

# Questions AT the Presentation

Alexander Company / OasisTucson Inc.

September 15, 2015

**AC-1: Lots of flat roofs... Are there considerations for using the abundant space for a PU installation to generate electricity for tenants?**

Yes, upon detailed design we will determine the feasibility for a “green plan” on the roof that will include solar power and water harvesting which will be aimed at mitigating heat generation and to reduce the carbon footprint of the building.

**AC-2: Many people have criticized the bland architecture of Plaza Centro and the Cadence building. How can we be assured that this will be better?**

Although members of the team developed the master plan for the site, the architecture of the building and approval of that design was from a different architectural firm. We believe that making sure that this building both fits in the context of the area and sets a standard for future buildings in the area is an important task – a task we take quite seriously. We believe that working with the stakeholders in the area, the City of Tucson and the public on the design goals and implementation of the project utilizing an integrated design process will yield a design that the city will be proud of.

**AC-3: Questions about how you will ensure enhanced design compared to other recent new buildings downtown that have been architecturally lacking.**

Approximately 70% of the design element decisions of a project are made within the first 10% of the design process. For this reason, it is important to involve stakeholders early on to identify design elements and goals for the buildings. Our goal is to work with and through the public in an integrated design process (IDP). IDP process is an approach to building design that seeks to achieve high performance on a wide variety of well-defined environmental and social goals while staying within budgetary and scheduling constraints. The goal of the process is to help the public and stakeholders have proper input into the final design goals.

**AC-4: Are you planning any “green” elements in the project such as solar, water harvesting, greywater?**

The project will follow the framework for LEED silver certification and the City of Tucson’s Green Building Certification. Emphasis will be placed on technical issues such as materials, building components and construction technologies to develop the project in a sustainable format that may incorporate solar power, water harvesting, greywater reuse for plantings, composting and green trash removal.

**AC-5: How, if at all, has your planning integrated the use of UAV’s into your system?**

We are only at the conceptual stage for programming and design of the project. We anticipate discussing access, loading and delivery issues for a variety of current and future technologies.

**AC-6: Why do you think you need so many parking spaces?**

The overall goal of the integration of the residential and retail into an inter-modal project is to promote alternate forms of transportation. The number of parking spots is conceptual and a result of the size of the floor plates over the transit center and the City's zoning and parking code. We are amenable to reducing the number of spaces through the design process but would note that a common perception regarding downtown is the lack of public parking. In the revised conceptual we have reduced the parking on both the north and south sites.

**AC-7: Do you see the residential as rental or ownership housing? Do you have the flexibility or motivation to let the market decide?**

The projection for the units in the first phase is a combination of workforce, market and affordable rental housing. There is the flexibility and the ability to provide for-sale housing if the market dictates a need and desire for that product. The reason the second phase has been left as conceptual is to allow the project to deliver various forms of housing based on the performance of the first phase and the market demands. Like any project of this size it is imperative to let the market drive it forward and work within those market and financial restraints.

**AC-8: What income will be targeted with the housing: Market? Affordable? Both? TOD demand = 60,000+ people today. Affordable housing is obviously needed!**

The project is projected to have affordable, market rate and workforce housing. It is important to the project to provide and blend housing for a variety of income levels into the project with the target consumer being those who want to live downtown and want convenient access to multi-modal transportation. The final decisions on housing mix will be driven by market demand and the financial ability for the project to be built and completed on schedule.

**AC-9; Talk about services for bus riders – like the restrooms, place to buy passes and get information about transit.**

We believe it is critical to work with SunTran, the City and the bus riders to determine a final and correct mix of amenities for the Intermodal Center however we have initially proposed within the RFP the following amenities:

- a) Indoor Waiting Area
- b) Free Wifi
- c) Public Restrooms
- d) Ticket Sales/Customer Service
- e) Small Retail Space/Vending Machines
- f) Change machines
- g) Customer service representatives
- h) Fare card sales
- i) Lost and found storage
- j) Personalized route mapping
- k) Transit guides
- l) Route brochures
- m) Benches
- n) Wheelchair accessible doorways and improved ADA access on the platforms.
- o) Private Drivers Lounge

In addition, having the Transit Services Center onsite will allow easier access for transit users to:

- Apply for the economy fare program
- Renew a SunGO ID & Card
- Purchase, reload and add value to SunGO cards

**AC-10: Will transit riders be able to purchase a sandwich, a newspaper, an umbrella while transferring or waiting without leaving the RTC – e.g., out the turnstile?**

The proposed access controls, which the City may choose to incorporate or eliminate, are designed to allow riders with tickets, SunGO cards or transfer passes will be able to enter and leave the facility as they see fit to shop, eat, work, play or just window shop and stroll around downtown in between commutes. That being said, riders will also have access to snacks and vending items inside of the turnstile area.

