

BILL MEAD

February 20, 2013

I am Catherine Kauffman, chairman of the Historical Committee along with John Wintersteen here to interview Bill Mead

Catherine: We would like to thank you for coming today. Do we have permission to quote you in part or in whole from this interview?

Bill: You're welcome - Absolutely

John: What brought you to Arizona and then what brought you particularly here to Paradise Valley?

Bill: As a young kid in Florida, after I graduated from Engineering School at the University of Miami, I started working for the City of Largo, Florida where I was employed as the Assistant Director of Engineering. I was there perhaps a year when my boss was fired and made me the interim City Engineer. I was in that position temporarily because I wasn't a registered professional engineer yet, because there was a period of time before you could take the exam. After I got my registration, I became the Director of Engineering for Largo where I worked for about 7 years. One of the things they did was to send me to Scottsdale for a seminar. When I got here I leased a car and found that I really liked the Phoenix area. The people were very nice. This was in 1978 and I thought; "boy I'd like to live here one day" because even though it was summer when I got here, I thought it was pretty comfortable. I was used to the heat since I lived in Saudi Arabia for 16 years. When I returned back to Florida, I said to myself, "I want to leave Florida and come out here." My passion back then was to ride motorcycles and in Florida it rains frequently and there are a lot of bugs. You can't keep your bikes clean so I thought this is for me. It took me less than 6 months to find a job. I got a job with the City of Scottsdale. That was in the latter part of 1978.

Catherine: What was your job with the City of Scottsdale?

Bill: I was the Director of Private Development Engineering. I was responsible for all private development in the City which included shopping centers, housing developments, industrial and commercial projects. I had a staff of 26 people that helped me review plans and make sure that whatever was being proposed was tastefully done, met all city requirements and was compatible with the neighborhoods.

John: That was a pretty large staff. The work load must have been pretty high then with a growing Scottsdale and maybe more concerned with appearances than they had in the earlier years.

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Bill: Well you know John, I can tell you now that Scottsdale was very, very, very over staffed. For the work we did, we probably could have done it with maybe 8 to 10 employees but we had 26 people and I thought it was really a tremendous waste of talent and when you looked around at the other departments, it was pretty much the same way – very overstaffed – a lot of employees. It was kind of funny, when I was in Largo, Florida and I came over here for the job interview, and I got the job, I didn't realize that here in the West, you work 8 to 5. In Florida, I worked 9 to 5 because they paid you for your lunch hour. I think had I known that I probably wouldn't have wanted to come out here because I'd have to work an extra hour. I just wasn't used to that. Scottsdale did employ a lot of people and we had ample staff to get the work done. It was never like you had to work a lot of over time to get things done.

John: Well let me go back to something that has always interested me – your background in the Air Force and your background in Saudi Arabia. It perhaps made you a different person than you would have been if you had grown up some place in the United States - in the wide shopping center culture versus the conservative culture. How did that affect how you saw the job here in Paradise Valley?

Bill: I'm not sure it did. I was a son of parents who worked for oil company, Aramco. I was probably just a month old when I went to Saudi Arabia. My parents had planned for me to be born in Florida – but they were on their way to visit my mom's folks who were in Curacao, Netherland Antilles, a little island north of Venezuela, also known as the ABC islands – Aruba, Bonaire and Curacao. I was premature so I was born in Curacao. Living in Saudi Arabia, we lived in a compound called Dhahran, Saudi Arabia. The culture there within the compound was much like it is here in this country. We actually had a fence around the compound. The company built the homes. They provided recreation, schools, and some eating establishments – kind of like the military base - more or less. The difference was that the company paid for all those amenities - like movies were free – all I had to do was carry an employee badge and get into movies. I could go bowling free. If I wanted to go to the restaurant, everybody's parents had an account where we would just charge it to the employee number and your parents would pay for it. The company subsidized pretty much everything. After my dad retired with 21 years with Aramco, I left Saudi Arabia. The big cultural change that was hard to get used to, was that whenever I wanted to do something in this country, I had to pay for it.

Catherine: Were you in Saudi Arabia until you were 21?

Bill: I left when I was 16. My dad had been there quite a while before I was born. But culturally, we didn't really associate with the Arabs there too much. Some of the Arabs who were higher up in the organization – their kids did go to school with us. I never really learned to speak Arabic - I mean I could go downtown Khobar and get by a little bit but no, I don't think living

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there really changed me much. It just took a couple months to get used to the fact that anything I wanted to do in this country, you had to pay for.

Catherine: Where did you go after you left Saudi Arabia – back to Florida?

Bill: Back to Florida – yes. I finished up high school in Florida and then I started at Florida State. It was the first time that I had ever been alone and away from home. Several of my friends that were with me in Deland, Florida attended Florida State and I thought “wow, this is kind of fun.” I didn’t really study that much even though I was pre-engineering. I was having fun. That was a big personal disappointment in life that I didn’t really buckle down and study – I just preferred to have more fun. Back in that era, they had the draft and I got drafted because I didn’t maintain an 85% average. In those days, you had to maintain a numerical average of 85% to stay out of the military and get a deferment.

Catherine: What year did you get drafted?

