

RESPONSES FROM PEACH PROPERTIES

PP-1

- **How much experience do you have with rehabilitating historic properties?**
- **Can you modify your design to preserve the existing fabric of the Ronstadt Center – e.g., arcades and tile work?**

Rehabilitation and re-use are the cornerstone of what Peach Properties has done and will continue to do in downtown Tucson. Some past rehab projects include the Cartel Coffee & Thunder Canyon Brewery block, the Depot Plaza (also known as One North Fifth apartments) on Congress, and Scott & Broadway where Providence Inc is headquartered. Peach also had a large part in restoring the Historic Warehouse Arts District with multiple developments at 6th & 6th such as Exo Coffee and Santa Teresa Tile. These buildings are now listed on the National Register of Historic Places. Peach properties has salvaged many buildings that were set to be demolished. For example 119 E Toole, along the rail road tracks, which now houses tenants like Borderlands. These are just a few examples of Peach Properties' rehabilitating historic buildings to bring new life to Downtown Tucson. It has been our intention from day one to implement the beautiful arcade brick and tile work into one of our many public spaces. We would like to leave it in place, however we have concerns about leaving it in place during construction. Another options is to incorporate it into the public market along the transit station. After all, the original intention of the Ronstadt Arcade was to facilitate market stalls. We believe by re-using the tiles and bricks in the market they will be re-activated, allowing more enjoyment of this unique part of Tucson's history and culture. Whether the arcade is kept in place or re-used it will be a highlight of the new Ronstadt. We look forward to working with Melody Peters, the arcade artist, to best integrate the arcade brick and tile.

PP-2

This is not sensitive to historical context. It looks very corporate. Some good ideas concerning use (markets and other commercial uses), but demolishing the brick and tile structure around the current transit center is tantamount to vandalism. This proposal is terrible!

We will incorporate the brick and tile in the design of the project (see the above response to PP-1), but are concerned about the reality of building adjacent to the arcade. We are planning options to keep some in place, relocate to the public market, and integrate in the public plazas. Our two story base responds to the human scale downtown, and we utilize shade and courtyards for our desert climate. Buildings should respond to context and culture, but also inspire and expand the community. If designs just copied old styles, we would not have the Modern architecture that our community has been passionate about preserving along Broadway and throughout Tucson.

PP-3

Herbert Apartments boasts great views for residents but those look at Herbert from outside don't have a nice view at all – rumpiled drapes – how will outsiders' interests be considered in the new RTC upgrade?

The Peach Team is fully committed to discussion and collaboration with neighbors, stakeholder groups, and other interested members of the public during the design of Ronstadt. During the initial planning stage members of our team attended meetings of the Bus Rider Union and various neighborhood meetings. We look forward to continuing this collaboration and holding more public meetings throughout the development process. We understand that the success of this projects lies

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in collaboration. The Peach Team has a comprehensive plan for on-going engagement with the community, and our team is made up of Tucsonans, many of whom are downtown residents. For example, Ron Schwabe of Peach Properties lives a mere five blocks from Ronstadt. The views created by this exciting new addition to downtown, both from Ronstadt and created by Ronstadt, are one of many aspects of design that the Peach Team will discuss and obtain input on from neighbors, but also others who use, visit and pass by Ronstadt each day. We're looking forward to the opportunity to learn from, and collaborate with the public as design progresses. Regarding the Herbert Apartments, we can partner with Ryan, our builder, to use a more effective window tint, which will improve curb appeal.

PP-4

What about the beautiful Corbett Building on 6th north of railroad tracks? Exciting project!! Lots of open space, green spaces, features. Inclusive for all. Transit-oriented. Interesting architecture.

We are excited to partner with the developers of the Corbett site as a landing for the pedestrian bridge. It is a beautiful building and a perfect location especially as a link between downtown, the Warehouse Arts District, and 4th Avenue.

PP-5

The apartment structures are very ugly compared to those the other group presented. Not an enhancement or sympathetic to historic surroundings.

At this time everything is very conceptual. Buildings should respond to context and culture, but also inspire and expand the community. If designs just copied old styles, we would not have the Modern architecture that our community has been passionate about preserving along Broadway and throughout Tucson.

PP-6

How will you avoid contributing to the current rash of neo-Stalinist architecture in Tucson?

