

Joint Development of Ronstadt Transit Center Project Area
Monday, February 10, 2014
11:30 am – 1:30 pm, City Hall, 1st Floor Meeting Room

MEETING SUMMARY

Prepared by Rebecca Ruopp, City Office of Integrated Planning

ATTENDEES

Forty-four (44) people signed-in for this meeting (excluding staff, who are noted below). A copy of names and affiliations is provided as *Attachment A*.

CITY STAFF PRESENT

Rebecca Ruopp, *Office of Integrated Planning*
Lynne Birkinbine, *Office of Integrated Planning*
Anna Sanchez, *Office of Integrated Planning*
María Gayosso, *Office of Integrated Planning* (provided Spanish interpretation for several Spanish speaking attendees)
Becky Flores, *Office of Integrated Planning*
Tom Fisher, *Department of Transportation*

AGENDA ITEMS

1. Welcome, Introductions, Agenda
2. Request for Proposals (RFP) Phase I – Draft Scope
 - Background & Discussion Focus
 - Project Overview
 - Purpose & Goals
 - Submittal Requirements
 - Evaluation Criteria
3. Next Steps
4. Wrap-Up/Adjournment

Agenda Item #1: Welcome, Introductions, Agenda

Rebecca Ruopp, acting as facilitator, welcomed everybody. Participants introduced themselves. Using a PowerPoint (see *Attachment B*), R. Ruopp briefly reviewed (a) the agenda items to be covered at the meeting; (b) the project site location; (c) the key “givens” – i.e., that transit would be part of the project and located in the project area, and that the project would follow Federal Transit Administration (FTA) joint development guidance; (d) the direction of Mayor & Council to proceed with a multi-phased RFP, to complete the RFP Phase I for qualifications by Jan./Feb. 2014, and to undertake some additional public participation; and (d) the additional public meetings held to date.

Agenda Item #2: Request for Proposal Phase I – Draft Scope

Each participant received a copy of the RFP Phase I initial draft Scope. (See *Attachment C*.)

Again, referring to the PowerPoint, R. Ruopp explained that (a) the purpose of the RFP Phase I was to solicit interested firms’ qualifications and experience relevant to the joint development

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project, and (b) that the draft Scope was intended to give proposers enough information to understand the opportunities and challenges, while not constraining proposers from providing ideas that could help inform the development of the RFP Phase II Scope. She then went through (a) the sections of the draft Scope; and (b) the sources for the development of the Purpose & Goals, including the Community Planning Process report prepared for the City by Poster Frost Mirto, May 24, 2013, input from the four meetings held between Dec. 2013 and Jan. 2014, including meeting notes, results of a project priorities exercise, and responses to an on-line short survey. Finally, R. Ruopp asked participants to focus their discussion on any substantive issues regarding the four sections of the draft Scope that had been the primary topics of previous meetings, including (1) Project Overview; (2) Purpose & Goals; (3) Submittal Requirements; and (4) Evaluation Criteria. She requested that comments and suggestions about other sections of the draft Scope, as well as copy editing suggestions for any sections, be provided in writing, using a form (*Attachment D*) provided for that purpose or marking up a copy of the draft Scope. Alternatively, participants were invited to phone in or email comments to staff.

Most of the remainder of the meeting was spent with R. Ruopp walking through the four sections, each of which were provided on large wall displays, followed by a lively discussion in which participants offered comments and suggestions. Staff recorded participants' input on a flip chart (see *Attachment E*) and collected completed Comment & Suggestion forms at the end of the meeting.*

Agenda Item #3: Next Steps

R. Ruopp went through next steps using a last PowerPoint slide. After relaying the comment deadline and methods of transmittal, she explained that staff would review participants' comments and suggestions and then prepare a revised version of the RFP Phase I Draft Scope to be transmitted to Mayor and Council in preparation for the February 19, 2014, public hearing.

Agenda Item #5: Wrap-Up/Adjournment

Stakeholders were thanked for their attendance at and active participation in the additional public participation process to date, and reminded about the upcoming Mayor and Council public hearing on the joint development project.

***NOTE:** Following the meeting, staff received additional completed forms, marked-up copies of the draft Scope, and emailed comments, which were compiled into a master Comment and Suggestion form. The compilation of comments is being made available as a separate document. Staff reviewed all comments and suggestions received by the February 11, 2014, due date and then revised the initial draft Scope taking into account participants' input. The revised draft Scope is part of the material provided for the Mayor & Council public hearing scheduled for February 19, 2014.

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ATTACHMENT A

Meeting Attendees

Following are names and affiliations of meeting attendees who signed in.