Bill: ’65. Because I wanted to be in the Air Force, I enlisted in the Air Force and spent 4 years at various bases in this country. My first assignment was of course Boot Camp which was Lackland Air Force Base in San Antonio, Texas. From there, they sent me for one year of training school at Chanute Air Force Base to learn electronics and missile systems. The Viet Nam war was going on then and we had to work six days a week. It was tough going to school for 6 days a week and having one day off – but anyway we did it. My first assignment after being at Chanute for a year was Homestead Air Force Base near Miami, Florida. It was a base I had requested. It was a SAC base and they had the “hound dog” missiles which were thermal nuclear war head type missiles. They were carried along with the B52’s and my job was to maintain the electronics of the missiles to make sure that if they were launched, the electronics would get up to that target. Then the Air Force decided to close the SAC portion of the base and so they moved me to Wright Patterson Air Force Base near Dayton, Ohio.

John: So they didn’t send you to the northern tier – a Floridian to experience the worst of the US weather?

Bill: No. Chanute Air Force Base was near Champaign-Urbana, Illinois. It got pretty chilly up there.

John: Yes – you get the lake affect up there

Bill: When I was at Homestead, I got out of a lot of work because I played softball on the Base softball team. Everybody was very protective of the softball team. So you would get special privileges. When my four years were up, I left Wright Patterson and went back to Florida. I had

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a girlfriend who was in Miami – going to the University of Miami. I kept in contact with her. I wanted to be with her so I went back to school at the University of Miami. That is where I graduated from.

Catherine: How long were you at Florida State before you got drafted?

Bill: Less than one year

John – Was there anything you learned in the service of your Country that turned out to be useful in Paradise Valley?

Bill: I viewed my military job as much being a civilian type job. Of course, you're in the military and you have to take orders and do what they tell you but it was much the same as working in a civilian shop. I went to work every morning. I worked on missiles. I worked with computers - some with missile systems. At five o'clock, our time was up and I drove back to the barracks. No, I think if anything, it was the discipline. I learned a respect for your superiors – people that you reported to and their superiors. Probably more so than I would have had I been a civilian.

John: Okay, well we've gotten you to the point you're working in Scottsdale. You've got a large staff and not a crushing work load. So something must have triggered you to look for another job.

Bill: Well actually I wasn't looking for another job. When I was at the City of Scottsdale, Boyle Engineering, who had done a lot of work for the City of Scottsdale, wanted the work that was coming up for Horse World and the TPC Golf Course. They asked me if I would come work for them. They offered me a salary that was hard to refuse so I went to work for Boyle. We actually did get a contract to do some work for the City of Scottsdale and that proved to be quite lucrative for the company. We did a lot of utility work infrastructure for the golf course, and actually worked with golf course designer, Tom Weiskopf. Of course, I did a lot of other things too as a consultant engineer. I did a lot of work for the City of Flagstaff, Phoenix, and Mesa. I was with Boyle for a little over 3 years - the economy had gotten to the point where things were getting pretty tight. It was during the savings and loan debacle. It started in '86 or so and savings and loans were going bankrupt and money, much like it was three years ago, four years ago, was dried up. There was nothing going on. Our boss kept telling us that we've got to go out and beat the bushes to get more work otherwise we're going to have to start doing layoffs. So I was very fortunate. I went out trying to get work and each time I'd go for even the small jobs, and there were a lot of engineers competing for the same work. So I started looking for another job, something maybe a little more secure. I liked when I worked for Scottsdale and also when I worked for Largo - government type work. I was very fortunate

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that the Town of Paradise Valley had an advertisement in the paper - so I applied for the job here – was interviewed and I won the position – Town Engineer.

Catherine: What year was that?

Bill: November of '87

John: Government work, from my point of view, as an engineer, is mostly review and project management rather than the actual engineering design type. Did you do engineering design type primarily with Boyle or were you working as an engineering consultant in the same type of environment as you would have been in Scottsdale or Largo and here?

Bill: Well, with Boyle, I did some engineering design. We had a lot of designers and a lot of drafts people and what I would do is put the concept or thoughts together. A lot of times I would do the math and some of the minor design. I would give it to those folks to complete. When I came here to the Town, in '87, there wasn't a lot going on, development was very slow, and engineers were looking for a lot of work. But since the Town had a lot of money, we decided we would do some projects. When the Town hired me, one of the first projects we did was the Tatum Road curve realignment. Catherine, how long have you been here?

Catherine: Since 1994

Bill: Okay, well Tatum Road used to have a very sharp curve and everybody referred to it as "dead man's curve." The thought was that if we could straighten out that curve so it is a gentler – meander – that it would be a lot safer. So that was one of the first projects I worked on. We did hire a consultant engineer to do that one. We had to buy additional right of way to make that work. That's where I first met Carl Howell. He owned the property on both sides of where we needed right of way and I had to deal with Carl to get that. He was kind of tough to deal with. He wanted top price for his property and we weren't willing to give him what he was asking so we actually had to condemn it. He took us to court. He won and we had to pay him additional money.

Catherine: What was his basic location – was it Tomahawk, was it Caida del Sol?

Bill: Well he owned the property on either side of where the curve is now. There's development there now – roughly from Desert Jewell north to a little north of Caida del Sol. That was the area we had to work with him to develop the roadway.

Catherine: Who did you replace as Town Engineer?

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Bill: I replaced the guy named Glen Gitner. You know an interesting fact, Catherine, when I got the job here; I found out that I was the 6th Town Engineer in a three year period. It didn't make me feel very secure. Before me, Glen Gitner was the engineer, before him was a guy named Joe Jason, before Joe was Don Farris, before him was Bob Atherton, before Bob Atherton was Chuck Connett, and then right before him was a guy named Charles Horkey.

Catherine: I was looking through our Book to see if we had ever interviewed the Town Engineer and those names are not there.