Architecture should not just be large boxes with punched openings and decoration added. Our design responds to context, function and climate. Canopies, balconies, stepping the buildings and rooftop gardens break up the scale of the buildings. Also, the indoor/outdoor connections break down the barriers.

PP-7

It looks as if you are proposing to demolish the brick shade structure that surround 2 sides of the current Ronstadt Transit structure. This was an award winning project with a significant public art components consisting of about 2500 square feet of handmade tile. Are you indeed demolishing this unique art and architectural gem? If so, why?

It has been our intention from day one to implement the beautiful arcade brick and tile work into one of our public spaces. We would like to leave it in place, however we have concerns about leaving it in place during construction. Another options is to incorporate it into the public market along the transit station. After all, the original intention of the Ronstadt Arcade was to facilitate market stalls. We believe by re-using the tiles and bricks in the market they will be re-activated,

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allowing more enjoyment of this unique part of Tucson's history and culture. Whether the arcade is kept in place or re-installed in the market it will be a highlight of the new Ronstadt.

PP-8

The buildings in the pictures look very tall, and out of proportion to adjoining existing buildings. Please comment on building height.

The tallest building in our design is 12 stories and the rest are 7 stories. This is on par with neighboring buildings for example the new AC Hotel will be 8 stories, the Unisource building is 9 floors, and the tallest building downtown ,1 S Church, is 23 floors.

PP-9

How will we assure that the neo-Stalinist architecture which has been built here lately will not sully our Ronstadt Center? Nice proposal.

Architecture should not just be large boxes with punched openings and decoration added. Our design responds to context, function and climate. Canopies, balconies, stepping the buildings and rooftop gardens break up the scale of the buildings. Also, the indoor/outdoor connections break down the barriers.

PP-10

Your previous projects architecturally do not fit in our community. For example, the County Consolidated Courts building. It's too big and too modern. Can you design something historically sensitive to our community. Do you have experience in anything other than ugly modern messes?

The County Courts building was designed by an out of town architect. Buildings should respond to context and culture, but also inspire and expand the community. If designs just copied old styles, we would not have the Modern architecture that our community has been passionate about preserving along Broadway and throughout Tucson.

PP-11

You enumerate a huge smorgasbord of functions for their site, from a wellness center to urban agriculture. How do they serve transit users? Have you done market research to show these are viable? It is unclear how they all fit on this site.

In the Request for Proposal the City specifically requested a mixed-use and multi-modal transit oriented development. From day one of conceptualization we wanted to bring as much as possible to Tucson's downtown. This site is the cornerstone of Tucson's growing downtown and will be the reason Tucson has one of the great downtowns of the US or just a mediocre downtown. Therefore, Peach has a great vision for the site. All of these uses do indeed fit. When we attended the Bus Rider Union meetings we gathered that bus riders wanted more social services near the Ronstadt (hence the wellness center) and an easy place to grab food (hence the market). We manage as much residential and commercial spaces downtown as anyone. We are full (downtown Tucson as a whole has a 97% occupancy rate) and there's a wait list, so we are confident in the demand to be downtown. The re-development site totals 4.7 acres, so all of our proposed uses do indeed fit. Ultimately, our plan boils down to a transit oriented development that boasts residential living

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space, commercial office space, transit center, parking, and mixed use public space. All of which fits and is viable.

PP-12

Will there be charges for counselling and social service. Have charged? How paid? Do we really need a dog park with barking, yelping, growling and dog fighting in proximity to a quiet park and outdoor patio? Scratch it out.

The wellness center will take insurance. We will consider all comments on public space and parks. We will hold meetings with the public before finalizing plans and if the majority of neighbors don't want a dog park we can eliminate that element.

PP-13

Downtown is thriving on local businesses. Are you open to considering a locally owned drugstore and car rental as opposed to the larger corporate businesses?

Definitely! We are a local company and love to support our neighbors. If you look at past Peach developments we showcase primarily local companies.

PP-14

**It's a transit center, why the parking garage? There are existing/new facilities already downtown! Use those; expand to make the rest of town a park-n-ride!
P.S. Go Greyhound**

We support a "park-n-ride" system, however with over 250 new residences downtown, plus the hundreds of jobs that will be created as a result of this development, we will need to provide some additional parking.

PP-15

Will all the housing be rental based or will ownership opportunities be available?