Name	Affiliation
1. Bruce Dusenberry	Tucsonan
2. Gene Caywood	Transit Task Force
3. Jim Hannan	Friends of Sun Tran
4. Jim Thomas	Tucson Bus Riders Union
5. Judy Wood	Contact One
6. Laura Alameda	Tucson Bus Riders Union
7. Laurence T. Lucero	Tucson Electric Power
8. Les Pierce	Arroyo Chico Neighborhood Association, CoreBanc
9. Richard Beach	DLR Group
10. Barbie Urias	Tucson Bus Riders Union
11. Brian Flagg	Tucson Bus Riders Union
12. Cesar Aguirre	Tucson Bus Riders Union
13. Elizabeth Burden	Downtown Neighborhoods & Residents Council
14. Ian Merrill	Tucson Bus Riders Union & Casa Maria
15. Kevin Courtney	Pima County Interfaith Council
16. Michael Keith	Downtown Partnership (Downtown Business Owner)
17. Mike Varney	Tucson Metropolitan Chamber
18. Susan Caldwell	Tucson Bus Riders Union
19. Suzanne Schafer	Tucson Bus Riders Union
20. Amy Stabler	Ward 6 Council Office
21. Barbara Brookhart	
22. Robert Kaye	Sentinel Peak Ventures, LLC (Real Estate Development)
23. Susan Willis	Tucson Bus Riders Union
24. Kent Simpson	Tierra Antigua - Downtown
25. Kim Wolfarth	DLR Group
26. Linda Dobbyn	Citizen Transportation Advisory Committee, Transit Task Force, Broadway Coalition
27. Lisette Barragan	Tucson Bus Riders Union
28. Steven Eddy	Tucson Electric Power
29. Matt Kopec	Ward 3 Council Office
30. Alex Valenzuela	Tucson Bus Riders Union
31. Richard Mayaers	CoreBanc, West University
32. Ron Spark, MD	SATA
33. Robert Medler	Tucson Metropolitan Chamber
34. Mary DeCamp	Occupy Tucson
35. Gilberto Contreus	Tucson Bus Riders Union

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36. John Workman	
37. Joel Mesik	WSM Architects
38. Brian Eubank	Town West
39. Paul Reyes	Town West
40. John Jacobs	Downtown Merchants / Art Fire
41. Kevin Madden	Madden Media
42. Robert Lamb	GLHN Architects & Engineers
43. Brain Hagedan	GLHN Architects & Engineers
44. Corky Poster	Poster Frost Mirto, Inc.

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Joint Development of
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Stakholder
Public Meeting



Agenda

1. Welcome, Introductions, Agenda (15 mins.)
2. RFP/Phase I – DRAFT Scope
 - > Background & Discussion Focus (15 mins.)
 - > Project Overview (10 mins.)
 - > Purpose & Goals (30 mins.)
 - > Submittal Requirements (20 mins.)
 - > Evaluation Criteria (20 mins.)
3. Next Steps (10 mins.)
4. Wrap-Up / Adjournment



Project Area
Redevelopment Site

- 3 city owned properties
– approx. 4 acres total
- Largest parcel serves as transit center
- Triangle-shaped parcel provides paved surface parking to nearby business
- Parcel north of Toole Avenue currently used as unpaved surface parking



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Key “Givens”

- **RTC project area consists of the parcels shown on the Project Area Map.**
- **Transit services will be part of the project and will be located within the project area.**
- **Project will follow Federal Transit Administration guidance on joint development.**



M&C Direction

- **On Sept. 24, 2013, Mayor and Council directed staff to:**
 - proceed with a multi-phased Request for Proposals to *solicit qualifications and experience in the first phase* and proposals for a specific joint development project in the second phase.
 - complete the RFP/Phase I in *Jan./Feb. 2014*



Additional Public Participation

- **Mayor & Council also directed that some additional public participation be undertaken**
- **Additional outreach effort has included meetings on: Dec. 16, 2013; Jan. 14, 21, 28, and today, Feb. 10, attended by stakeholders with multiple interests, who have shared their concerns and hopes about the process and the joint development project**
- **Today we look forward to hearing your comments and suggestions on the DRAFT RFP/Phase I scope, which will be the subject of a Mayor and Council public hearing on Wednesday, Feb. 19, 2014**



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Draft Scope Document

- RFP / Phase I Scope – provides opportunity to determine whether there are firms that would be interested in undertaking a mixed-use project with transit and if so whether those firms have the **necessary qualifications and experience**
- Scope is intended to give potential proposers enough information to understand the opportunities and challenges, while allowing enough room for ideas for consideration when developing the RFP / Phase II



Draft Scope Document

- Project Overview
- Project Purpose & Goals
- Planning Guidance
- Tucson Context
- Site Context
- Site Specifics
- City Development Process
- Potential City Incentives
- Other Project Incentives
- Submittal Requirements
- Evaluation Criteria
- Attachments & Links



Purpose & Goals

- **Considered**
 - *May 2013 Community Planning Process Report and addendum material*
 - *Input from these meetings, including meeting recorded notes, project priorities exercise, and Survey Monkey responses*
 - *Some RTC maintenance and service related improvement suggestions are being put together in a list for transmittal to TDOT and Sun Tran*



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Meeting Discussion

- Today will focus on four sections: (1) Project Overview; (2) Purpose & Goals; (3) Submittal Requirements; & (4) Evaluation Criteria
- For other sections, please share comments in ways indicated in first paragraph on “Comments & Suggestions” form
- Please focus your contributions to today’s discussion on:
 - goals or other substantive content that you think are not addressed
 - proposed goals or other substantive content that you think should not be included



