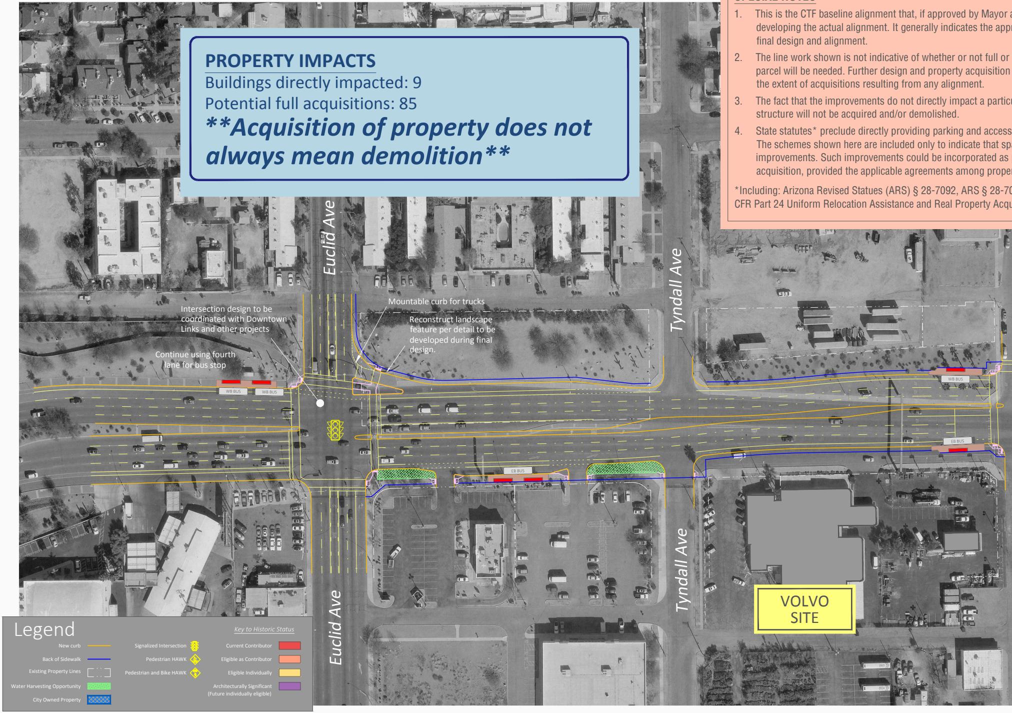
# Draft CTF-Recommended 6-Lanes Including Transit Baseline Alignment

## Draft Proposal for Public Comment, April 23, 2015 -- West Mile


Euclid Ave
Tyndall Ave
Mountable curb for trucks
Reconstruct landscape feature per detail to be developed during final design.
Intersection design to be coordinated with Downtown Links and other projects
Continue using fourth lane for bus stop
WB BUS
WB BUS
WB BUS
EB BUS
EB BUS
Tyndall Ave
Euclid Ave
VOLVO SITE

**PROPERTY IMPACTS**

Buildings directly impacted: 9

Potential full acquisitions: 85

*****Acquisition of property does not always mean demolition*****

**SPECIAL NOTES**

1. This is the CTF baseline alignment that, if approved by Mayor a
developing the actual alignment. It generally indicates the appr
final design and alignment.
2. The line work shown is not indicative of whether or not full or
parcel will be needed. Further design and property acquisition
the extent of acquisitions resulting from any alignment.
3. The fact that the improvements do not directly impact a partic
structure will not be acquired and/or demolished.
4. State statutes* preclude directly providing parking and access
The schemes shown here are included only to indicate that sp
improvements. Such improvements could be incorporated as
acquisition, provided the applicable agreements among proper

*Including: Arizona Revised Statues (ARS) § 28-7092, ARS § 28-70
CFR Part 24 Uniform Relocation Assistance and Real Property Acq

## Legend

New curb —
Back of Sidewalk —
Existing Property Lines ⬚
Water Harvesting Opportunity 🟩
City Owned Property 🟦
Signalized Intersection 🚦
Pedestrian HAWK ◈
Pedestrian and Bike HAWK ◈

*Key to Historic Status*

Current Contributor 🟥
Eligible as Contributor 🟧
Eligible Individually 🟨
Architecturally Significant (Future individually eligible) 🟪

*\\Mail\graphics\PRINT Image Library\CD+A Projects\2007\0712 Tucson Broadway\2015-2016 Roadway Design\01_CTF-Recommended 6-Lanes Including Transit Baseline Alignment-02ks.dwg*

and Council, will be the starting point for
roaches to be followed in developing the

partial acquisition from a particular
negotiations are needed to determine

ular structure does not ensure that the

measures to benefit private property.
ace may be available for such
part of a transaction for partial
rty owners can be secured.