As of now all housing will be rental based, however as time passes and the need arises ownership would be considered.

PP-16

How do you plan to keep rents reasonable so new retail fills?

Our projected rents for retail and commercial are actually less than current comparable rents that are being paid downtown today. We will also have the public market stalls, which will allow a different bracket of retail that was previously unable to locate downtown due to rental barriers.

PP-17

It doesn't appear that the Peach Properties has fully flushed out the tenant opportunities and the viability and sustainability in downtown. The idea of a farmer's market on the roof seems out of the way, and I'm not liking the idea of buying fresh fruit sitting in the sun on the roof. I love the idea of a drugstore downtown!

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In our submitted response to the RFP, we included a letter from Hungry Planets. They are in the process of starting rooftop greenhouse production on the rooftop of the Chicago store and are in need of additional space for their Production Education Greenhouse Program. The food is grown on the roof, which also creates cooling green roofs. The market is on the ground level integrated with the transit center. Our market isn't going to be solely sourced from Hungry Planets, so you will have more options for your produce. We are excited to have a drugstore downtown as well!

PP-18

The presentation was heavy on Ronstadt Center and nonexistent on the Bus Station and Toole area. I find these areas more interesting than the Ronstadt!

We are just as excited about the bus station and the Toole live/ work lofts as all components of our plan. We discussed the new and improved linear transit mall that will run along Arizona Avenue. Along the bus station we will have a daily market where transit riders and passerby can grab something quick to eat. We will also include a Transit Hub Welcome Center where you can see real time schedules. The station will be inviting, airy, and bustling with plenty of seating, shade, and access to Plazas. Toole will be comprised of more residential, some artist live/ work lofts, office space, retail, and parking. We believe this is the best way to connect the transit center to the Warehouse Arts District and 4th Avenue.

PP-19

Is parking for housing or Corbett site only? Do you envision both market and affordable housing?

Parking will be for all uses and yes we plan on 20% affordable housing.

PP-20

Will the public market be daily? Several days a week? Once a week?

The market will be daily, however with rotating vendors. It will likely be larger on certain days, but we envision a daily place for passerbyers to grab some fresh fruit or a handmade gift.

PP-21

You mentioned a lot of ancillary transportation services (taxi, car rental, shuttle to Phoenix Airport, etc.). What marketing studies have you done to confirm there is any public demand for such services?

According to a University of Arizona study by 2017 Tucson will outpace the national economic growth. Therefore, like many other cities, Tucson will need a central, multi-modal transit center. National car rental agencies are eager to get space downtown and the same is true for medium hall bus lines. We are already in talks with Enterprise and TAP and Crucero Bus Lines. Bringing these and the Phoenix Airport Shuttle drop-off/ pick-up to to this site will also bring business downtown.

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PP-22

Have you done the math? How do you fit all this into that space?

In the Request for Proposal the City specifically requested a mixed-use and multi-modal transit oriented development. From day one of conceptualization we wanted to bring as much as possible to Tucson's downtown. This site is the cornerstone of Tucson's growing downtown and will be the reason Tucson has one of the great downtowns of the US or just a mediocre downtown. Therefore, Peach has a great vision for the site. The redevelopment site totals 4.7 acres. Ultimately, our plan boils down to a transit oriented development that boasts residential living space, commercial office space, transit center, parking, and mixed use public space. All of which fits and is viable.

PP-23

What are the plans for signage (arrival/departure, local attractions, etc.)? Apps? Wi-Fi? Airport-type signage? A real-time system wide map could also be nice (like I can get on line).

Our plan includes a Transit Hub Welcome Center with the idea that you can go from Ronstadt to anywhere in the world. Signage will be clear, bilingual, and help link the different modes of transportation. Real time transit boards will include location and times for Sun Tran, the Link, shuttles, Tucson International Airport, etc. We will also include world-wide clocks and weather. This will be a hub for every type of traveler and commuter.

PP-24

I like the idea of the North Plaza space as a passive space – the downtown, university, Fourth Avenue areas don't have a lot of inviting places for transitions. When you have 30 minutes between meetings, or just want to stop, people watch, rest between other parts of the day.

Thank you and we agree. It is time for Downtown Tucson to have more, varying public space.