Bill: When I came here, Glen Gitner was only here for about 5 or 6 months. The Council didn't care for him, so they fired him. Joe Jason was here probably close to a year, He got let go. Don Farris was a good engineer but he allowed his personal life to interfere with his work so he lost his job. I don't know how the first Town Engineer was – the furthest I can go back is Charles Horkey. Now Bob Atherton had 2 stints here in the Town – and he may have been here even before Charles Horkey but he left then he came back somewhere in between.

John: For the record, what year did you start working here for the Town?

Bill: '87

John: What was your first impression of the Town when you started work here? You worked in Scottsdale so you knew the Town but once you started to work here?

Bill: My very first impression – I remember it well – how can I get everything done that they want me to do with no staff. All I had was Richard Edwards at the time and we had projects that we had to do and no staff to do it. Unlike Scottsdale and even Boyle where I worked, the Town was very fiscally responsible I guess you could say. We didn't have a lot of staff to do things. That's the way they wanted it. They figured that we would get it done with the staff we had and if we needed to hire a consultant engineer – or contract people – we worked that way. I do have to say that throughout the 25 years that I've worked here, the Town has always gotten the most out of its employees. Town employees by and large, are very dedicated and they do a lot of work compared to other places I have been. So that was my first impression – wow - with a Town like this with the few employees we have, how does the Town get it done? Even the Police Department was pretty small and in the Building Department there were only two inspectors, Dan McNabb and Ben Thompson - a lot of work with few people –but we managed and did well.

John: Well after that first impression, was there anything else that quickly came to mind about the Town of Paradise Valley in reference to your particular job?

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Bill: Yes – the people that were here – working in the Town – were very easy to like and good to work with. I felt very much at home. You know John Baudek was the Town Manager then and Maryann Brines was the finance director, the personnel person, and the assistant Town Manager, and she was a great lady to work with. Back then Mayor David Hann was pretty good to work with – I enjoyed working with him. John Baudek, you know I really miss John, he was, I thought, a very good Town Manager – but unfortunately for John, some of the Council Members wanted to get involved in the day to day running of the Town and John didn't really want them to do it. For example, we would have our staff meetings every week and the Mayor insisted sitting in on those staff meetings and more or less sometimes directing John to do it this way or that way and it really wasn't appropriate.

John: Was that ever a problem for you getting direction directly from David or from anyone else?

Bill: How did you know it was David? You were here then?

John: Not too long afterwards. He was the chair of the Facilities Committee on the Police Department where I became the “de-facto” Project Manager.

Bill: No - there really was never a problem for me. I took my direction from the Town Manager. I think that the Mayor then was fine with the fact he really shouldn't be giving me direction. He should give it to John and John would pass it on to me. So that was never a problem.

John: 25 years for any employment these days – that's a really, really long time. I don't think that our kids will ever even conceive working for the same employer for 25 years. What do you see as your major accomplishment during those 25 years?

Bill: I would have to say it was the projects that we built over that time. We've done a lot of projects and in terms of managing those projects; it's only been Dick and myself and afterwards Bob Ciccarelli came along and helped us too. I started off with the Tatum Road curve; after that, Doubletree Ranch Road between Scottsdale Road and Invergordon. Because times were kind of slow, there wasn't a lot going on. Richard and I actually did the design in house. We didn't hire anybody. What we did do though was hire a surveyor because we didn't have any surveyor equipment. We hired a surveyor to survey the road to give us the information we needed to do the design. So every day we would come in and design a little bit of that road. Richard was actually the designer of it. I kind of gave him the direction.

John: He was both the designer and the draftsman?

Bill: Yes – he did it all

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John: Then he became the surveyor later on?

Bill: Well he was always done survey work. Occasionally, we needed someone to go out there and do survey work, but it would have been tough for Richard. If he was doing the survey work out in the field for 8 hours, people would come to the counter and needed help. I had other things to do and that would have spread us just too thin so we did hire surveyor consultants periodically. But with that survey information, Richard did the design for Doubletree and put it out for bid – got a good bid on it – and we built it. In association with Doubletree construction, we tried to work with Berneil Water, you know Neil Folkman, to let him know, “hey we are going to build this road but you don’t have any water lines in Doubletree and no fire hydrants so it would be amiss to build that road without the water mains and without fire hydrants.” He said “I’m not going to put them in.” So I worked with David Hann at that point and David tried working with Neil but he wasn’t about to do anything so what the Town did was put in the water mains and the fire hydrants. We told Neil that he’s got to buy those and he did. We allowed him to pay those off over time. But anyway that portion of Doubletree Ranch Road went well. Shortly after we reconstructed Mockingbird Lane from Lincoln Drive north to Northern, we had that one designed and we built it. These were really crummy roads, they didn’t have any curbs. The road was very jagged, full of pot holes. That part of Mockingbird looked like what Stanford looks like now. I was kind of embarrassed to be the Town Engineer having roads like that.

John: Was there anything on the Doubletree Ranch Road project or the Tatum curve or the first section of Mockingbird north of Lincoln that in retrospect you wish you had done differently?

