Douglas Downtown Streetscape Art & Lithomosaics

J Design

5.1 Exhibits

Exhibit 8.
Light Fixtures Image Board



March, 2022

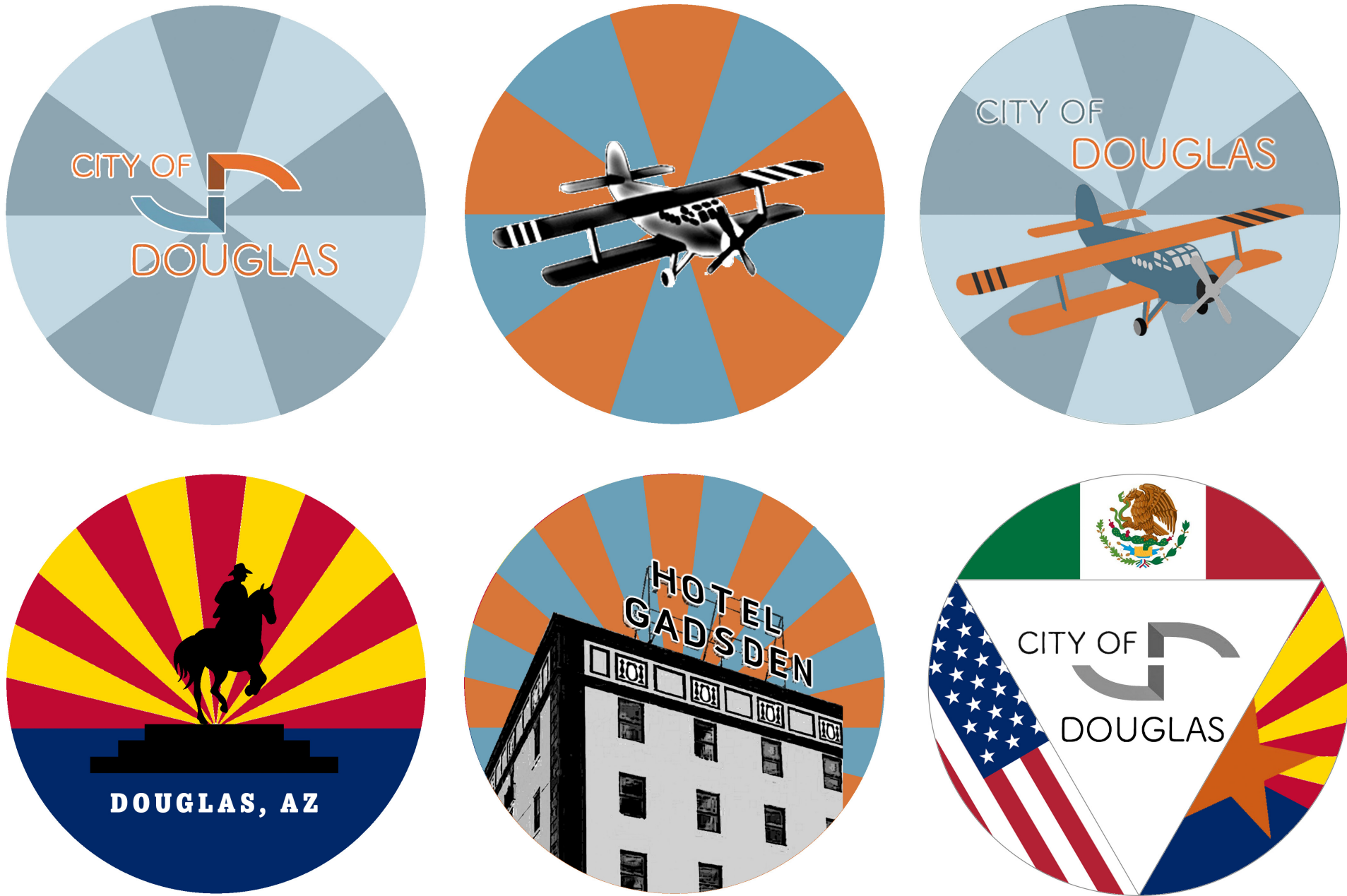


Douglas Downtown Streetscape Light Fixtures



5.1 Exhibits

Exhibit 9.
Intersection Graphics Board



March, 2022



Douglas Downtown Streetscape Intersection Graphics



J2 Design