**AC-11: As an intersection the 4th Avenue tunnel at Congress and Toole is functionally challenged for all 4 modes that use it – transit – pedestrians – motorized vehicles and bicycles. Given the project teams architect's role in this design what can we expect in terms of functionality at the RTC – an equally challenging site with the same multiple modes in an awkward configuration? I do like the roundabout idea.**

The proposed roundabout is a result of a recommendation to the City of Tucson from the City's commissioned Downtown Intermodal Center Pedestrian Safety and Bus Access Improvement Study, May 2013 by Parsons Brinckerhoff. The roundabout would eliminate the need for a traffic signal and allow buses continuous movements with better turn angles and overall improved traffic flows for the system.

To clarify Aleks Istanbulu designed a concept for the 4<sup>th</sup> Ave underpass which was only partially implemented. His original Plaza Centro plan closed Toole Avenue adjacent to Hotel Congress and created a Plaza (Centro) between Hotel Congress and the Historic Depot. If Toole Avenue had been closed the flow of traffic as well as bikes coming through the Underpass would be greatly enhanced and pedestrian crosswalks made more efficient. The final layout was designed by Transystems and HDR, a contractor for the City.

**AC-12: Given the extreme awkwardness of the 4th/Toole/Congress intersection for all modes, why should we trust the same designer with bus terminal?**

Our team will work with the City of Tucson and SunTran Operators to design and deliver the ingress/egress to the site that will improve traffic flow both on Toole Avenue and the Inter-Modal center. Our project architect created the master plan for the site mentioned, not the transportation system plan nor the design of the buildings.

**AC-13: How will you get pedestrians and bicycle traffic from north of the track to the Transit Center?**

Our plan relies on the current pedestrian/bike routes outside of the Intermodal Center for access. From the north that is the 4<sup>th</sup> Avenue Underpass, the 6<sup>th</sup> Avenue Underpass or 7<sup>th</sup> Avenue.

**AC-14: How do bikes get through the turnstiles?**

The turnstiles would be designed and sized to allow a person, a person with a bicycle or a person in a wheelchair through the gates. In addition, there would be a service gate entrance should someone have a need to enter the facility with something larger. With current turnstile design standards they are

made to handle most any situation and not have someone lift their bike or mobility device over the turnstile.



**AC-15: Plan seems to ignore the Modern Streetcar. As that mode is extended, how will this plan help to make connections between buses and streetcar? Does plan accommodate vehicles used for Bus Rapid Transit?**

The Modern Streetcar is on a fixed guideway system and cannot be brought through the building directly. The stop for the Modern Streetcar is directly in front of the center at 6<sup>th</sup> Avenue and Congress Street so individuals can transfer from bus to the streetcar by walking approximately the same distance they currently would walk. If the system is extended or there is a rise in ridership, using the large entrance area off of 6<sup>th</sup> Avenue allows for additional queue capacity. The size of the facility with 20 foot ceilings allows for changes in vehicles types for the system over time and the flexibility of the interior floor plan on the interior allows the system to adapt to its future needs.

**AC-16: Entrance locations appear to make it slower to move between streetcar and bus. How does your project facilitate the integration between bus and streetcar.**

The walking time from streetcar to bus will be similar to today's. We are looking at locating the main Intermodal Center entrance on 6<sup>th</sup> Avenue as outlined in the presentation and a potential secondary entrance directly off of Congress. Final entrance locations would be designed based on collaboration with SunTran regarding their operational capabilities.

**AC-17: What is the connection to the modern streetcar?**

It would be similar to today's connection; a patron would need to cross Congress Street using the signalized crosswalk and enter the Intermodal Center on 6<sup>th</sup> Avenue. We are proposing a secondary egress on Congress Street but will need to sit down with SunTran during detailed design to see how that impacts their operations.