Bill: Not really – though looking back, I wish I would have done differently and I know you sat through many, many meetings and hours and hours of testimony was Doubletree Ranch Road between Tatum and Invergordon. We had almost 40 public meetings on that and I think the Town learned a lot. We had a lot of opposition – actually I wouldn’t say it was a lot of opposition – we had opposition – but the opposition was strategically able to focus on issues and continually come to the Council and say we don’t need this improvement. There were a lot of quiet people there that wanted the road. A lot of people told me we don’t want it to look like this – let’s fix it up and make it look pretty. But I think anyway, Mayor Lowry did a wonderful job – a very masterful job – working with the Council and the Flood Control District and other entities to actually get that roadway approved and funded. If it wouldn’t have been for his efforts, I shudder to think what Doubletree would look like today. But with that one, what I learned was that when you go in to tackle a big project like this, you really need to sit down with all the residents on that roadway before you start the design - get their input and try to figure out what it is they would like to see – what they don’t want to see – and see if you can

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build a consensus between all of those residents and what the Town needs. We didn't do that. We just went in and said this is what we are designing and this is what we have come up with.

Catherine: Do you think they have taken your advice on this part of Mockingbird between 52nd and 56th Street?

Bill: Oh yes – ever since we finished Doubletree, we have had meetings with the residents. For example, after that Doubletree project, we tackled Invergordon Road – from Mountain View down to Northern then Northern to Mockingbird – and, boy, I made sure that we got everybody involved - all the neighborhoods. I sent letters to all the people that fronted the streets and I asked for volunteers to sit on the Committee to represent their neighbors in the meetings. We got a lot of people that volunteered – one of those was Paul Dembow. He was very instrumental in that Committee. What we did was sit in these meetings and we talked about various designs that we could do on Invergordon – what do you want it to look like? These residents would go back, they would talk to their neighbors and kind of get their input and we would come back and meet. We gathered that input. And based on that, we would have our consultants do some preliminary design work which would give us something to show the people. Even though that was a very big project – almost as big as Doubletree – it went very smoothly because we had a consensus – the people came to the Town Councils – we've all met on this – we agree that this is what we want – we would like you to approve it. They did and we built it – little over budget but we built it.

John: And that had some significant engineering problems with the contractor as I recall

Bill: It did

John: The difference of a foot over a mile!

Bill: Well it was a little more than that – it was a little over a foot. There was a bust in the survey or design – not sure which – but the contractor had bid on the plans based on what was submitted to him. When he got out into the field and actually started construction, he noted “hey I'm removing a lot more dirt than what the plan called for” - so when we looked at it – yes there was a bust in the survey and fortunately we caught it early enough to where we could fix it. But still the contractor did a lot of work – there were delays – and as a result that cost the Town some money. We went back after the designer who did pay a portion of that cost.

John: One of the things that was different and the opponents of the Doubletree Ranch Road were able to take advantage of is that the Town was partnered in a major way with the County – particularly the Flood Control District - which the Board of Supervisors also serves as the governing body for that. How much of a factor was this – two things – it's a road and it's a

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major underground flood control project. How much complexity did that add to the Doubletree Ranch Road Project between Tatum and Invergordon?

Bill: Well actually quite a bit because if you look at the mountains to the west of Tatum on that Doubletree alignment – that’s a very large water shed – all the rain that falls in that area heads to the east and wants to make its way to the Indian Bend Wash. So we knew that there was a lot of water that came down that roadway. In fact, before I even started with design, I went out there, I watched this water actually flood Tatum and Doubletree. I knew that when we did the design, we would have to accommodate that water. What I didn’t know at the time was the magnitude of the water coming off the mountain. We hired Hook Engineering to help us out with that and when we found out that there was so much water coming off those mountains making its way down Doubletree, I contacted the Flood Control District and said: “Hey, we’ve done some hydrology work here that shows we have a magnitude of water that is not able to be carried by Doubletree in its current configuration – and even if we were to design something on Doubletree, there’s no way that we could contain all that water, we have to build a huge underground system.” So we had several meetings with the Flood Control District and they agreed that this was a worthwhile project. As you probably recall John, in a lot of the public meetings when we sent out the surveys, we, actually Flood Control, sent them out to all of the people – they asked them several questions – are you impacted by the flood, have you flooded, how much damage have you received? You probably recall that a lot of those people who filled out the survey said: “yes, they have actually had water in their homes and so forth.” The Council was very impressed with those figures as was the Flood Control. We put together this pretty massive project where Flood Control at the time was going to pay 70% of the total cost and we were going to pay 30%. Well there was this one individual in particular, Liz Clendenin, who was very masterful in opposing this project. She went to the Board of Supervisors and the Flood Control Board and said, “We like Doubletree the way it is and there is no need to have all this drainage. The Town is fleecing you guys. Don’t do it.” When it came time to take the vote, the Flood Control Board turned it down. And that was because of Liz’s efforts and her neighbors going down there saying it actually wasn’t needed. I was pretty disappointed. There was at least one ex Council Member who sided with her. That was Jane Cole. I was pretty disappointed in her efforts. The project failed – so we really didn’t have a project any more. That’s when Ed Lowry stepped in and started talking to the County Board of Supervisors. We actually did make changes to the plans. One of the major changes was that the Flood Control now said we are not going to give you 70% - we’ll give you 60%. As we fine-tuned the project and altered the design in such a way that Flood Control wanted it done, we took it back to the Flood Control Advisory Board at the County and they approved it and later the Board of Supervisors approved it – much to the chagrin of Liz and her followers. It was

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unfortunate because the opponents opposition cost the Town over a million dollars going from 70% to 60% - plus all of the delay costs. It was a fiasco but we learned from that – we never had another “Doubletree.”

Bill: John, you probably remember when we were doing the Tatum Road curve at McDonald, Liz (Clendenin) went house to house down there to some of those neighbors saying, “hey, this is another Doubletree – don’t do it!” They didn’t listen to her there.