Next Steps

- Written comments can be provided at end of the meeting, or emailed, faxed, or phoned in. See top of “Comments & Suggestions” form.
- To allow staff to consider possible revisions based on today’s discussion and comments, will need comments by Tues., Feb. 11, Noon.
- Staff will prepare a revised version of DRAFT RFP / Phase I scope for Mayor & Council public hearing on Wed., Feb. 19. Staff will also prepare a communication for Mayor & Council that describes this additional public participation effort.
- Public hearing will provide an opportunity for stakeholders to share their comments directly with the Mayor and Council.
- Next meeting with stakeholders is anticipated to be about formation of selection committee.



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DRAFT FOR REVIEW & DISCUSSION

**Joint Development of the Ronstadt Transit Center Project Area
Request for Proposals/Phase I**

SCOPE DOCUMENT

Project Overview

- The City of Tucson seeks a qualified development team to plan; design; construct; and own, lease, and/or manage components of an integrated mixed-use/transit center on the 4.7-acre project area site, which includes the existing Ronstadt Transit Center (RTC) and two additional parcels currently used for parking. (See project area map attachment.)
- The project will need to be developed per Federal Transit Administration (FTA) guidance on Joint Development. (See FTA guidance attachments.)
- The City of Tucson will need to maintain satisfactory continuing control over the transit center to ensure that it continues to serve a public transportation purpose.

Project Purpose & Goals

To create a distinctive downtown mixed-use development incorporating a multi-modal transit center that contributes to an active, economically robust downtown for everyone.

Uses & Character

1. The project should incorporate a mix of land uses, transit, and public open space to serve a diversity of people working, living, and visiting downtown. Examples of types of land uses that are encouraged include housing, retail, daily services (such as daycare, grocery, pharmacy), business incubator space/employment, educational uses, and entertainment venues (such as a movie theatre or bowling alley).
2. The project should incorporate community open space that is urban in character, well integrated with surrounding uses, highly visible to and actively used by people of all ages, and has a clearly responsible entity in charge of its programming and maintenance.
3. The design of the project should create a distinctive place that integrates the arts, recognizes the community's cultural diversity, includes sustainable design, activates the streetscape, and offers architecture responsive to the urban historic fabric and views. Sensitivity to the needs of downtown neighborhoods, transit users, adjacent properties, and local downtown businesses is important.

Transportation & Infrastructure

4. The project should incorporate establishment of the Ronstadt Transit Center as an adaptable hub that can serve multiple modes of transportation over time, including,

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but not limited to, public buses, shuttles, connection to the modern streetcar, bicycles, and pedestrians, and can accommodate complementary programs and facilities such as bike share, car share, “kiss-and-ride” drop off, and taxis.

5. The project should provide connectivity to surrounding uses, walkways/alleys, roadways, and transportation modes, such as between the bus facilities and the modern streetcar line at the southern boundary of the RTC project area and the Historic Train Depot at the northeastern end of the property.
6. The project should enhance the physical infrastructure and facilities for current bus riders and increase the appeal of transit to new riders. Examples of improvements identified by community members as desirable include incorporation of retail, food, and services; better designed bathrooms; air conditioning; shade; drinking fountains; and a play area.
7. The project should be based on thoughtful site design that considers not only access and egress, but also contributes to improving surrounding multi-modal transportation circulation.

Financial & Economic Vitality

8. The project should be delivered in a timely manner providing a sufficient infusion of private investment to economically benefit public transit and the City’s downtown revitalization efforts.

Communication & Participation

9. The project team should be committed to regular, collaborative meetings and communication with the City, other agencies, and stakeholders.

Planning Guidance

Plan Tucson, the City’s General and Sustainability Plan approved by voters in November 2013, provides policy direction relevant to this project. For example, the first policy in the Land Use, Transportation, & Urban Design Element is:

Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to natural resources and neighborhood character.

Imagine Greater Tucson, a regional visioning process undertaken in 2011/2012, articulates support for investment in downtown and mixed-use, transit-oriented development. A recently completed Urban Land Institute Advisory Service Panel focusing on downtown Tucson provided additional data and recommendations in support of development in the RTC project area.

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Tucson Context

As a continuously inhabited settlement for the last 12,000 years, Tucson's history and culture run deep. Spanish, Mexican, Native and Old West influences are evident in the architecture, lifestyle, traditions and cuisine. Tucson was formally founded in 1775, about the time the nation's forefathers were signing the Declaration of Independence. Locally, the city is still called the Old Pueblo for the adobe fortress or "presidio" that marked its early borders. Over the past three centuries, Tucson has grown from a Native American farming community, to Spanish outpost, to dusty frontier town, to bustling territorial days' railroad hub, to today's Southwestern metropolis of one million people. The city is rich and diverse, with many attractions for the whole family, close proximity to an international border, 350 days of sunshine for outdoor adventures and recreation, an extensive art and cultural scene, world class accommodations and spas, and a burgeoning culinary scene.

