

Ronstadt Intermodal Center

Alexander Company – OasisTucson Inc.

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City of Tucson
255 West Alameda
Tucson, Arizona 85701

October 22, 2015

Re: Ronstadt Transit Layout

Members of the Ronstadt Selection Committee,

Thank you for asking us to further evolve the design of the Transit Center. Attached is a proposed site plan of the Intermodal Center based on the program elements as we understand them.

Please understand that the attached site plan describes in detail one potential design of the Intermodal Center. We emphasize that our concept design is extremely flexible and will be finalized following detailed discussions with SunTran and the City. Our approach is to remain open to an evolving programmatic dialog that will conclude with a final site plan that best meets the City's and SunTran's goals.

This submitted design mimics as closely as possible the current conditions at Ronstadt with mostly matching dimensions and a few increased dimensions to accommodate fully a two-way circulation system. We prefer the single entrance into the Intermodal Center but wanted to show how the design is flexible depending on the final direction agreed upon by the City and SunTran. In addition, the new Intermodal Center can be designed to be more secure through a limited number of access points or remain more diaphanous as it stands currently. As proposed the physical aspect of our design is transparent to the surrounding area, full of light and air on three sides and above and provides security via visual transparency.

Site Dimensions

The current plan shows a 61,000 square foot site dedicated to the Transit Center. The nominal dimensions are roughly 170 feet in the East - West direction by 360 feet in the North - South direction. The floor-to-floor height of 20 feet will yield a minimum Transit Center height of 17.5 feet with coffered areas in the range of 19 feet.

Amenities

The final program of amenities will be decided by the City and SunTran but in order to facilitate a comparison with the existing facility, this design replicates the current configuration including the bathroom and information kiosks while adding a police substation, the relocation of the Transit Services Center, electronic arrival/departure board including the Modern Streetcar, new wayfinding signage, vending, ticket and change machines, a driver's lounge, free wifi, indoor

and outdoor seating. We look forward to discussing any additional improvements and adjustments SunTran may prefer for the new facility. Our design is flexible and can match what is there today or accommodate improvements as necessary.

As part of the final design process we will also sit down with Ann Chanecka (Tucson Bike Coordinator) to determine if the Art Park is the appropriate location for the Bike Share program. The end result will be to ensure that we meet every Bike Share program goal.

Bus access to and from the Toole Rotary

All traffic lanes within the site as well as the ingress-egress through the Toole Rotary accommodate the turning radius of the SunTran vehicles. The Intermodal Center is designed for 1) to ensure the buses stay within their traffic lanes, 2) maximize the efficient flow of buses and vehicular traffic through and around the Center and 3) relieve Congress Street and the Entertainment District of bus traffic.

In this proposed design two pairs of ingress-egress lanes provide access to the Toole Rotary. Both driveways within the Intermodal Center can accommodate two-way bus traffic. The two driveways blend into one another with the semicircular driveway at the south end. All driveways including the semicircle match or exceed the dimension of the existing Ronstadt Transit Center. The Eastern driveway is single loaded while the Western driveway is double loaded. The 15 bus berths accommodate 13 typical buses (40 feet) and 2 larger busses (60 foot articulated). The current design focuses 10 buses surrounding the primary central user island (with a continuous skylight overhead) with 5 buses accessible along the aisle nearest the entrance. There are alternate designs as presented previously that would accommodate single ingress with two egress lanes if desired and depending on the number of bus berths desired.

Urban Edge along 6th Avenue and Arizona Alley

The Site Plan shows a 280 foot long frontage along 6th Avenue which services the new Intermodal Center in a combination of dedicated operational spaces and transit oriented retail. The allocation of functions along this length is flexible regarding number of access points, amount of dedicated programmed transit uses and commercial space catering to the Intermodal Center users. The attached Site Plan shows one possible variation. The option shown uses the existing grand arch as the primary Grand Entrance into the Intermodal Center. The Transit Service Center, Police Sub Station and Drivers' Lounge are located to the North of the entrance. Between the Grand entrance and the retail towards Congress is a single (or multiple) vendor 3,000 SF commercial component catering to transit users' needs. In addition, we are working on a retail concept (a food hall) that may also have direct access into the Intermodal Center.

We have opened up the Arizona Alley side to allow for the flow of fresh air, emergency access and natural light into the facility. We have also dedicated a 6 foot wide vertical landscaping strip that will contain functional elements connecting the housing and parking above to grade level including two stairways and various utility connections. This element can be designed as a transparent secured landscaped wall if a secured Intermodal Center is desired. The alley can

function as a connection for pedestrians and bicycles while also allowing for emergency vehicles, loading and trash removal similar to Herbert alley next to the Rialto Theatre.

Loading and Trash areas

Our current design recommends a loading and trash compactor area along Arizona Alley servicing the retail and residential along Congress Street and the southern end of 6th Avenue. This has been a planned site for a compactor from Environmental Services. This service zone will be accessed by vehicles moving north along Arizona Alley. We are also showing a smaller loading and trash compactor area accessible from the Transit Center driveway off of the Toole Rotary. This service zone will serve both the retail and residential blocks along the north end of 6th Avenue and Toole Avenue. The service zones are located so they can easily be shared with the Intermodal Center. Further discussions leading to a better understanding of the desires of Environmental Services as well as SunTran's goals may guide us to a modified design. Again, we want to emphasize the flexibility inherent in our concept plan. It can be molded in a variety of ways to respond to specific programming needs.

Recommendation

We would propose, similar to the design process of the Tohono Tada Center near Tucson Mall, that we go to an open site, such as the Pima County Fairgrounds, and lay out the islands/stops on the ground and then have drivers navigate through the proposed center layout. This process will help the design tremendously and will ensure that Sun Tran staff is delivered exactly what they expect. The final design would be tweaked based upon actual driver practices as the design of the space is flexible to accommodate ingress/egress however SunTran prefers. We look forward to working with SunTran on the final design of the new Intermodal Center.

We appreciate the opportunity to clarify what is possible with our flexible design. Please let us know if you desire additional information with regard to Transit or any other aspect of the proposed design.

Sincerely,



Jim Campbell

Attachments:

Site Plan of Proposed Transit Center, 1"=20' scale, 30" x 42"

Site Plan, 11"x17"

Section through Transit Center, Retail and Residential, 11"x17"

Rendering A, Transit Center Interior, 11"x17"

Rendering B, Transit Center Interior, 11"x17"