PP-25

I really like the bridge connectivity to the north side of the tracks. Hopefully the bridge will be for both bikes and pedestrians.

Yes the bridge will have a bike lane as well.

PP-26

Sounds like a lot of busses on Congress. How much will it impede car (and pedestrian) traffic?

The linear transit mall is designed such that there are two access points (Congress and Toole). This means that buses will enter/exit from both directions at these locations. In terms of how much it will impede car (and pedestrian) traffic, we do not anticipate major issues given that bus trips will be equitably distributed between Congress and Toole and Congress has always been used as one of the primary access points for the existing Ronstadt Transit Center. One of the many advantages of the linear transit mall design is that it provides maximum flexibility in terms of operations, and TDOT and Sun Tran will be able to assign/schedule buses in a manner that is most efficient for all users. Currently, daily traffic volume on Congress is approximately 15,000 vehicles. Studies conducted for the Downtown Links project showed that nearly 50% of daily traffic on Congress was through traffic, not destined for downtown. Conservatively, it is expected that 25% of current traffic

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on Congress, or some 3800 vehicles will use the Downtown Links by-pass when it is open in two to three years. As such, traffic volumes on Congress will decrease.

PP-27

Will Pennington stay open for pedestrian and bicycle connectivity>
Will the historic Corbett building be adaptively reused vs. demolished?

Pennington will be closed through the site, but pedestrians and bikes will be able to continue through. We are not the developers of the Corbett site, but we believe it should and will be adaptively reused.

PP-28

Can you point out on the drawing where/how you envision people walking between streetcar and bus? Will it be slower or faster than current access?

Crossing the street will be the same as it is now, so LINK riders will cross Congress at 6th or Arizona Ave.

PP-29

Can you give an example of a transit mall that works the way your proposed one does?
Your proposal depends on increased frequency – how will this development contribute to the increased funding that will be required for that to happen?

Examples of similar linear transit malls can be found in Seattle (3rd Avenue and Downtown Seattle Transit Tunnel), Portland (5th and 6th Avenue), and Minneapolis (Nicolette Mall). The common principle of a transit mall is that multiple bus routes are assigned to a single bus boarding area (or bay), as opposed to individual bus routes being assigned to an individual bus bay (like the Ronstadt Transit Center today). The advantage is that it provides more operational flexibility in terms of frequency and bus fleet. Our proposal does not depend on increased frequency, but rather it allows for increased frequency to occur (for example if the Sun Trans bus system changes from a pulse based transit system to more of a frequent transit network system). Our mixed-use proposal will inherently increase traffic and spend in downtown Tucson. Ridership for Suntran and the other modes of transport and tax dollars will follow this trend.

PP-30

What is total cost of project?

At this point everything is conceptual. To be conservative we allowed a ceiling of up to \$174 million. This is an urban development, which should cost significantly more than a suburban development. For example the new AC Hotel being built just a block South is costing \$33 million for less than a half of an acre. The Ronstadt site is 4.7 acres. Any developer would be doing a disservice to Tucson if they were to spend less than \$100 million on a site of this size and of this importance. Since the presentation we have continued to value engineer the project and with a change in building materials, design changes, and alternative funding sources we have decreased that ceiling. The revisited cost is \$115,718,623. We are excited to work with the community and share this information, however considering this selection process, there is confidential information that we can't divulge at this point.

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Uses of Capital	
Private/ Conventional Funding (residential, commercial, office, hotel and transit center)	\$ 99,317,773
Mixed/ FTA Funding (parking, plazas, pedestrian bridge, and general infrastructure)	\$ 16,400,850
Total	\$ 115,718,623

PP-31

Who would operate the Transit Welcome Center?

Would funds come from private revenues through other rents.

The Transit Hub Welcome Center will be maintained by the facilities manager, which will be paid for with tenant fees and contributions from the different modes of transport.

PP-32

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PP-33

What are your estimates on total project costs?

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PP-35

What is the development timeline?

Financing, design, and permitting will take us through 2016 with construction starting in quarter two of 2017. Construction will be done in 3 phases and we plan to be completed by the end of quarter three of 2018 and fully leased by 2019.

PP-36

Pedestrian enter/exit appears inadequate

Bridge (walkway) too long for real use. What about bikes?

Have they done the math? Enough room for all this!

Oriented towards retail. Not people.