**AC-18: Where will the express routes accommodate the passengers if not inside the Center?**

All SunTran traffic would be inside the Intermodal Center. The current transit center has 13 bays. The new Intermodal Center will have 15 bays and can be tweaked based on SunTran needs.

**AC-19: How will you get bikes through a turnstile? It seems like you're pushing the bus riders out of sight, tucking them inside behind your buildings. No access from Congress to Transit Center. Entrance on Arizona Alley? I feel unsafe now walking under brick arcades people can hide behind, and they are open you are going to put buildings up next them creating even more blind spots.**

The turnstiles are sized to allow a person, a person with a bicycle and a person in a wheelchair through the gates. The main entrance on 6<sup>th</sup> Avenue will be safe and well lit. The design is not intended to push riders off of the site, rather it is intended to enclose the center from the elements, increase efficiency,

enhance the amenities and make the facility safer. The potential Arizona Avenue entrance, which is one of three access points, connects the Intermodal Center to the Amtrak Station at the Historic Train Depot for pedestrians and cyclists coming from that direction through the planned Depot Plaza Park. The turnstile proposal is subject to the approval of the City of Tucson. The center is designed to function with or without the turnstiles.

The Arcade feels unsafe currently due to a variety of variables including lack of lighting, an inactive street and the current illicit activity. Additional retail and residential activation with proper safe design principles will eliminate this unsafe feeling.

**AC-20: Why would the parking be part of the “public” side of the public/private partnership? If parking is needed for residential/commercial, I would think it should be privately funded and if not economically viable, then by definition not needed as a public amenity. After all this is a transit center.**

The proposal is for the garage, which has both public parking and parking for residents, to be publicly financed, but every spot that is used by the residents is paid for privately by the residents. This proposal is the same as the proposals for the Plaza Centro and AC Hotel projects. As proposed the garage brings a positive return to the Rio Nuevo District and helps address the need for public parking in downtown Tucson.

**AC-21: Rio Nuevo analyzes purchases of parking garages on a case-by-case basis; have you discussed your financing plan with the district and what was their initial response?**

We have discussed the concept of Rio Nuevo’s participation in the project, but until the RFP process is over it would be premature to approach the Rio Nuevo Board about specific deal points regarding the financing of the garage. We believe that our proposal would make sense based on the District’s mission and previously identified standards for investments.

**AC-22. About how many private sector companies would be needed to patch together \$37 million? Can Tucson support that?**

Our team, which has a successful history financing and building similar projects, would raise funds through loans and cash equity. The project proposed is supportable based on our experience with similar projects. As stated at the presentation, it is important to understand that the market in Tucson defines the potential revenues from the project and they in turn support the financing. It is critical to Tucson and Downtown that the proposal be financeable, buildable and completed.

**AC-23: What were project costs for Plaza Centro and AC Hotel? Do you anticipate any Rio Nuevo participation?**

Project costs at Plaza Centro were in the \$35M range and we expect the AC Hotel to be slightly less. We anticipate asking Rio Nuevo and the City of Tucson to work together and participate in the public portion of the project.

**AC-24: The AC Marriott deal with Rio Nuevo is a NNN deal and all spaces are leased to developer and managed by them. How do you envision you would structure this and at what rate?**

We are flexible in order to make this work but our current structure is to have the spaces leased directly by the residents and retail tenants. Rates for parking would be market and similar to other downtown garages.

### **AC-25: What is your building timeline?**

A project, as complex as Ronstadt, has many variables that impact timeframe. However if developer selection is made promptly along with design and funding decisions we would hope to start construction as early as 4th quarter of 2016. Currently in the RFP we have a 12 month design and 18 month timeframe for the first phase.

### **AC-26**

**• How will your proposal enhance and prepare the terminal for the future, be an anchor and gateway to downtown, its entertainment and cultural district, as well as government and business offices, UA facilities and downtown community.**

The proposed project is designed to be an anchor in function and activity for both transit uses and the downtown. Similar to historically designed commons, our concept aims to create a place that is central in its connection to the people of the region and to its commerce, business and transportation.