Site Context

Tucson's downtown core is the place to experience the boundless cultural and outdoor festivals of the city, such as the Gem, Mineral and Fossil Show; All Souls Procession; El Dia de San Juan Festival; Festival of Books; Fourth Avenue Street Fair; and Tucson Meet Yourself. Downtown Tucson boasts a vibrant community with numerous museums, including the Tucson Museum of Art, the Children's Museum, and the Museum of Contemporary Art. The Downtown Arts District includes theaters, restaurants and performance spaces. Downtown supports a ballet, a symphony, an opera company and a jam-packed calendar of live music and performing arts choices.

Downtown Tucson has a unique role to play in the 21st-century development of the region. In addition to being the administrative, legal, cultural and entertainment center, downtown also offers the most convenient and extensive transit connections supported by higher density housing, compact development, and a pedestrian-oriented environment.

Beginning this summer, a 3.9-mile modern streetcar route will connect downtown's major activity centers: The University of Arizona (UA), Arizona Health Sciences Center, University Main Gate Business District, Fourth Avenue Business District, Congress St. Shopping and Entertainment District, and the Mercado District. More than 100,000 people live and work within a block of the modern streetcar line. The streetcar project has already triggered transit-oriented development, including new retail, office and residential development and redevelopment. To date, more than \$800 million has been invested by the public and private sectors. Fifty (50) new restaurants, bars and cafes; over 1,500 new multi-family housing units (including 68 units at the new MLK Apartments for the disabled and elderly just east of the RTC); and 58 new retail businesses have been constructed along the route over the past two years. Additionally, there has been significant corporate business expansion along the streetcar route, including a new headquarters for UniSource Energy, with more than 400 employees;

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Providence Service Corporation; and Mister Carwash Headquarters. Also multiple co-working and start-up spaces have been established or are planned in the downtown area.

Along with undertaking the streetcar project, the City has promoted downtown redevelopment through a variety of infrastructure projects and economic development incentives, such as property tax abatements, permit fee waivers, and regulatory relief. Combined with an overall push to enhance business ties south of the international border, downtown Tucson is full of new business opportunities.

Site Specifics

The project area site is composed of three City-owned parcels located on the northeast corner of the intersection of Congress Street and Sixth Avenue, in the heart of downtown Tucson. The largest of the three parcels serves as the Ronstadt Transit Center (RTC) and is located directly adjacent to the new modern streetcar route, situated in the middle of the City's entertainment district. A second, triangle-shaped parcel (Triangle Lot) sits to the north of the RTC at the southeast corner of the intersection of Sixth and Toole avenues and is currently paved surface parking for a nearby business. The third property (Toole Lot), which is directly north of the Triangle Lot and west of the Historic Train Depot, lies within the Historic Warehouse Arts District. The parcel is currently used as unpaved surface parking. The size of the total project area is 4.7 acres with the RTC 2.3 acres, the Triangle Lot 0.98 acres, and the northern parcel 1.42 acres. The zoning for all three parcels is OCR-2, which allows for a wide number of commercial and residential uses. The maximum building height allowed is 300 feet.

The project area site, with prominent northern views, is located in the section of downtown Tucson that has received the greatest amount of recent private and public investment. It is bordered by multi-story residential and commercial to the east, Congress Street with its new streetcar line and popular restaurant and nightlife destinations to the south, commercial along Sixth Avenue to the west, the Union Pacific Railroad and future Downtown Links project directly to the north, and the Historic Train Depot and heavy rail station to the northeast. The Historic Train Depot, which lies to the east of the Toole Lot, was built in 1907 by the Southern Pacific Railroad. In 1998, the City purchased the entire depot property from the Union Pacific Railroad, which had absorbed the Southern Pacific. Restoration of the main depot building and the three adjacent buildings to their 1941 modernized Spanish Colonial Revival architectural style was completed in 2004. The Depot currently is home to Tucson's Amtrak station, shops, offices, the Southern Arizona Transportation Museum, and a restaurant.

The project area site conditions include:

- *Existing Transit Center:* In 1991, the RTC opened as part of a City-wide network of transit centers. After a substantial community process, the current complex was constructed with its arcade of brick salvaged from the storefronts that were demolished to make room for the center. The RTC serves as a major destination and transfer point