Where do hotel people park?

Not enough room for what is proposed!

How are people to afford all this? How many stories are these buildings?

We designed the Ronstadt with walkers as our highest priority. We are adding walkways, paths between buildings and plazas, and increasing the navigability of the block. As far as the length of the Pedestrian Bridge we are considering not crossing Toole, which would decrease the length. The developer of the Hotel is the same as the new AC hotel and has enough parking for both structures just a block away. In the Request for Proposal the City specifically requested a mixed-use and multi-modal transit oriented development. From day one of conceptualization we wanted to bring as much as possible to Tucson's downtown. This site is the cornerstone of Tucson's growing downtown and will be the reason Tucson has one of the great downtowns of the US or just a mediocre downtown. Therefore, Peach has a great vision for the site. The redevelopment site totals 4.7 acres. Ultimately, our plan boils down to a transit oriented development that boasts residential living space, commercial office space, transit center, parking, and mixed use public space. All of which fits and is viable. All of the buildings are 7 stories except South Residential, which is 12 stories.

PP-37

As it stands now, bus entry on Congress is less than exciting from a pedestrian perspective. How do you propose even more buses entering off of Congress will both enhance the pedestrian and car traffic inter-play?

Are you proposing a mini amphitheater for events / gatherings similar to that in Portland but on a smaller scale?

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Instead of water features would you consider other public features that don't use water? For instance, solar, light show, and artistic shade structures? How are the current arcades incorporated?

Buses will use both Congress and Toole to enter/exit the linear transit mall. The entry/exit on Congress will be developed using urban design principles that balance the operational needs of Sun Trans buses with the needs of pedestrians, bicyclists, and vehicles. Issues such as turning radii, sight lines, driveway widths, curb and gutter, pavement materials, signage, and building frontage will all be considered. It should be noted that Congress has always been used as an access point for buses for the existing Ronstadt Transit Center. Currently, daily traffic volume on Congress is approximately 15,000 vehicles. Studies conducted for the Downtown Links project showed that nearly 50% of daily traffic on Congress was through traffic, not destined for downtown. Conservatively, it is expected that 25% of current traffic on Congress, or some 3,800 vehicles per day will use the Downtown Links by-pass when it is open in two to three years. As such, traffic volumes on Congress will decrease. We met with the Bus Riders multiple times before the presentation and they value their access to Congress. We also didn't want to clog Toole with busses. There won't be more buses than there is currently, so we don't foresee a problem. Yes the South Plaza has an open space for a large scale gatherings, entertainment, and room for a stage. We are open to any ideas especially with regards to the public spaces, after all they are yours. We will harvest the condensate water from the air conditioners which is clean, distilled water good for water features such as misters and fountains. This is a green way of adding some water to our hot downtown. It has been our intention from day one to implement the beautiful arcade brick and tile work into one of our public spaces. We would like to leave it in place, however we have concerns about leaving it in place during construction. Another options is to incorporate it into the public market along the transit station. After all, the original intention of the Ronstadt Arcade was to facilitate market stalls. We believe by re-using the tiles and bricks in the market they will be re-activated, allowing more enjoyment of this unique part of Tucson's history and culture. Whether the arcade is kept in place or re-installed in the market it will be a highlight of the new Ronstadt.

PP-38

Really enjoyed how you brought the existing community plans and needs into the design. You explained current issues and how this design would resolve them. Less focus on you and mostly on the design and community! I really understood the space and its needs. It was great to see all the companies and opportunities this design has. This really felt like a community center, not just a plaza.

A community hub is exactly what we envision at the Ronstadt; a destination in and of itself.

PP-39

It appears (with regard to bus circulation) that all buses entering from the north would exist to the south and vice versa – is that correct interpretation?

How would pedestrians cross the transit mall area?

Where is the “respect for history” part – I'm not seeing how this design integrates any existing elements although you show photo of arcade.