**• What kind of uses, such as pop-up food carts, do you propose that will create a critical mass of activities inside the terminal for the many different audiences at many times of day and that makes the terminal an exciting gateway for downtown Tucson!**

In our proposal, we envision the creation of an indoor/outdoor Centro Mercado that combines a public/farmers market concept with a food hall focusing on small local vendors similar to Grand Central Market in Los Angeles, Desoto Market in Phoenix, Reading Market in Philadelphia and Mercado Roma in Mexico City. Street Vendors may have access to stud out utilities to set up food carts, live music and other vending. The combination of the open commercial space with the outdoor vendors, bifurcated by the historic arcade, will create a unique, active, pedestrian way that allows local vendors and local shoppers to interact and provide opportunities for smaller local businesses to operate downtown at affordable rents. This concept would need to be market vetted but we are very excited about the possibilities.

### **AC-27**

- Pleased that fabric of existing RTC including arcades and tile work will be preserved.**
- So glad to see Greyhound is back!**

Thank you. We feel it is good public policy to have Greyhound as part of the Intermodal Center but that final determination will be made by the City of Tucson and Greyhound. In today's market, Greyhound has only one bus every two hours so their operational needs can be handled at the Intermodal Center.

### **AC-28**

**• How many bus bays will there be?**

15 bays indoors, 2 outdoors for Greyhound. The final configuration will be designed in collaboration with SunTran based on their operational needs. We are able to handle the current operations and are able to scale depending on additional needs or increased efficiencies.

**• How will bus exhaust be handled when covered?**

The exact design for air handling will be finalized upon detailed design. Currently our concept has separate air-handling units (AHU). Fresh air is drawn into the AHU through vents located within the

unit; it is then heated or cooled and delivered to occupied areas through ceiling-mounted supply diffusers via ductwork. The sides of the Intermodal Center on Arizona Alley and along Toole Avenue will also be open to allow for fresh air to constantly come in or out of the facility. Finally our final renderings will show the addition of a light/air well that runs along the Intermodal Center allowing even more air and light into the Center.

- **How will parking garage be appropriated (public vs. residence)?**

The parking will be 100% owned by the District or the city as decided during final negotiations. Parking spaces will be leased to residents and retail tenants on a first come first serve basis. The remaining spaces will be made available to be used for daily or monthly public use.

- **Any affordable units offered?**

Yes, it is expected that there will be market rate and affordable units based on the regions median income (per HUD standards). Final decisions regarding the unit mix will be based on financing and what can be achieved (including any federal funding through the affordable housing tax credit program and/or tax exempt bonds).

**AC-29: Intermodal: Greyhound? Upper-scale restaurants: inclusive of all profit vs. service - Bus riders included.**

The Greyhound Station is proposed to be relocated on the site as part of the Intermodal Center. The food concepts we envision include concepts such as a 24 Hour Diner to replace the loss of downtown's beloved all night diner, the Grill. A food hall/market area will also provide quick service and grab and go food at all price levels. The final concepts are subject to market demand and a willing entrepreneur to lease the space. The primary customers anticipated for the site are residents, transit riders and visitors to our downtown.

**AC-30**

- **Every city I have lived in that has covered bus terminals ends up looking like shit in fairly short order. See Colorado Springs, Denver, El Paso, Albuquerque, Boston, NY, Hartford, New Haven**

As for the long term condition of the Intermodal Center, there would be a maintenance plan to make it the best that it can be. We will allow natural light and ventilation into the Center from above as well as from two sides and will propose both the walls and ceilings as artist opportunities that can be of the traditional or kinetic type to develop the space into a positive dynamic environment.

- **Why is there a need (or requirement) for "more roof tops"? Why is this necessary?**

Some of the stated City and FTA goals of the RFP are to increase residential options in the Downtown area, to increase ridership levels and provide multi-modal transportation options. We believe this project provides all of those elements.

- **Have they done the math? How is this all going to fit in the available space?**

The programming presented not only fits physically on the site but is economically viable with revenues covering expenses.

- **There is inadequate pedestrian access. 2 access points do not constitute adequate**

As currently designed there are three access points (6<sup>th</sup> Avenue, Congress Street and Arizona Alley) into the Intermodal Center. The final design will be based on the operational needs of SunTran and sensitivity towards efficiency and safety.

#### **AC-31**

- **Solar!! Water harvesting, Graywater! Yes!!! Excellent**

This is indeed our hope. Final inclusion will be based on final design and making the project work financially.

- **It's great that this proposal incorporates the existing "Arcade" (post & lintel) and the tile. Also like the intermodal functions.**

Not only do we integrate the Arcade, but we have brought Melody Peters (tile artist) onto our development team to bring the tile work and associated textures into the Intermodal Center.