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- to and from other parts of the city. The center includes an information booth, covered waiting area, restrooms, and other amenities. Riders can also pick up a Sun Tran Ride Guide, purchase a bus pass, and receive trip planning guidance. Ronstadt is open 365 days a year, with hours of operation on weekdays from 6:00 a.m. to 6:15 p.m., and weekends, 8:30 a.m. to 4:45 p.m. Holiday operating hours are 10:00 a.m. to 6:00 p.m. Recently, a variety of facility improvements was completed to improve safety, security and comfort for its users.
- *Utilities:* Due to the age of utilities in the downtown area, there are potential unknowns as to the exact location and condition of existing utilities. Any redevelopment needs to consider utility relocations, access to utilities, fire flow and metering capacity in addition to space allocation for metering equipment. There are water lines on the east and west side of the existing RTC. A section of water line in the Toole Avenue area has not been upgraded. Wastewater lines are located within the streets surrounding the site, including 6th Avenue, Congress Street, Arizona Avenue, and Toole Avenue. There is a Tucson Electric Power line along Arizona Avenue.
- *Environmental:* As part of the City's due diligence, all three parcels have been assessed environmentally and environmental reports are included as attachments. During any future construction, impacted soil and groundwater may be encountered. Both the RTC and the Triangle Lot, which were historically the location of automotive shops and a gas station, have had underground storage tanks removed. In addition, there is a perched aquifer in the project area where diesel impacted groundwater may be encountered between 30 and 60 feet below ground surface. Handling of potentially contaminated soil and groundwater needs to be considered when developing construction scopes. The adjacent property (MLK Apartments) encountered diesel impacted soil and groundwater at approximately 40-60 feet below ground surface depending on the location. When caissons were drilled, impacted soil and groundwater was removed to enable rebar to be placed and concrete to be poured. This media was then sampled and stored onsite prior to disposal. Environmental monitoring of the site during construction, in addition to the handling and disposal of the impacted soil and groundwater, totaled approximately \$600,000. A soil vapor survey is also recommended to assess the potential for vapor intrusion from volatile compounds into structures.
- *Archaeological:* RTC has been archaeologically cleared for development - no further investigations are needed. The Toole Lot was partially excavated in 2006, but there still remains a strong possibility that significant archaeological remains are present. It is recommended that an archaeological monitor be present during ground disturbing activities. The Triangle Lot has not been cleared archaeologically. It is recommended

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- that an archaeological site records check and excavation plan be prepared before development of this lot proceeds.
- *Historic Resources:* Platted in 1872, sections of Blocks 83 and 92, now housing the current RTC, were annexed as part of the original two-square-mile City of Tucson. They remained largely undeveloped until the arrival of the Southern Pacific Railroad in 1880. Following the arrival of the railroad, Tucson's central business district experienced rapid growth, particularly in areas around and adjacent to the Southern Pacific Railroad Depot. As a result, the surviving architecture within and around the RTC traces the transformation of downtown Tucson in less than a century from a Mexican crossroads town of vernacular adobe row houses to an Anglo-American commercial center of modern concrete and glass towers.
- *Circulation and Transit:* Existing transit service in downtown is provided by Sun Tran, Cat Tran, the Downtown Loop, and very soon by Sun Link. Sun Tran is the regional transit provider and offers a variety of services ranging from fixed local and express bus service to para-transit. Sun Tran's service in downtown is characterized by local bus service operating on the street network and express bus service operating to and from downtown Tucson and the UA. Most service to downtown utilizes the RTC, which has been in operation since 1991. The RTC currently handles over 8,500 boardings weekly, serving over 20 routes from Sun Tran, Sun Van and the Downtown Loop.

Cat Tran service is provided by the UA Department of Parking and Transportation Services, on five routes that circulate to, from, and within the UA campus. Access to some of the Cat Tran routes is restricted to permit holders and UA affiliated area residents with "courtesy" passes. The Downtown Loop is a shuttle circulator that operates in downtown Tucson and provides service Monday to Friday from 6:30 a.m. to 6:30 p.m. Service is free and is funded by the City of Tucson ParkWise program.

Roadway facilities in downtown range from Interstate 10 (I-10) to the ten arterial street grid network made up of Broadway Boulevard; Church, Stone, 6th, Main, Granada, and Toole avenues; and Congress, Alameda, and Cushing streets). I-10 is located on the west side of downtown and provides north/south service through the central core until changing to a northwest/southeast direction south of downtown. Access to downtown from I-10 is primarily provided by the Congress Street/Broadway Boulevard one-way couplet. These roadways provide a direct connection between I-10 and the Barraza-Aviation Parkway, which extends southeast from downtown parallel to I-10.

North/south circulation through downtown is provided by Stone and 6th avenues, which in addition to 4th Avenue offer the only grade separated north/south connections underneath the Union Pacific Railroad.

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City Development Process

The project site area is located within the Rio Nuevo District Overlay Zone (RND), as well as the Downtown Core Subdistrict of the Infill Incentive District (DCS-IID). Development within the RND is required to comply with the RND standards provided in the Unified Development Code (UDC) Section 5.11. Projects within the DCS-IID may utilize the Modification of Development Regulations (MDR) process to obtain waivers for certain development standards. The City will assign a staff member from the Planning and Development Services Department (PDSD) to shepherd the project through the review and permitting process.