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Yes, that is correct that all buses entering from the north (Toole) would exit to south (Congress) and vice versa. Pedestrians would cross the transit mall at multiple locations. Within the project site, there are two proposed pedestrian crossings that line up with the north and south plazas, respectively. The north plaza follows the Pennington alignment. There will also be the existing pedestrian crossings on Congress and Toole. The bus mall is surrounded by the station/market on both sides. It has been our intention from day one to implement the beautiful arcade brick and tile work into one of our public spaces. We would like to leave it in place, however we have concerns about leaving it in place during construction. Another options is to incorporate it into the public market along the transit station. After all, the original intention of the Ronstadt Arcade was to facilitate market stalls. We believe by re-using the tiles and bricks in the market they will be re-activated, allowing more enjoyment of this unique part of Tucson's history and culture. Whether the arcade is kept in place or re-installed in the market it will be a highlight of the new Ronstadt.

PP-40

Why would I trust you to build a multimillion redevelopment project when you can't even plan a presentation that is easy to see and understand? Your wall map was in the darkest part of the room and impossible to see. The best place would have been over the presenters table – well lighted. And it had to be much larger.

Thank you for these comments. Next time we present we will ensure the room is well lit. Often, presentation rooms and conditions don't enhance the presentation, but we hope Peach's success in downtown Tucson speaks more loudly.

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.

Light and activity will be key to the safety of the Ronstadt. All areas will be well lit. We also believe the many functions will bring more people to the area. A blue light system is also apart of the plan. This is a crime prevention emergency alarm system where stations are located throughout the area, which anyone can press when in distress.

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.

We appreciate that thank you.

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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.

At this time everything is very conceptual. Our two story base responds to the human scale downtown, and we utilize shade and courtyards for our desert climate. Buildings should respond to context and culture, but also inspire and expand the community. If designs just copied old styles, we would not have the Modern architecture that our community has been passionate about preserving along Broadway and throughout Tucson. We also believe highlighting the brick and tile arcade will enhance the history and culture of Tucson (see below: Both-4).

Both-4

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

It has been our intention from day one to implement the beautiful arcade brick and tile work into one of our public spaces. We would like to leave it in place, however we have concerns about leaving it in place during construction. Another options is to incorporate it into the public market along the transit station. After all, the original intention of the Ronstadt Arcade was to facilitate market stalls. We believe by re-using the tiles and bricks in the market they will be re-activated, allowing more enjoyment of this unique part of Tucson’s history and culture. Whether the arcade is kept in place or re-installed in the market it will be a highlight of the new Ronstadt.

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 are the team to implement the pedestrian bridge because the Corbett site developer, One North Fifth, has joined our team.

Both -6

What rental rates and size apartments are calling affordable housing?

20% of housing will be HUD classified affordable, which will lease below the market rate according to the HUD affordable housing rent limits at the time of leasing. The current rents range from \$489 for a studio and \$680 on the lower bracket to \$822 on the higher bracket for a 2 bedroom.

Both -7

Further describe the type of housing you are planning.

Our residential ranges from studios to 3 bedrooms and the average square footage ranges from 700sf to 1200sf.

Both -8

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

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Programming of public open space and collaboration and input from stakeholders and the general public on its inclusion in design have been significant factors in a number of the projects the Peach Team has created in Tucson. Our Team is committed to collaboration with neighbors, stakeholder groups and other members of the public to make sure open spaces designed and programmed for Ronstadt are attractive, functional and exciting additions to our downtown.

Both -9

Any outdoor entertainment areas?

Yes. Both the North and South Plaza have an area for gatherings and events. The North Plaza, quite in nature, has a smaller area in the center for performance (spanish guitar on a Tuesday night). The North Plaza has a larger area for larger scale events with a stage (movies at the park).

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!

We agree that the little things matter! We are going to incorporate the bricks and tiles into our public spaces and the clock will be apart of that incorporation. In the meantime we can restore the clock to working condition. The Welcome Center we are creating will be a huge improvement from the broken arrival/ departure board. It will include that Sun Tran info plus all other modes of transport, which will create a true travel hub - one that is not run down.

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

There will be clean and well-stocked bathrooms and the clock will be restored. Our Transit Hub Welcome Center will provide travel information on electronic display boards. This is also where riders can buy tickets for all modes of transport. Our development features six public spaces. 1. North Plaza - quite 'park like' space with large trees, benches, and small entertainment space. 2. South Plaza - flexible urban space with a fountain and a large space for public events. 3. Congress Pocket Park - native garden with a path. 4. Sixth Avenue Promenade - at the South end of street in front of the hotel. 5. Toole Avenue - interactive art at the Corner of Toole and 6th Avenue. 6. Congress Street - wide sidewalks, tree canopy, and benches.