- **How about incorporating a car-share program to make best use of parking?**

We have set aside space on 6<sup>th</sup> Avenue for car-share queue/parking. Our hope by providing this is that more people will use car share because of the convenience of the location in front of the residential building and adjacent to the transit center. In the end, we will need to determine in conjunction with the City, if this is a viable location and is doable. We are also investigating a Zip Car concept within the garage itself.

- **Is there any possibility of restoring the original paints colors (two shades of green) in the shade structure? The metal work was recently repainted in blue and grey. The blue paint shows up the dust that naturally settles on it. This was not a problem with the jade green; when our beige colored dust settled on the heavy metal cylindrical lintel, it just looked like a highlight.**

Yes, this may be possible. We will be working with the City and the public on the design of the transit center with an early emphasis on materials and colors. In general, we will work collaboratively with the City of Tucson to determine the proper design decisions.

- **Can you involve artist for the original Transit Center for any additional tile/architectural ornament? She has been storing excess tile and mold for the past 24 years.**

Yes. We are pleased to have brought Melody Peters, who designed the original tile, onto the design team to help incorporate the tile and design work that is currently onsite into the new transit center and more of the project.

#### **AC-32**

- **Phase I of the RFP mentioned "Prominent Northern Views" in the site specific section. We have already lost views of the Santa Rita Mountains to a student housing development. How will the "Prominent Northern Views" be preserved for all Tucsonans and downtown visitors instead of being sequestered away for tenants and residents of the development?**

We believe that providing viewsheds to the north through public space on both the North and South site are important. However, any vertical building built on these sights is going to interrupt some of those views. Our goal is to create an infill development that is contextually sensitive to Tucson's downtown.

To further that goal, we have included Demion Clinco on the project team to ensure that any structure we propose has historical and contextual sensitivity rather than plopping a 15 story building on the site.

- **Access to transit area from retail and restaurant spaces?**

There is a connection to the retail area(s) from the South at Congress Street and from 6<sup>th</sup> Avenue through a pedestrian way and the sidewalk. There is no connection from the interior of the transit center because there is a service corridor in between the retail and the transit center. The service corridor is for loading, storage, trash and recycling removal. We do not want to bring deliveries and trash through the transit center or the street, which is why this corridor is currently designed this way. Having said that and based on this comment we will investigate additional connections with potential tenants.

- **Create pedestrian access to transit area through archway at Sixth and Congress to facilitate connection to streetcar. Having arch lead into one retail space is a waste of what was designed as a gateway to the transit.**

The difficulty in this connection is the 45 degree angle in which it would bisect the site and the effect that connection has on the function and size of the adjacent retail space. Please note the sales tax from the retail pays for the new Intermodal Center and needs to be kept as close to 30,000 sf as possible.

The distance from this connection spot and entrance we have designed is approximately 110 feet. Additionally we have added an entrance/exit on to Congress Street from the new center located nearer to the center of the block. All entrances and exits will be finalized with SunTran for efficiency, safety and operational needs.

- **Can you discuss the transition between the retail uses and the transit center?**

There is a service corridor separating the retail from the transit center with 3 entrance/exit points from the Intermodal Center to the street. Retail is accessed from the street. The service corridor wall facing the transit center will have seating, public art and murals, vending machines, transit maps and schedules. We are exploring adding an automat from the retail space through the corridor directly to the transit center for people who don't have time to exit and reenter the center between bus transfers.



### **AC-33**

- **With the exception of the traffic engineer, the team is very solid.**
- **Jim Campbell works well with the community.**
- **Mr. Alexander seems genuinely interested in historic context. He will work well here with our community.**

We feel the Alexander/OasisTucson team is a perfect mix of design, sensitivity and getting things done. We can work efficiently with the City to make this happen.

### **Both-1**

**How are both team designing spaces that make the public feel safe throughout the day? As a female who sometimes walks downtown alone to parking, meetings, restaurants, etc. I am aware of dark corners, vegetation, walls where people can – and have – surprised me.**

Making the space safe and clean is of primary importance for transit riders and the City. We believe that adding activity (eyes on the space), better lighting, security cameras and the police substation will help increase the safety of not only the space but the general area as well. The continuing growth of activity in Downtown Tucson has continued to improve the overall sense of safety in this area. The enhancement of the Ronstadt block in addition to other redevelopment will add to this safe feeling.