Potential City Incentives

- *Government Property Lease Excise Tax (GPLET):* The GPLET can provide up to eight (8) years of property tax abatement. This incentive is available for projects located in the Central Business District that result in a property value increase of at least 100%. The amount abated cannot exceed the economic benefit created by the project. To become "government property," the City will take ownership of the property for the duration that the owner wishes to be relieved of tax obligations
- *Primary Jobs Incentive:* The Primary Jobs Incentive assists Tucson in its efforts to bring quality jobs and investment into the region. The incentive provides up to a 100% credit of construction sales tax to qualifying expenses such as job-training, the project's public infrastructure improvements, and/or offsets to impact fees. The City will also waive building permit fees. Eligible projects must invest a minimum of \$5 million in facilities or equipment and create 25 jobs that pay average wages of at least \$60,000, cover at least 75% of employee health insurance premiums.
- *Site Specific Sales Tax Incentive:* The City may apply project-generated tax revenues to qualifying public expenses such as job training or public infrastructure improvements. Projects must create significant and quantifiable economic benefits to be considered. The amount of sales tax revenue applied cannot exceed the economic benefit created by the project.
- *Tucson Community Development Loan Fund:* The City of Tucson has a \$20 million Housing and Urban Development (HUD) 108 loan fund that can be used as gap financing for projects that create jobs for low and moderate income persons, eliminate blight, or meet urgent community needs. Tucson Community Development loans carry highly competitive interest rates with fixed terms up to 20 years. Eligible activities include real property acquisition, rehabilitation of real property, relocation, clearance and demolition, site preparation, public facilities improvements, issuance costs, capitalized interest, and reserves.

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- *Tucson Industrial Development Authority (TIDA) Bonds and Loans:* The TIDA may provide financing of projects whenever appropriate and where traditional sources of funding may not be available. Projects must serve a public purpose and meet eligibility requirements of the TIDA. The TIDA places an emphasis on new and expanding businesses where sources of traditional capital are not available.
- *Downtown Infill Incentive District:* A \$10,000 building permit fee waiver per project and a construction sales tax credit for public right-of-way improvements are available for developments in this district. Flexible development options in the Greater Infill Incentive Subdistrict relieve property owners from parking, loading, and landscaping standards as well as from certain other dimensional requirements and allow height increases up to sixty feet in more restrictive zones if the development supports transit- and pedestrian-oriented development. Developers can also benefit from a streamlined Planned Area Development rezoning process. Developments in the Downtown Core Subdistrict may receive up to 100% reduction in parking requirements as well as loading, setback, and landscaping reductions.

Other Potential Incentives

- *New Market Tax Credit:* New Market Tax Credits (NMTC) are offered to qualifying projects in distressed and severely distressed areas through Certified Community Development Entities. ("Severely distressed" is when the income is less than 60% of the AMI, poverty above 30%, and unemployment over 1.5 times the national rate.) The RTC project area qualifies as "severely distressed." Projects can receive tax credits under the NMTC program of 39% of qualifying expenses including acquisition costs. Generally NMTCs are appropriate for projects that are predominantly commercial in scope and for which expenses exceed \$5,000,000. (As defined by the tax code, no exclusively residential housing projects fit under this program, but projects with over 20% of the income derived from commercial sources are acceptable.) "Sin" businesses such as bars are excluded from this tax credit.
- *Low Income Housing Tax Credit:* The Low Income Housing Tax Credit (LIHTC) Program is an indirect Federal subsidy used to finance the development of affordable rental housing for low-income households through HUD. Federal housing tax credits are awarded to developers of qualified projects. Developers then sell these credits to investors to raise capital (or equity) for their projects, which reduces the debt that the developer would otherwise have to borrow. Because the debt is lower, a tax credit property can in turn offer lower, more affordable rents. Provided the property maintains compliance with the program requirements, investors receive a dollar-for-dollar credit against their Federal tax liability each year over a period of 10 years. The amount of the annual credit is based on the amount invested in the affordable housing.

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DRAFT FOR REVIEW & DISCUSSION

**Joint Development of the Ronstadt Transit Center Project Area
Request for Proposals/Phase I**

SUBMITTAL REQUIREMENTS

Qualifications and Experience

- Description of firm(s) and team members (include resumes)
- Demonstration of experience with projects of similar scale and complexity that include such elements as:
 - Transit-oriented, mixed-use development
 - Development in urban setting
 - Interactive public involvement process
 - High quality architecture and design and compatibility with historic elements and surrounding area
 - Property leasing and management
- Evidence of successful execution of related projects
- Evidence of financial capacity to deliver project

General Project Approach

- Description of the team's overall concept for development of the site and the anticipated approach to execution of the joint development.

EVALUATION CRITERIA

- *Proposer Qualifications:*
 - Has the development team been detailed and described?
 - What is the experience of the team in financing, developing, managing, and operating comparable projects?
 - Does the team have a demonstrated track record of successfully financing, developing, and completing comparable projects?
- *Proposer's General Project Approach:*
 - Has the proposer described how the overall project concept would be consistent with the project mission and goals?