Both-12

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

There will be clean and well-stocked bathrooms and the clock will be restored. Our Transit Hub Welcome Center will provide travel information on electronic display boards. This is also where riders can buy tickets for all modes of transport. Our development features six public spaces. 1. North Plaza - quite 'park like' space with large trees, benches, and small entertainment space. 2.

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South Plaza - flexible urban space with a fountain and a large space for public events. 3. Congress Pocket Park - native garden with a path. 4. Sixth Avenue Promenade - at the South end of street in front of the hotel. 5. Toole Avenue - interactive art at the Corner of Toole and 6th Avenue. 6. Congress Street - wide sidewalks, tree canopy, and benches.

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)?

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

Hey Alexander only has one woman on 10-person team. What's up with that?!?

There will be clean and well-stocked bathrooms and the clock will be restored. Our Transit Hub Welcome Center will provide travel information on electronic display boards. This is also where riders can buy tickets for all modes of transport. Our development features six public spaces. 1. North Plaza - quite 'park like' space with large trees, benches, and small entertainment space. 2. South Plaza - flexible urban space with a fountain and a large space for public events. 3. Congress Pocket Park - native garden with a path. 4. Sixth Avenue Promenade - at the South end of street in front of the hotel. 5. Toole Avenue - interactive art at the Corner of Toole and 6th Avenue. 6. Congress Street - wide sidewalks, tree canopy, and benches.

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.

The Welcome Center we are creating will be a huge improvement from the broken arrival/departure board. It will include that Sun Tran info plus all other modes of transport, which will create a true travel hub. Signage will be clear and bilingual. WiFi will be available. We haven't considered an application yet, but that is a great idea!

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.?

That is exactly the purpose of the Public Market! Some vendors will be food-truck types.

Both-16

How would the revenue from the businesses and housing be distributed?

How does the transit system benefit financially from this project?

Details still need to be worked out the with City of Tucson and FTA, however businesses and residential will be done in a conventional way. We are eager to work with the FTA, the City permitting, to get as much Federal funding for this project and for Tucson. This development is apart of the Federal Transportation Administration fair share of revenue. As apart of our contribution we will be building the transit center brand new, more functional facilities, which will increase ridership.

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Both-17

Amount of FTA funds?

Greyhound?

Operating costs?

To be conservative we allowed a ceiling of up to \$174 million. This is an urban development, which should cost significantly more than a suburban development. For example the new AC Hotel being built just a block South is costing \$33 million for less than a half of an acre. The Ronstadt site is 4.7 acres. Any developer would be doing a disservice to Tucson if they were to spend less than \$100 million on a site of this size and of this importance. Since the presentation we have continued to value engineer the project and with a change in building materials, design changes, and alternative funding sources we have decreased that ceiling. The revisited cost is \$115,718,623 (see PP-30) and mixed public funding including FTA funding is \$16,400,850. We are excited to work with the community and share this information, however considering this selection process, there is confidential information that we can't divulge at this point.

Both-18

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

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

Where are emergency vehicles going to park inside the Center?

This RFP is for 4.7 acres comprising the current Ronstadt center and the are North to the railroad tracks. Our linear transit mall is similiar to the current set-up with openings onto Congress and Toole. There is adequate pull over space in the transit mall for emergency vehicles.

Both-19

Will the project compromise traffic on 6th Ave. or Congress? (widen or narrow)

We do not anticipate that the project will compromise traffic on 6th Avenue or Congress. One of the many advantages of the linear transit mall design is that it provides maximum flexibility in terms of operations, and TDOT and Sun Tran will be able to assign/schedule buses in a manner that is most effecient for all users. Note, the ultimate traffic volumes on Congress will likely be dictated by the Downtown Links roadway project, which has the potential to alleviate traffic volumes on this segment of Congress Street. Currently, daily traffic volume on Congress is approximately 15,000 vehicles. Studies conducted for the Downtown Links project showed that nearly 50% of daily traffic on Congress was through traffic, not destined for downtown. Conservatively, it is expected that 25% of current traffic on Congress, or some 3,800 vehicles per day will use the Downtown Links by-pass when it is open in two to three years. As such, traffic volumes on Congress will decrease.

Both-20

How many buses would be able to accommodate passengers at one time?