### **Both-2**

**As a young designer and resident of downtown I worry about the re-development of our downtown and the way we, as citizens, are giving away our city to out of town designers who don't know anything about living and working in our desert. We need this project to be designed and executed by Tucson people we know what is best for us and our city. Let's keep the dollars spent on this project local. I believe the Peach Properties Team is the right team for this project. Their proposal will help bring downtown into the future and make it a destination for our city. The design and function of the proposal truly responds to our unique place as an urban city in the Sonoran desert.**

As stated in our presentation most of the team is from Tucson. OasisTucson has done projects throughout Tucson and Tofel Construction is based here and does a majority of its work here. We also believe Aleks Istanbulu brings sensitivity to activating urban areas that is missing in Tucson, while the Alexander Company brings the experience with large projects and collaborating with federal and state agencies. As for function and design we strongly believe that this site should feel like it has been there forever and create a timeless space. Historical and contextual integration into downtown is very important to us.

### **Both-3**

**The Peach proposal layout seemed to integrate into the surrounding blocks much better than Alexander. But the architectural styles indicated in the "fly throughs" looked like some futuristic settlement in space. The architectural style of Alexander was much more Tucson.**

Specifically the RFP stated that the function of the transit center could not be diminished and must be able to increase functionally in the future. After much deliberation with our transportation consultants and others we felt the only viable way to do that was to build around and on top of the current transit location. The architectural style was designed to fit within the current downtown Tucson landscape with historical and contextual sensitivity.

**Both-4****Do you plan to integrate the current historic brick and tile material / arcade into your plan?**

Yes, it has been a cornerstone of our plan from the first site visit. Additionally, we have brought the tile artist, Melody Peters, onto our team to expand the tile presence to include the Intermodal Center.

**Both-5****I think Alexander Company should implement Peach's design. Either design should keep the arcade. Peach design's pedestrian bridge should link to urban streetcar MSF instead of Corbett Building.**

We appreciate the Peach design, but felt that to fulfill the primary purpose of the RFP (to maintain and expand the transit center) that we could not do that by minimizing the transit area. Additionally it was very important to us to improve traffic flow on Congress Street and focus on getting buses in and out of the transit center through the roundabout. We are keeping and expanding the arcade.

**Both -6****What rental rates and size apartments are calling affordable housing?**

We are interested in pursuing Federal tax credits or tax exempt bonds to essentially buy down the rents for a portion of the units. These programs typically allow lower rents for those earning 60% of the County median income. The rents and sizes for the affordable units are generally based on HUD's Fair Market Rent published annually. The FY2015 rates for Pima County are \$609 for studios, \$663 for one bedrooms and \$796 for two bedrooms.

**Both -7****Further describe the type of housing you are planning.**

We are proposing to provide a mix of rental housing options on the south site— affordable, workforce and market rate mixed together. We are proposing to provide artist live/work units on the north site combined with either more rentals or a mix of condominiums and lofts on the north site. We are also exploring mixing some type of for sale product into the first phase on the south site if market demand shows that it is feasible. The overall program goal is to provide a mix of housing options for a mix of incomes with an emphasis on families and individuals who want to live downtown with access to multi-modal options. The market, economics and the availability of Federal funding programs for affordable housing will determine the final mix.

**Both -8****What role, if any, has programming of public open spaces played in your prior projects?**

The public realm, especially in Transit Orientated Development Projects, has been a crucial component in most of our development projects. We have prioritized the integration of open space and streetscape in the design program as quality public space is a key public investment for the community. Our open space focus for these projects has been on safe, comfortable connections and space for both pedestrians and bicyclists. Early in the design process, we identified the need to provide a passive urban open space element on the south site as we believe Downtown Tucson, overall, is lacking in quality open space. The limitation of our ability to include a large public open space on the south site starts with the development program, keeping the transit center on site and the historic arcade intact left little room for a large space. We instead have decided to focus on improving the space in between the north site building and the historic train depot and focus our design improvements behind the Historic Train Depot which we believe is an underutilized public space, with open space programming elements scattered through both sites with quality connections.

**Both -9****Any outdoor entertainment areas?**

Yes, we are planning to have an outdoor area for artists, a pocket park that could host performances and stand out of utilities in the arcade walkway to allow for pop up stages for performers similar to the street stage on Valencia Street in San Francisco.