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DRAFT FOR REVIEW & DISCUSSION

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ATTACHMENTS & LINKS

Project Site Map

FTA Joint Development Guidelines

- FTA March 2013 Proposed Circular to Provide Guidance on Joint Development
- FTA Notice of Final Agency Guidance on Eligibility of Joint Development Improvements Under Federal Transit Law (72 FR 5788, Feb. 7, 2007)
- FTA Policy on Transit Joint Development (62 FR 12266, Mar. 14, 1997)
- FTA Circular 5010.1D – Grants Management Requirements
- FTA Circular 9300.1B – Capital Investment Program Guidance and Application Instructions
- FTA Circular 4220.1F – Third Party Contracting Guidance

Environmental Reports

Urban Land Institute Briefing Book and Final Report

Community Planning Process, Ronstadt Transit Center Redevelopment, City of Tucson, May 24, 2013, prepared for the City by Poster Frost Mirto.

Streetcar Land Use Plan Charette Results

Historic Warehouse Arts District Master Plan

Ronstadt Transit Center History & Architecture

Relevant plans & initiatives (e.g., Plan Tucson, Imagine Greater Tucson, Downtown Links, Modern Streetcar)

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ATTACHMENT D

**Joint Development of Ronstadt Transit Center Project Area
DRAFT RFP/Phase I Scope Document: Stakeholder Comments & Suggestion
MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE**

PROVIDING & RETURNING COMMENTS & SUGGESTIONS: You may use this form to write your comments and suggestions on the Draft Scope, or you may write directly on a copy of the Draft Scope. Please leave completed forms or marked-up copies of the Draft Scope on sign-in table today, or [scan and email to Rebecca.Ruopp@tucsonaz.gov](mailto:Rebecca.Ruopp@tucsonaz.gov), or fax them to R. Ruopp at (520)-791-2529. Alternatively, you can include your comments and suggestions directly in an [email to Rebecca.Ruopp@tucsonaz.gov](mailto:Rebecca.Ruopp@tucsonaz.gov). You may also call Rebecca Ruopp at (520) 837-6973 to convey your comments or suggestions.

PLEASE RETURN YOUR COMMENTS AND SUGGESTIONS BY TUESDAY, FEBRUARY 11, 2014, NOON. Staff will review all comments and suggestions returned, as well as those provided at the Feb. 10 stakeholder meeting, for consideration in updating the Draft Scope in preparation for the Mayor and Council public hearing on its February 19, 2014, meeting. *THANK YOU FOR PARTICIPATING.*

PROJECT OVERVIEW	
PROJECT PURPOSE Please provide any comments on the purpose statement, and then in the following rows on the individual goals. If you think a goal should be eliminated or replaced with another goal, please indicate that.	

continued

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**Joint Development of Ronstadt Transit Center Project Area
DRAFT RFP/Phase I Scope Document: Stakeholder Comments & Suggestion
MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE**

<i>Use & Character</i> Goal #1	
<i>Use & Character</i> Goal #2	
<i>Use & Character</i> Goal #3	
<i>Transportation & Infrastructure</i> Goal #4	
<i>Transportation & Infrastructure</i> Goal #5	
<i>Transportation & Infrastructure</i> Goal #6	

continued

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MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE

<i>Transportation & Infrastructure</i> Goal #7	
<i>Financial & Economic Vitality</i> Goal #8	
<i>Communication & Participation</i> Goal #9	
NOTE: Additional space for goal comments & suggestions	

continued

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MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE

PLANNING GUIDANCE	
TUCSON CONTEXT	
SITE CONTEXT	

continued

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MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE**

SITE SPECIFICS	
CITY DEVELOPMENT PROCESS	
POTENTIAL CITY INCENTIVES <ul style="list-style-type: none">- <i>Government Property Lease</i>- <i>Excise Tax (GPLET)</i>- <i>Primary Jobs Incentive</i>- <i>Site Specific Sales Tax Incentive</i>- <i>Tucson Community Development Loan Fund</i>	

continued

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MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE

<p>OTHER POTENTIAL INCENTIVES</p> <ul style="list-style-type: none"> - <i>New Market Tax Credit</i> - <i>Low Income Housing Tax Credit</i> 	
<p>SUBMITTAL REQUIREMENTS</p> <p>Qualifications and Experience</p> <ul style="list-style-type: none"> - Description of firm(s) and team members - Demonstration of experience with projects of similar scale and complexity that include such elements as: transit-oriented, mixed-use development; development in urban setting; interactive public involvement; high quality architecture and design and compatibility with historic elements and surrounding area - Evidence of successful execution of related projects - Evidence of financial capacity to deliver project <p>General Project Approach</p> <ul style="list-style-type: none"> - Description of team's overall concept for development of site and anticipated approach to execution of joint development 	

continued

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Joint Development of Ronstadt Transit Center Project Area DRAFT RFP/Phase I Scope Document: Stakeholder Comments & Suggestion MY COMMENTS & SUGGESTIONS ON DRAFT SCOPE						
EVALUATION CRITERIA Proposer's Qualifications - Has development team been detailed and described? - What is experience of team in financing, developing, managing, and operating comparable projects? - Does team have a demonstrated track record of successfully financing, developing, and completing comparable projects? Proposer's General Project Approach - Has proposer described how overall project concept would be consistent with project mission and goals?						
ATTACHMENTS & LINKS Please indicate any additional references / background material that you think would be useful to a potential proposer and, therefore, you would like considered for inclusion in the list.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"></td></tr> </table>					

continued

Note: Last page of the form was for "Other Comments on Scope or Process."