John: “No they didn’t! Well I went house to house too.”

John: One thing that I think needs to be a matter of record and that is the meander, traffic calming, landscaping and things on that section of Doubletree are really beautiful. The thing that impresses me most – that most people will never even think of again – is the pretty massive underground structure and the surface water runoff feeder lines that go through the neighborhoods that people don’t even think about. It wasn’t just the road. It was 20% of the Town and a major emergency management protection of property project and now people just think, “Oh it’s a nice road.” I remember there was a bunch of controversy about the road but to me the big permanent improvement in the Town was this massive flood control project.

Bill: It was by far the largest flood control project that the Town was associated with. There was one bigger and that was the ACDC Channel Project which we can talk about later. Very few people really had the opportunity to drive on Doubletree during the construction because as you recall, it was closed to the general public. It was open only for local residents. As you would drive that little narrow trail, you would see these massive box culverts that they were building. Those box culverts are, there are two of them, 8 feet by 10 feet. Those are pretty big boxes to carry water totally under Doubletree and that’s what is used to carry the water down from the mountain. Also Cherokee Wash – we had a lot of problems with Cherokee Wash flooding – so what we did was we went down 56th Street and we intercepted 50% of the water that goes in the Cherokee Wash – put it in pipes and brought it north to Doubletree to take it down to the systems. And since we did that, I haven’t had one person call to say their house or property is flooded.

John: Well I just wanted to hi-lite that because in terms of your accomplishments in the Town, it’s like undergrounding – once it’s done nobody ever sees anything - and those kinds of long term things – roads have to be rebuilt, resurfaced, things like that, over the years, but those to me are legacies that your heart and soul was in – and a little bit of skin, and blood and tears sometimes.

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Bill – You mentioned undergrounding and I was planning on talking about that a little bit down the road. That’s another thing that I’m very proud of here at the Town because when I first came here, the Town wanted to do an undergrounding project to take down these poles. We had put together a process for taking down poles and it didn’t really work out too well because to take down poles – it costs an average \$20,000 to \$30,000 per pole to remove. When we went into neighborhoods early in this process, the cost was prohibitively high and we didn’t get a lot of success. So we formed a committee that was headed by David Hann. We worked up some rules to prioritize projects and to finance it. As a result, we had some good tools to work with – APS was willing to pay for 45% of the total cost. About 1988, we started to take down poles. I was hoping that in my last couple of years here - that we could finish the undergrounding. Today we only have two more Districts to go.

John: And they’re both Salt River Projects?

Bill: No, we have two more APS projects to do – one was half in Scottsdale and half in Paradise Valley. We went to Scottsdale – Scottsdale didn’t want to pay for the improvements so that one didn’t get passed. The one on Sunnyvale – Sunnyvale between 68th and Scottsdale Road – that didn’t get approved – it narrowly missed meeting the requirements. But my last couple of months here, I was involved in putting together another plan and the letters to send out to those people to see if they would once again entertain taking down the poles.

Catherine: I just want to get something clarified - the ordinance for undergrounding started in 1964 - that’s what we have documented.

Bill: What that one said was that all new developments must put the poles underground. I’m only talking about existing poles that were above ground. There had been attempts prior to ’88 to take down poles. There were people who wanted to take down wires and poles that worked privately with APS and the Town. I wouldn’t consider those Districts though.

Catherine: On Hummingbird – I think they just finished undergrounding where one of the homeowners donated a lot of money to the project because some of the neighbors weren’t willing to put out their share of the costs.

Bill: Catherine, the way that worked is that we had to prioritize these Districts. We had 36 of them and in the early days everybody wanted their District done first. So what we said to them was, “Look, we will base our priority on the percentage of people that say yes to the District – those that were willing to put up their money to pay their proportional share.” In those early days, we actually had several Districts where all of the properties in those Districts put up 100% of the money. As those Districts went from number 1 to 36 – the higher numbered districts had

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less participation and were the last districts to be constructed because the neighbors had difficulty trying to get their money together.

Catherine: How much money did the homeowners, generally speaking, have to put in?

Bill: For non-hillside lots – it was \$1,500 and for hillside lots, its \$4,500 and you had to have at least 50% of the non-hillside homeowners and 70% of the hillside homeowners participate. Now in the Districts that had lower participation, we put them towards the bottom of the list so the Hummingbird area, the Scottsdale Road area, the Sunnyvale – they all were at the bottom of the list because they had poor participation.

John: Well is there anything else you want to tell us about undergrounding? That is certainly one of your legacies.

Bill: It couldn't have been done without the help of APS – APS has really been very helpful - not only in providing 45% of the total costs towards the Districts but they supplied staff to help us - like John Rael – ever since day one, he's been around helping the Town and it wouldn't have been as successful as it has been without John. He was very instrumental in making this thing work.

Catherine: Of the 36 District, how many still needs to be done?

Bill: Two, we have done 34 Districts. Now SRP doesn't put in any money into the undergrounding. They don't fund anything. We have to pay 100% of it. It's very expensive when SRP doesn't contribute to the cost which means that the Town has to pay a higher proportional share as do the residents. The Ordinance says that the Town will pay 2/3 and the residents pay 1/3. Well 1/3, of say - taking out one pole is \$10,000 - the average assessment in an SRP area is \$10,000 to \$12,000– so you don't find too many people willing to put those kind of dollars into taking down poles – let them stay up there. But we have done probably 5 or 6 Districts in SRP areas – where we did take down poles because people were willing to pay.

