



# San Luis I Land Port of Entry North Pedestrian Annex Building fact sheet



## Location

Highway 95 & International Border  
San Luis, AZ 85349

## Primary Tenant

U.S. Department of Homeland Security  
Customs and Border Protection (CBP)

## Project Site

8,000 square feet

## Project Schedule

Contract Award: March 2017  
Construction Start: November 2017  
Construction Completed: Fall 2018

## Funding

\$6 Million

## Project Overview

The U.S. General Services Administration (GSA) recently constructed a new pedestrian processing facility at the San Luis I Land Port of Entry (LPOE) in San Luis, Arizona to accommodate current pedestrian traffic flow. Constructed in 1984, the San Luis I LPOE is the second busiest non-commercial port in Arizona, processing over 3 million vehicles and 2.5 million pedestrians each year.

This \$6 million project included an 8,000-square-foot expansion that increases processing capacity and creates new offices and public spaces. Pedestrian processing capacity increased from seven to 10 lanes, and will help reduce screening times and increase visitor and employee safety.



In 2017, GSA awarded a contract to Concord General Contracting (an Arizona-based small business), in partnership with Jones Studio, to design and build the project.

The design aimed to deliver a highly efficient building that lowers operating and life-cycle costs despite its location in an extreme desert climate. Roof mounted solar panels, high levels of insulation and use of natural lighting throughout the facility are seamlessly integrated to produce a resilient facility. Low-use water fixtures, grey-water capture, and no-irrigation native landscaping will help the facility thrive in extremely dry conditions. The angled ceiling design throughout the facility reflects the region's strong ties to agriculture, by mirroring the furrows of crops in nearby fields.

Funding received in 2008 was originally for site acquisition and design of the full modernization and expansion of the San Luis I LPOE. However due to uncertainty in project timing, CBP and GSA worked to reprogram the funding to address the more immediate need for expanded pedestrian processing at the port.