Will there be traffic lights at north and south entrances?

The intial concept shows that the linear transit mall could accommodate 3-4 buses per bus bay, with a total of 4 bays (2 bays in each direction). This would accommodate a total of 12-16 buses. The linear transit mall assumes that the bus network would change from a pulse based transit system to a more frequent transit network where bus volumes are more equitably distributed throughout the

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hour. In other words, it would accommodate more buses per hour but there would not be as many buses there at one time as there are today using the pulse based system. There will be a traffic light at the north entrance at Toole since left turns will be required. A traffic light at the south entrance may not be required because it is right in/right out but could be implemented per the direction of TDOT. In the Peach proposal, traffic signals are not anticipated to be required at either the entrance/exit on Congress or on Toole.

Both-21

How many buses would be able to accommodate passengers at one time?

Will there be traffic lights at north and south entrances?

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

The initial concept shows that the linear transit mall could accommodate 3-4 buses per bus bay, with a total of 4 bays (2 bays in each direction). This would accommodate a total of 12-16 buses. The linear transit mall assumes that the bus network would change from a pulse based transit system to a more frequent transit network where bus volumes are more equitably distributed throughout the hour. In other words, it would accommodate more buses per hour but there would not be as many buses there at one time as there are today using the pulse based system. There will be a traffic light at the north entrance at Toole since left turns will be required. A traffic light at the south entrance may not be required because it is right in/right out but could be implemented per the direction of TDOT. In the Peach proposal, traffic signals are not anticipated to be required at either the entrance/exit on Congress or on Toole. The bus mall has 46,475 square feet allotted to it.

Both-22

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

This is identified as a need but is not identified on the site plan as further discussions with Sun Tran would be required to understand their need in terms of number of shuttles, etc. There are opportunities to locate this holding area(s) both within the site and next to it (such as on 6th Avenue or Toole).

Both-23

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

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

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?

Most of the lingering on the site today is a function of the current bus schedule, which includes a pulse based system where buses generally arrive/depart at the same time. This leaves time blocks in between where passengers are waiting (often 15-30 minutes). The linear transit mall uses a more free flow operation where there would be frequent bus service distributed more equitably throughout the hour. In terms of securing the site when buses are not operating, this is not required or necessary depending on the design (as the transit mall would function the same as a bus stop on any other street when not in use). The only way to secure the site would be to put gates at

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either end which is not recommended as it will restrict access to public space. Pennington between 6th Avenue and Toole will be incorporated into the project and this segment will be closed to vehicles. It will remain a pedestrian crossing and will be aligned with the North Plaza of the project. The interaction of Pennington towards the west side will continue as is with the existing traffic signal. However, this will become a gateway intersection for pedestrians as it aligns with the North Plaza of the project.

Both-24

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

The current site plans gives the Ronstadt Transit Center 46,475 square feet.

Both-25

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

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

Seems like very substantial sound proofing for apartments needed.

What are you to do about this?

20% of housing will be HUD classified affordable, which will lease below the market rate according to the HUD affordable housing rent limits at the time of leasing. The current rents range from \$489 for a studio and \$680 on the lower bracket to \$822 on the higher bracket for a 2 bedroom. The apartments will range from studios to 3 bedrooms. All structures will have modern insulated windows. We also manage One North Fifth, which is equally adjacent to the transit center and it doesn't have any sound issues.

Both-26

What rental do you [consider] affordable; on what size apt.?

In what ways are you to [make] conditions better for bus drivers?

The Ronstadt Center can be a very noisy place. What are you going to do about sound proofing rental apts.?

20% of housing will be HUD classified affordable, which will lease below the market rate according to the HUD affordable housing rent limits at the time of leasing. The current rents range from \$489 for a studio and \$680 on the lower bracket to \$822 on the higher bracket for a 2 bedroom. The apartments will range from studios to 3 bedrooms. All structures will have modern insulated windows. We also manage One North Fifth, which is equally adjacent to the transit center and it doesn't have any sound issues. New and improved facilities will improve conditions for bus drivers. We did everything to make the bus station a place that people would like to be with the access to Congress, lots of light and air, access to plazas, and the public market. For sound, all structures will have modern insulated windows. We also manage One North Fifth, which is equally adjacent to the transit center and it doesn't have any sound issues.