**Both-10**

**Are you going to make the clock at RTC work? Downtown Tucson looks run down and trashy because there is no water in the fountains; street lighting doesn't work at night; and the clocks and other signage doesn't work. (The arrival/departure board at RTC hasn't worked for over two years.) These little things do matter!**

Yes, we intend to keep the clock and repair it so it works. Amongst the other public amenities we have mentioned above, our intent is to have both indoor and outdoor arrival/departure electronic signage to give live updates on the transit system. Our goal on the outdoor sign is to include live updates on all of the modes including Greyhound, Modern Streetcar, Amtrak, etc.

**Both-11**

**Is there a large working clock and clean well-stocked bathrooms? (That would be a big improvement, satisfy most bus-riders and save tons of \$ if that's all we did.)**

Yes, maintenance and upkeep will be a primary goal of the discussions with the City.

**Where are the public benches and social gathering space?**

Public benches and social gathering spaces are spread throughout both the perimeter and interior of the center, though the programmed open spaces on both the North and South site will hold a majority of any proposed programmed and shared spaces.

**Both-12**

**We have several questions about having a working clock, clean bathrooms, a place to get SunTran tickets and transit info, and well maintained public open space. Can you elaborate on these related to your proposal?**

As part of our proposal, we will repair and maintain the outdoor clock and will provide a new indoor/outdoor digital schedule system. Other amenities will be part of a larger public discussion but we have proposed in this RFP that the Intermodal center will include:

a) Indoor Waiting Area

- (b) Free Wifi
- (c) Public Restrooms
- (d) Ticket Sales/Customer Service
- (e) Small Retail Space/Vending Machines
- (f) Change machines
- (g) Customer service representatives
- (h) Fare card sales
- (i) Lost and found storage
- (j) Personalized route mapping
- (k) Transit guides
- (l) Route brochures
- (m) Benches
- (n) Wheelchair accessible doorways and improved ADA access on the platforms.
- (o) Private Drivers Lounge

These amenities will be finalized with detailed design with the City and SunTran. In addition, having the Transit Services Center onsite will allow easier access for transit users to:

- Apply for the economy fare program
- Renew a SunGO ID & Card
- Purchase, reload and add value to SunGO cards

#### **Both-13**

**Is there a large clock and clean, well-stocked bathrooms (that would be a huge improvement and would satisfy most bus-riders while preserving open space and money)?**

Yes, maintenance and upkeep will be a primary goal of the discussions with the City.

**Where are the public benches and free, non-commercial social gathering spaces?**

Public benches and non-commercial social gathering spaces are spread throughout both the perimeter and interior of the center, though the programmed open spaces on both the North and South site will hold a majority of any proposed programmed and shared spaces.

#### **Both-14**

**What type of signage do you expect to install (arrival/departure?). Apps? Wi-Fi? Airport-type sign. Another nice thing would be a real-time City Transit Map.**

Amongst the public amenities we have mentioned above, our intent is to have both indoor and outdoor arrival/departure electronic signage to give live updates on the transit system. Our goal on the outdoor sign is to include live updates on all of the modes including Greyhound, Streetcar, SunTran, Amtrak, etc.

#### **Both-15**

**Have you made any provisions for small food cart vendors to be on-site within the transit center for transit riders to buy some quick, low-cost food on their way to meetings, appointments, etc.?**

Yes, we are providing space and stubbed out utilities for small food carts and pop up retail. In addition, we will provide indoor vending machines and, if we can make it function, an automat to the interior of the center.

**Both-16****How would the revenue from the businesses and housing be distributed?**

The Intermodal Center will be publicly owned with land lease/condo payments from the retail and housing site. Sales tax generated from the project as well as garage revenue will go to the Rio Nuevo District and the city to fund public improvements.

**How does the transit system benefit financially from this project?**

We are required by the RFP and the Joint Development Procedures of the FTA to provide fair return for FTA funds invested and a fair share of revenue to benefit the transportation system. Our contribution is a combination of lease payments for the space and amenities to enhance the ridership experience. See Section 5 of the RFP response for an extensive breakdown.

**Both-17****Amount of FTA funds?**

We are not requesting FTA funds for the private development portion of the project.

**Greyhound?**

We are proposing to relocate Greyhound on the site and to provide them with two parking bays. Greyhound is an integral part of the Intermodal Center. Currently there is a Greyhound bus arriving/departing every two hours so we feel we are providing adequate space but will finalize with the City and Greyhound. However, the final decision on Greyhound's location will be made by the City and Greyhound.