093, Federal Highway Administration 49
isition.

*Strategic Parameters for Design Development*

## 1. CTF-Recommended Baseline Alignment

The direction and guidelines to be followed in developing the Broadway design going forward are to:

(1) Minimize the number of buildings needing to be acquired and demolished.
(2) Maintain access and as much parking as possible for existing development.
(3) Reduce construction and acquisition costs.

The line work on this drawing indicates the "best case" scenario for minimizing the number of buildings directly impacted. Changes in both the alignment and width will likely result during further design and through the acquisition process. This may change the number of buildings directly impacted.

*Strategic Parameters for Design Development*

## 2. Street Element Widths

The widths of street elements generally are:

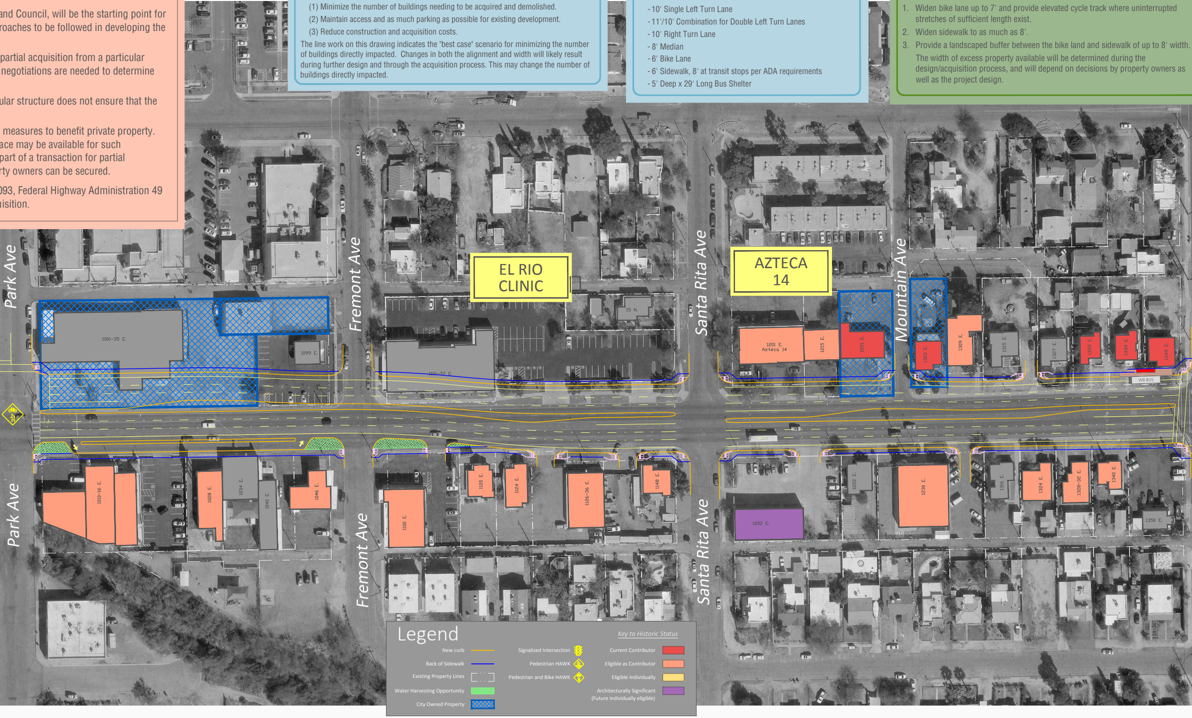
- 11' Travel Lane
- 10' Single Left Turn Lane
- 11'/10' Combination for Double Left Turn Lanes
- 10' Right Turn Lane
- 8' Median
- 6' Bike Lane
- 6' Sidewalk, 8' at transit stops per ADA requirements
- 5' Deep x 29' Long Bus Shelter

*Strategic Parameters for Design Development*

## 3. Excess Right-of-Way Width

When design refinements and acquisition results in additional right-of-way width, it w
be allocated in the following order:

1. Widen bike lane up to 7' and provide elevated cycle track where uninterrupted stretches of sufficient length exist.
2. Widen sidewalk to as much as 8'.
3. Provide a landscaped buffer between the bike land and sidewalk of up to 8' width. The width of excess property available will be determined during the design/acquisition process, and will depend on decisions by property owners as well as the project design.


Park Ave
Fremont Ave
EL RIO CLINIC
Santa Rita Ave
AZTECA 14
Mountain Ave
1001-35 E.
1099 E.
1101-37 E.
15 N.
1201 E. Azteca 14
1215 E.
1221 E.
1303 E.
1309 E.
1315 E.
1327 E.
1333 E.
1339 E.
1349 E.
WB BUS
Park Ave
1010-16 E.
1028 E.
1034 E.
1040 E.
1046 E.
Fremont Ave
1100 E.
1120 E.
1124 E.
1126-36 E.
1148 E.
Santa Rita Ave
1202 E.
1222 E.
1230 E.
1316 E.
1324 E.
1328-32 E.
1340 E.
1350 E.