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ATTACHMENT E

FLIP CHART NOTES

Note: Staff recorded the following notes during participants' discussion of the Draft RFP/Phase I Scope Document. Written comments received from stakeholders are provided in a separate document.

"Project Overview" Section of Draft Scope

- Need to be more specific about whether it is "own," "lease," etc.
- Does the City know what it wants in terms of ownership, leasing, etc.? If it doesn't know, don't specify further; have developers make case for their proposed approach.
- Stop transfer of public resources to private hands.
- Ensure team has the financial resources to complete the project. Have team provide detailed financials regarding the project?????
- The above requirement might block some good ideas. Don't necessarily give preference to team with lots of money.
- Site considerations should be key.
- Are climate change considerations included? Environmental concerns. If strong in goals will get submissions that address these concerns.
- Legal considerations regarding site control – What is the requirement? Need better definitions of "satisfactory continuing control" [from "Project Overview" in Draft Scope]
- Project overviews – long-term ownership unlikely – typically projects sold after 5 years. Must ensure that some conditions will be maintained over the life of the contract.
- Need to make clear that bus service must be maintained.
- Much of the discussion from prior meetings is not included in document. Not specific enough – more of an Executive Summary of Request for Qualifications. Does not adequately convey what has transpired here.
- Elevate transit component – needs more importance.
- Need mention of economic benefits of project to Tucson
- Suggestion – eliminate "Project Overview."
- Suggestion – strengthen "Project Overview"
- Risk needs to be addressed up front along with site control. Liability must be addressed clearly.
- Concern that funds generated must go back into transit. Need to strengthen this requirement. FTA guidance not as strong as we would want.
- Revenues will go to General Fund. Mayor and Council should direct these revenues to transit.
- Need specific financial plan for how funds will be allocated -- % of funds to go transit – bus vs. streetcar.
- Strong statement to Mayor and Council that they be clear where funds go.

"Purpose & Goals" Section of Draft Scope

Comment on Purpose Statement

- Purpose should begin with emphasis on Transit Center improvement.

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Comments on Goals 1-3 re "Use & Character"

- Transit should be listed first on goals.
- Cannot compromise existing services.
- Account for growth of transit use
- Stress public space in uses safe, secure, comfortable – available to all.
- Specificity may prevent some teams from applying – “included but not limited to”
- Suggest “recreation” as term
- Re Open space – rather than “people of all ages,” say “persons with varying mobility”
- Need to ensure continuous access of public space (not closed at certain times, which sometimes happen when developers are in charge of open space)
- Development should occur around the transit user, not just sensitive to. Prioritize the function of the Transit Center.
- Better define responsible entity – may be issues with private entities and access

Comments on Goals 4-7 re Transportation & Infrastructure

- Include for future expansion of Transit Center.
- Connectivity – add “bikeways”
- Developer will need to know Sun Tran plan / responsibility – Comprehensive Transportation Analysis must be available. Current / future Sun Trans plan are key information.
- Include suggestion that developers meet with Sun Tran and Bus Riders Union.
- Outreach must be spelled out, but don't list individual groups. Bus Riders Union is key contact.

Comments on Goal 8 re Financial & Economic Vitality

- “Sufficient infusion” – what does it mean? How would we judge that?

Comments on Goal 9 re Communication & Participation

- Score????? participation approach
- Participatory process piece should be better defined so developer has to respond more in depth. Need participation over time. Identify key stakeholders.
- Architectural Firms – local firms would address identified concerns. Outside firms may not be as thoughtful. Suggest preference points for local firms.

Related to Project Purpose and Financial & Economic Vitality

- RTC is a key piece in downtown revitalization. If project does not happen, no improvements will occur.
- Private sector dollars are key to continued revitalization. Must develop a proposal that will be of interest to developer, but public investment must be protected
- Ronstadt works as a transit center now. Works well.
- Why this property? Why the rush? [*Response: Mayor and Council specified property and schedule.*]
- There is not community consensus that RTC needs to be redeveloped. While this public process has been good, it should have been started a year ago.
- RTC has not been maintained. Would be cheap to do so now. Could use volunteers to help.

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Re Overall Goals

Assume that goals are “function based” – include specific uses in final project description [*clarified this was for next phase*]

Submittal Requirements

- Transit planning and operation experience should be demonstrated [*This was in response to have “transit-oriented, mixed use,” development, which didn’t seem to get to experience with integration of transit per se.*]
- Provide evidence of how they have increased value in other projects. That is, “added value” in past development projects.

Evaluation Criteria

- Can developer fund the project?
- Financial plan approach.
- Should be more correlation between Submittal Requirements and Evaluation Criteria.
- Include local preference.
- Demonstrated track record of ongoing economic benefits of completed projects. “Value added.”
- Experience with FTA guidance and NEPA requirements

Other

Is there a timeline included in scope? Would be helpful.