Catherine: Now the poles along Lincoln – the 69 KV poles – no homeowners participated in taking those down?

Bill: Correct. That was totally Town funded. APS contributed the engineering; they didn't charge us for the existing infrastructure that they took down. SRP, even though we have had several meetings with them over the 25 years, they've never been willing to put the dollars into it. They did more recently, however, come up with what they call "aesthetic funding" where they give the Town – it used to be \$100,000 a year – to use as we deem necessary to beautify the Town like taking down poles. More recently, that figure of \$100,000 has increased to

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\$400,000 per year. So our balances are getting up there – so if we want to tackle a District, we can do it with Town funding, residential funding and a small portion of the SRP funding.

John: One of the things very seldom mentioned is the contribution of Cox / Qwest – back in those days it was called Qwest – they were an integral part of this because the utility poles were multi use and that meant more trenching and boxes on the ground and other things. What can you tell us how that all fit into the process.

Bill: The Town was pretty fortunate because Qwest, who was a telephone company, and Cox had agreements with APS to use their poles. Part of that agreement did define that if APS were to relocate those poles or to underground those poles that they pay their own costs. For many years, Cox paid their way. We supplied the trenches and conduits for them and then they rewired them when they went underground. More recently, the telephone company, Century Link, when they took over, sent us a letter saying they were no longer going to participate in the Districts because it's getting too expensive. Everybody was trying to cut back on their expenses then. They told us that any future Districts that we had to pay 100% of their costs. This is very expensive because they wanted money for the materials that were on the poles that they'd have to take down because there is value in that. They wanted us to pay for all their new stuff that went in and this last District, that we talked about it – Hummingbird – the bill for Century Link on that one was a little over \$300,000. Now that's a District that you mentioned the guy who put up a lot of money – they didn't meet the required participation in terms of the dollars with the number of people that had to participate. So one guy that lived there really wanted to see those poles come down because he built a beautiful home and he had those poles right there in his backyard and the side of his yard. I was at the counter and he called me and said, "When is the deadline when this District has to have the required minimum to go?" I told him it was on such and such a date at five o'clock pm. So he came in about a quarter to five and we counted all the contribution and we were short, I think, \$78,500. He wrote us a check for that amount just before 5 o'clock and that saved the District.

Catherine: The residents wanted to do it, they just weren't willing to "pony up" – is that how this came into play?

Bill: Yes. What is interesting is that the Town of Paradise Valley is the only municipality in the APS service area that got 45% participation. I had met with Scottsdale on several occasions looking at our agreement with APS and them wanting to get that same agreement. I told them how we worked things – what our process was – and they tried to get APS to give them 45% - they never succeeded. Phoenix never had that. There was a law suit between Paradise Valley and APS many years ago, long before I got here, and APS lost it and I guess part of that agreement was that if we did any undergrounding, they would be willing to pay a portion of it.

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Catherine: What was this lawsuit about?

Bill: It was in the '70s and it was headed up by – I can't remember the gentleman's name but Phyllis Sears had something to do with it. I think, you may have to check with Andrew Miller, I think what happened had to do with when APS had existing poles and we had to relocate them or move them somewhere else, they had to do it underground. They had moved some poles and kept them above ground and so the Town and some residents sued them over this and the Town prevailed so they had to put those underground - somehow that agreement came into place. That was long before me though.

John: Moving further into the projects, I think that you have told us which one was the most controversial and why and what you learned from it but was there any other of those projects that was a real lesson learned or a high light in terms of an accomplishment on your part?

Bill: Well let me talk about one that was a big disappointment and that was one involving the City of Scottsdale. The Town and the City of Scottsdale had very good working relationships and as you know, half the Town's sewer goes to the east into the City of Scottsdale. Whenever we had issues, Scottsdale and the Town would work wonderfully together. I even had friends there that I had when I worked there previously. Scottsdale had intentions to build the water campus and part of that designed called for intercepting a lot of the sewage that comes out of Paradise Valley and also from Phoenix. What they wanted to do was intercept that sewage, build a big pump station and pump it north to the water campus. They wanted to put that pump station on the land that is in Paradise Valley that's on the northwest corner of Scottsdale Road and Doubletree. They had actually bought the land – perhaps boldly – without telling the Town what their intention was. We found out that they intended to put a pumping station on that piece of property. At the time, Joan Horne was the Mayor, and I remember she and I went to the City of Scottsdale and we said, "Okay if you are going to do this, can you build something that is really nice." At that time, Scottsdale wasn't really willing to do that. Joan's term had expired and then Marvin Davis came on the Council (as Mayor) and Marvin said, "Absolutely not - you're not going to put that on the property – we are not going to work with them." It became a heated battle and it actually went to the courts - the Town kind of won saying that Scottsdale doesn't have the right to put that pumping station on that piece of property. At that time, Jack Hook was on the Council – he was an engineer – and I knew he understood the design and thinking behind why that was a good location. So I tried to tell some members of the Council saying. "Look, Scottsdale treats our sewage – it's our sewage – they are really helping us – they've got to build this pumping station – I bet you that if we asked them, they would probably build it to look like a house – just like the telephone company – a lot of people don't think there's a telephone company building on Doubletree but there is because it looks

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like a house and people don't notice it." Scottsdale was willing to do that but Marvin and his crews weren't having anything to do with it. Since we won the right to deny Scottsdale to build on that property, they had to find another location that was able to do what they needed. If you know where Gainey Ranch Village is located – is – they built a big pumping station behind Guardunio's which cost them millions of dollars more to do because they had to bring the pipes all the way over to that point – they had to build right on property owned by that shopping center which cost them a lot of money to purchase. Then they had to build that pipe going out and up Scottsdale Road - so that actually cost them several millions of dollars more to build there. They were pretty upset. They sent us a letter saying, "You've got a year, after that, we're not going to treat your sewage - you'll have to go elsewhere."