**Operating costs?**

The operating cost for the retail space and apartments is recovered through rent and common costs. The transit center will be operated by the City.

**Both-18****Compared to what it is now, how much property [does the project comprise]?**

The current center is approximately 70,000 square feet with 13 bays. The new Intermodal Center is approximately 62,000 square feet with 15 bays. Exact square footage would be determined during detailed design.

**Is there more than one entrance/exit for the buses?**

There is one access point through the rotary on Toole Avenue. The roundabout allows constant flow and increases the throughput of the adjacent roadways. We also felt strongly we needed to reduce bus traffic on Congress Street. Congress Street is already extremely crowded and the necessary turning radius for buses cuts across all lanes when entering or exiting a two lane road. The roundabout on Toole Avenue is much more efficient and effective way to handle ingress and egress for buses.

**Where are emergency vehicles going to park inside the Center?**

They can enter the facility and park in the internal roundabout or they can reach the center through the service lane on Arizona Alley which will allow access for emergency vehicles.

**Both-19: Will the project compromise traffic on 6th Ave. or Congress? (widen or narrow)**

No, the project will not affect the travel lanes on either Congress Street or 6<sup>th</sup> Avenue. The project will make improvements to the intersection of Toole Avenue and 6<sup>th</sup> Avenue to make turns easier for buses. Traffic on Congress Street will be aided and made more efficient as all bus traffic is being removed from Congress Street.

**Both-20, 21: How many buses would be able to accommodate passengers at one time?**

This is an operational question for SunTran. However we are increasing the bays within the Intermodal Center from 13 to 15.

**Will there be traffic lights at north and south entrances?**

No, we have added the roundabout which will actually eliminate the need for the traffic signal on Toole Avenue.

**How much space is allowed or projected for buses in the Center?**

The current center has 13 bus bays. Our proposal has 15 bus bays. Final configuration will be defined through consultation with the City and SunTran. The configuration is flexible to allow for more or less buses depending on future needs.

**Both-22: Will there be a holding area for SunTran vehicles other than buses - such as shuttles and cars that are not supervisors?**

Yes, we are using the entire frontage of the Intermodal Center on 6<sup>th</sup> Avenue for multi-modal options including car-share, taxi, Greyhound and shuttle buses.

**Both-23**

**Presently there's a fair amount of lingering that happens on this site. How is that factor incorporated into the site flow?**

The activity of the transit center, commercial and residential reduce should reduce the illicit lingering that has previously occurred in the area while providing ample space for pedestrians and transit users to wait, rest or passive recreate in and around the site.

**How will the site be secured when transportation is not operating?**

This is a final design decision but it will be possible to shut gates and fully close the interior during non-operating hours. This will be designed through discussions with the City and SunTran.

**Please re-review the envisioned pedestrian flow and cut throughs. Is Pennington (or a portion of it) being absorbed into the project? What is the pedestrian interaction at Pennington toward west side / Pennington Garage?**

The proposal is for Pennington Street to be incorporated into the project. The pedestrian flow from Pennington Street from the west will lead into the Intermodal Center and the associated services.

**Both-24: How much space is allowed or project for buses in the Center?**

The current center has 13 bus bays. Our proposal has 15 bus bays.

**Both-25, 26**

**What do you say are affordable rental rates? What size apartments?**

We are interested in pursuing Federal tax credits or tax exempt bonds to essentially buy down the rents for a portion of the units. These programs typically allow lower rents for those earning 60% of the County median income.

The rents and sizes for the affordable units are generally based on HUD's Fair Market Rent published annually. The FY2015 rates for Pima County are \$609 for studios, \$663 for one bedrooms and \$796 for two bedrooms.

**Just how are you to improve bus driver [conditions]?**

We are providing a drivers lounge with a restroom and a break area for drivers. We also believe we are making the ingress/egress for buses easier and safer.

**Seems like very substantial sound proofing for apartments needed. What are you to do about this?**

There is a large separation between the Intermodal Center and the apartments through the floorplates of the garage. Apartments will be soundproofed appropriately to ameliorate noise pollution not only from the Intermodal Center, but from the urban environment in general including the railroad tracks nearby. In addition, the glass which will be used in the project has great sound reduction qualities.