## Legend

| | | | | | |
|---|---|---|---|---|---|
| New curb | ━ | Signalized Intersection | 🚦 | Current Contributor | 🟥 |
| Back of Sidewalk | ━ | Pedestrian HAWK | ◆ | Eligible as Contributor | 🟧 |
| Existing Property Lines | ⬚ | Pedestrian and Bike HAWK | ◆ | Eligible Individually | 🟨 |
| Water Harvesting Opportunity | 🟩 | | | Architecturally Significant (Future individually eligible) | 🟪 |
| City Owned Property | ▨ | | | | |

*Key to Historic Status*

Strategic Parameters for Design Development

## 4. Directly Impacted Buildings

Buildings that would extend into the footprint of the proposed improvements are referred to here as "directly impacted". In the CTF-Recommended Base Alignment drawing, those directly impacted buildings are fully or partially between blue lines that are the back of sidewalk. Because the street element widths are already minimal, avoiding those direct impacts can only happen by shifting the alignment.

***While the intent of the CTF-Recommended Baseline Alignment is to retain as many existing structures as possible, it is recognized that even if a building is not directly impacted by the improvements, that does not ensure it will not ultimately be acquired and demolished.*** That determination will be made during the design/acquisition process, depending on:

1. Engineering factors such as loss of access and parking, ability to provide ADA-compliant access, provisions for utilities, grade differential, drainage and constructability;
2. Economic factors of acquisition negotiations such as cost of cure vs. total acquisition; and,
3. Building code and public safety issues.

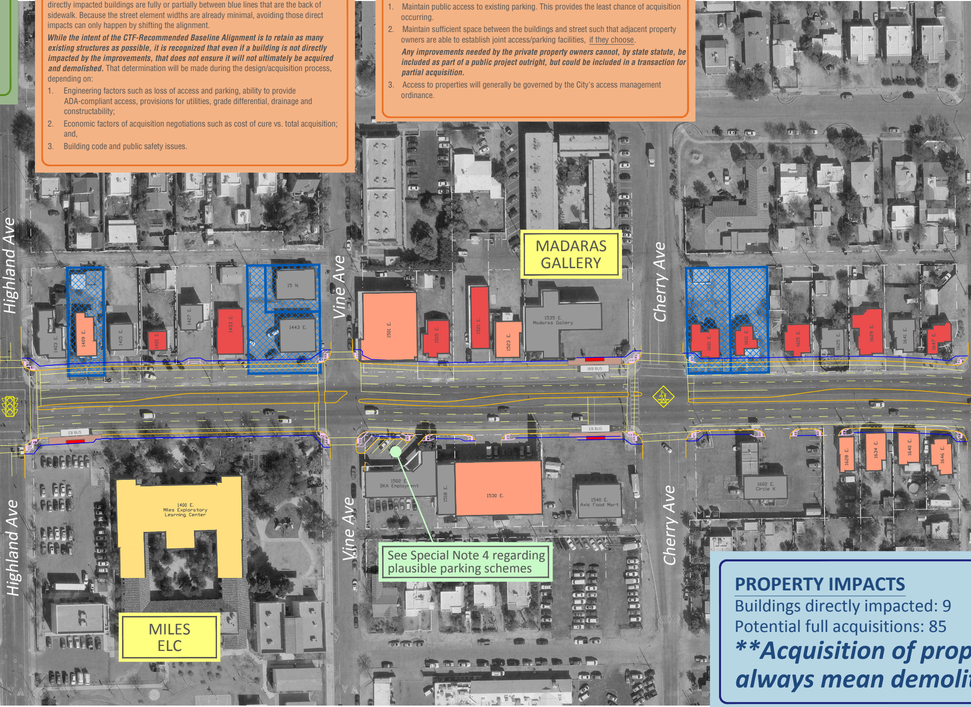
Strategic Parameters for Design Development

## 5. Parking and Access Approach

Parking and access to existing buildings will be maintained where practicable. The priority of parking approaches will be as follows:

1. Maintain public access to existing parking. This provides the least chance of acquisition occurring.
2. Maintain sufficient space between the buildings and street such that adjacent property owners are able to establish joint access/parking facilities, if they choose.

   ***Any improvements needed by the private property owners cannot, by state statute, be included as part of a public project outright, but could be included in a transaction for partial acquisition.***
3. Access to properties will generally be governed by the City's access management ordinance.