Catherine: The pumping station that is on the golf course and Doubletree behind the house where Horseshoe butts up to Doubletree – is that part of the sewage system?

Bill: That's a pumping station for the irrigation of the golf course. That is going to get beautified with the improvements on the golf course.

John: Was the Scottsdale sewer plant the most controversial thing that you worked on or do you go back to the Doubletree Ranch Project?

Bill: Doubletree was but certainly the Scottsdale issue was the second most. It caused a lot of hard feelings between Scottsdale staff and the Town. It took really quite a few years to go back to the way we used to be.

Catherine: And now the two Towns have a good working relationship?

Bill: We do – I just hope that can be preserved

Catherine: And that brings me to that building going up on Scottsdale Road and Lincoln across from AJ's – the three story apartment – or whatever it is – did the Town say anything about it – like go underground – instead of up? Is it only going three stories?

Bill: Yes – a three story condominiums - we had our input in it. We told them we'd prefer not to see that there but they had the zoning in place. The owner bought the property with that zoning and he has a right to build. If Scottsdale took that away, he could sue them and probably win. I think Scottsdale's hands were tied on that. I wasn't involved in that but I know the Planning Department was and there was correspondence back and forth. That was a sore point with our Council and it's unfortunate. To the north of that – the Palmeraie project – that's going to be 40 feet – and I even heard 48 feet tall.

Catherine: How tall is this - three story?

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Bill: 36 feet

John: Other than the undergrounding which was a series of many projects rather than just one – what took the longest – from the first idea to the completion?

Bill: One project that's kind of dear to me is the Berneil Channel. There are some issues with that one where the Channel won't hold or contain the 100 year event. In fact, we've had, in my 25 years here, two events where it rained hard and that Channel actually overflowed and homes did flood. We put in some flood walls along there to temporarily contain the water which have worked. Probably going back to about 2006 and 2007, the Town was working with Flood Control to establish some improvements on that Channel and right about then we even hired an engineer to do preliminary design and cost estimates. We had the public hearings with the residents. They liked what we were proposing. We would have the hardship of taking out that bridge that's on Doubletree – closing Doubletree for a period of maybe 2 ½ months - completely closing it to rebuild that bridge. People were all for it because they wanted to get rid of the flooding. But around 2008, the Town Manager said our revenues were starting to go down – we see a trend – so that project was temporarily put on hold. It's still on hold right now. Flood Control recognizes that's a very worthwhile project that they're willing to fund but it involves the City of Phoenix, Scottsdale and the Town of Paradise Valley. That's a good project. It's been around for a long time. I've tried to push that one – Council is interested. It's just a very costly one and we've got to get help from Scottsdale and the Flood Control.

Catherine: Is one of things that you're talking about doing is to make it an earthen channel or would they leave it cement?

Bill: We had several scenarios – one was a grass lined channel but the Town would have to maintain that and it would be a big maintenance burden – having to mow it and fertilize it and very expensive to water. The Council kind of dismissed that. We looked at a soil / cement type scenario where we would have beautified edges sloping down. We looked at concrete sides. We never settled on what we were going to put in there but I know that some of the residents became involved and they wanted to see some more treatments that they could look at to see what it is they want to do out there. That will be a very worthwhile and expensive project that will really help a great number of people.

John: Another one that I recall was a long, long time from conception to execution but did get done was the McDonald / Tatum curve. When I came here, I found an old plan - that I got from you - that was 20 years old - to change that end of the curve we have today. I don't remember when it got done but that had a lot of controversy and other things involved with it. What can you tell us about the history of that project?

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Bill: That was a project that was identified when that subdivision was actually built back in the 70s. It showed the right-of-way going right along where that wall is today. The residents bought those homes knowing where the future roadway was planned to go. They had to know because when they bought the house, they got the deed and it showed the right-of-way –and that one day that road could possibly be a lot closer to their homes. When that day came, and we met with them they said, “Nope – we’re not going to do that.” I told them we have the right-of-way and that’s what we are proposing. It got to the Council level and we had meetings back and forth. It was controversial because they didn’t want to see the traffic that close because the perceived noise and pollution. That was another one that Ed Lowry as the Mayor was able to work through and appease the residents. We had a lot of tradeoffs. One of the things was we built a larger wall – taller than the Town code really allows. We landscaped it - we even landscaped behind that - next to their area - so now they have kind of a little open space area that they can enjoy. They don’t really hear the noise that much because we put up a sound wall that was very expensive but we did it, we paid for it. That’s a project that I think turned out pretty nice. It looks good.

John: It is a lot safer. That “T” intersection was getting 3 or 4 or 5 serious “T-bone” collisions a month.

John: What project do you think is the most likely to be remembered as a “project” 100 years from now?

Bill: Doubletree – I’d say because it was very controversial. It was the biggest project that I had worked on. In terms of cost, the undergrounding improvements cost far more than Doubletree, but the road improvements and flood control on Doubletree was possibly the most controversial. It took almost 3 years from inception to the time we got it approved and 40 some odd meetings. Remember John we’d sit there and we’d have all these public meetings - they would go on forever. I felt so sorry for the Council, Ed Lowry’s Council – because they had to listen to all of this. It was tough on them, the Staff and also the residents – but you know what one thing I can tell you is that after it got done, people who were against it told me “I was against it, I was wrong – I’m glad it got built because I like it the way it is – it’s wonderful.”