Highland Ave
Vine Ave
Cherry Ave
MADARAS GALLERY
1403 E.
1409 E.
1415 E.
1421 E.
1427 E.
1433 E.
15 N.
1443 E.
1501 E.
1515 E.
1521 E.
1523 E.
1535 E. Madaras Gallery
WB BUS
1601 E.
1611 E.
1615 E.
1625 E.
1629 E.
1641 E.
1647 E.
EB BUS
EB BUS
1400 E. Miles Exploratory Learning Center
1502 E. DKA Employment
1518 E.
1530 E.
1540 E. Axis Food Mart
1602 E. Circle K
1628 E.
1634 E.
1640 E.
1646 E.
Highland Ave
Vine Ave
Cherry Ave
MILES ELC

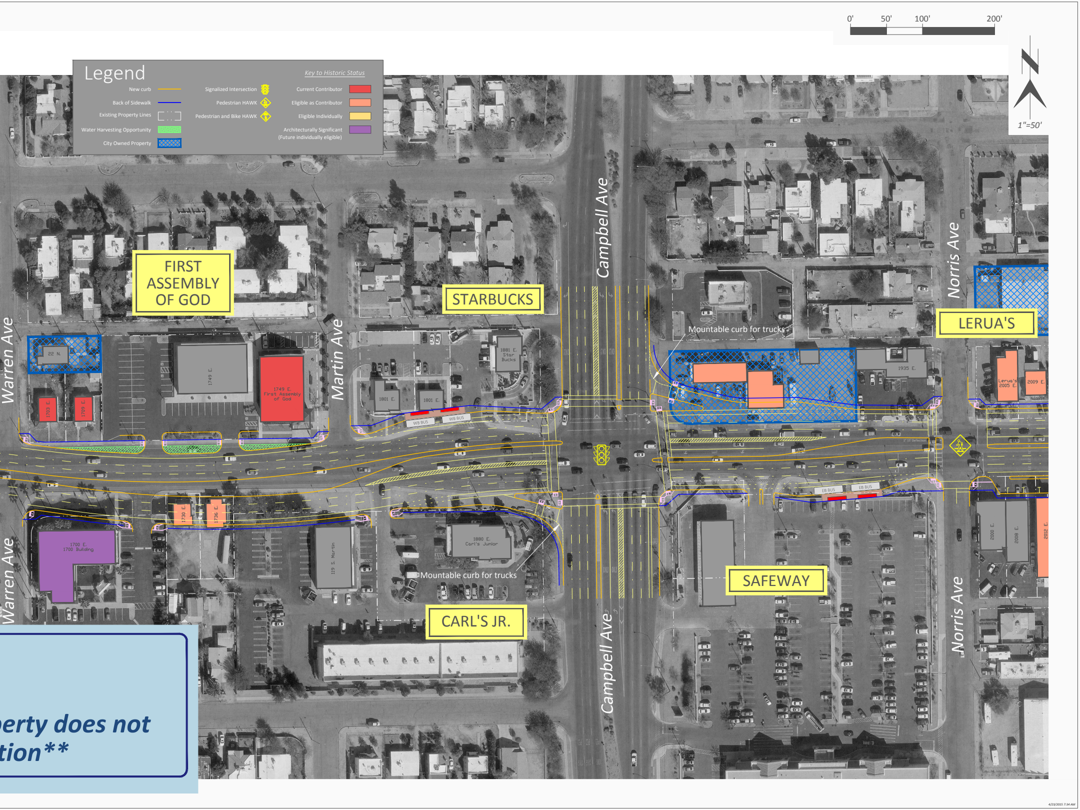
See Special Note 4 regarding plausible parking schemes

## PROPERTY IMPACTS

Buildings directly impacted: 9

Potential full acquisitions: 85

*****Acquisition of prop***
***always mean demoli***


0'
50'
100'
200'
1"=50'
Legend
New curb
Back of Sidewalk
Existing Property Lines
Water Harvesting Opportunity
City Owned Property
Signalized Intersection
Pedestrian HAWK
Pedestrian and Bike HAWK
Key to Historic Status
Current Contributor
Eligible as Contributor
Eligible Individually
Architecturally Significant
(Future individually eligible)
FIRST ASSEMBLY OF GOD
STARBUCKS
LERUA'S
SAFEWAY
CARL'S JR.
Warren Ave
Martin Ave
Campbell Ave
Norris Ave
22 N.
1703 E.
1709 E.
1749 E.
1749 E. First Assembly of God
1801 E.
1801 E.
1881 E. Star Bucks
WB BUS
WB BUS
Mountable curb for trucks
1935 E.
Lerua's 2005 E.
2009 E.
1° 15' Deflection
EB BUS
EB BUS
2000 E.
2008 E.
2012 E.
1700 E. 1700 Building
1730 E.
1736 E.
119 S. Martin
1880 E. Carl's Junior
Mountable curb for trucks

***erty does not
tion****

4/23/2015 7:34 AM