John: You’ve talked about some of the memorable people, memorable experiences that you had as the Town Engineer, is there anyone else that sticks out in your mind as someone that, as long as you live, you’ll remember over your dealings with them?

Bill: I’ll remember a lot of people. I’ll never forget Liz Clendenin! She’s been an opponent of mine for many years. But what I’ve noticed is, remembering that I came from Largo, Florida – we had a different class of people that lived there – people that were not as well educated and

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as intelligent as people in Paradise Valley. I worked in Scottsdale and worked in a lot of neighborhoods where we had to put in shopping centers or developments that people may not like, but they were a couple notches higher than Largo residents. Paradise Valley, boy that's the cream of the crop, people that live here are intelligent. They're, for the most part, pretty well mannered. They know their rights. I've come to realize that people that you know are very wealthy and they know they're wealthy – are the nicest people. The people who act or think they're wealthy and maybe nouveau riche or they put on a show, those are the people that are hard to deal with and aren't too likeable. Overall, the people here in the Town have really been a pleasure to deal with and work with – gosh I know so many of them that I'll never forget them. People here are just a higher-class people. It's always been a pleasure to work with the folks that live in this Town. I've never been in a place like this one – very classy people.

John: Other than the Berneil Wash project, which is still on hold and the remaining undergrounding, are there any other projects that you wished had been completed while you were the Town Engineer?

Bill: Yes – you probably know this one – when we negotiated an agreement with the City of Phoenix for fire protection, in that agreement was that we would upgrade our police radios and have our system be compatible with theirs. We started doing that maybe 3 or 4 years ago but that was cut out of the budget because of funding issues. But the last 6 months that I was here with the Town, we started aggressively looking for potential sites. Motorola, as you probably know, looked all over the Town and couldn't find any sites that were really “the site” that fit the need. Sitting with the Motorola folks and other people with the City of Phoenix, and Scottsdale and a consortium of folks that are on that same radio system, they indicated the type of area that we needed. So we went out to Highland Drive where all those radio and cell towers are on the Clearwater Hills property. We are looking at that location since we own the right-of-way. I was working with the owners of the property to obtain a site when I retired. Now Jim Shanno has that. That would have been a great project that I would have liked to work on and finish up. John Lewis is the owner of the property where we wanted to put the antenna. Currently, the Town is working with the neighborhood to obtain a location suitable for all those involved.

John: The Town Hall Complex changed tremendously during your watch. As the Town Engineer, are there any peculiar things you would like to have recorded in this interview about the Municipal Complex?

Bill: Well John, you probably weren't here before any improvements were put in. The Police Building used to be over there where the court room was.

John: That was my office.

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Bill: We had a Public Works Building that was just old and decrepit. We didn't have any storage or anything. The Town hired an architect to come up with a concept design and we worked that through and got it approved by the Council. As you recall, the Police Building was started by an architect who was later replaced. There were some issues with the design that the architect didn't want to change so the Town had another architect finish that one up. Things got built. I think that the campus today is much better than it was. I think it looks pretty nice. It's pretty well maintained. I think you had a lot of control over the Police Building but, you should have had a lot bigger office.

John: Well when they interview me, I'll tell you why the office, the Chief's office, was so small – because his office was smaller than the Town Manager and he was not going to let the Police Chief have a corner office that was as large as his. So we built an 8 foot closet so it would no longer be a corner office and that 8 foot closet, which nobody really wanted, made the Chief's office smaller than the Mayors.

Bill: It shouldn't have been like that. You should have had more room to be able to have people in your office. But by and large, everything got built although far above budget.

John: Well our time is up. We tried to do it in an hour but let me just close on my side, then Catherine can pick it up from there. What else would you like to say on the record for this oral history of the Town of Paradise Valley and your 25 years of service?

Bill: Well I just feel very thankful that I found a nice home to come to and work. The people that I have worked with over the years, I think have really been top notch people. They work hard here. People, for the most part, are pretty dedicated and they put in the time to get the job done. The people are great here in the Town. One thing I have always admired the Town for is that they have been very cost conscious over the years. They very wisely spend the dollar. They've always kept a minimal where everybody has to work hard to get the job done. I've worked at places that – like when I was in Largo, my mornings consisted of going to work at 9 o'clock and my boss would walk me over across the street to MacDonald's and we'd sit there and have breakfast and read the paper for an hour before we went back. That was typical southern type of work. You don't find that here. You put in an honest day's work for an honest day's wage. I think, as far as I can see, Paradise Valley is one of the few communities that really gets a bang for their dollar with their Staff. They have good people here. And of course the people living in the Town have made this job really a nice and enjoyable place to work. I've always enjoyed it here. There's a couple of times when it's been hard – the Doubletree controversy and stuff– but by and large, I'm just very thankful that I've been able to work here for 25 years and I survived - you know I'm the 6th Engineer in 3 years – I was worried there for a

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while – especially when the economy was as bad as it was. The Town has been good to me and I am very indebted to the Town for all they did for me and my family - good place to work!

Catherine: Well I just want to thank you Bill and say what a great history. You filled in a lot of blanks for us and I think that is wonderful. Every time I think we are at the end, you have another story to tell. Bill, you remind me why I love living in the Town of Paradise Valley. John, I would also like to thank you for all of your great questions.