

**Meeting Summary**  
**BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE**

November 10, 2012

11:30 a.m.

UA Downtown, Roy Place Building  
44 N. Stone Avenue  
Tucson, Arizona 85701

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting.

Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:

<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

*Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520) 791-4213.*

**MEETING RESULTS**

1. Task Force Lunch/General Discussion of Broadway Project, Tucson Modernism Week Design Charrette, and November 8, 2012 Hands-on Cross-Section Map Activity.

The Task Force in attendance, project team, and three (3) members of the public ate lunch together. Members who did not attend the morning's Tucson Modernism Week Design Charrette were provided an overview by their co-Task Force members and project team members about the session and handouts that were given out (available through the Tucson Historic Preservation Foundation). Some discussion about the Hands-on Cross-Section Map activity, from the previous CTF meeting, also occurred, and brief discussion of the project in general.

2. Call to Order/Agenda Review

The meeting was called to order by Citizens Task Force (CTF) facilitator Nanci Beizer. A quorum was established and the agenda for the meeting was reviewed by Nanci Beizer.

This Meeting Summary was approved by the Broadway Boulevard Citizens Planning Task Force on December 13, 2012.

Citizen Task Force Members	
Present	Absent
Bob Belman	Michael Butterbrodt
Anthony R. DiGrazia	Farhad Moghimi
Mary Durham-Pflibsen	Dave Nasser*
Steven Eddy	Elizabeth Scott
Colby Henley	Jamey Sumner
Jon Howe	
Shirley Papuga	
Diane Robles	

*\*Mr. Nasser has resigned from the Citizens Task Force*

### 3. Call to the Audience

Two (2) members of the public filled out speakers cards and were called on to address the Task Force:

*Laura Tabili* - Ms. Tabili stated that she had no comment at the time.

*Gene Caywood* - Mr. Caywood stated that he had no comment at the time.

### 4. Field Trip Overview and Goals

Project team member, Phil Erickson, gave a brief overview of the field trip, including: a description of the route (map attached); an overview of the itinerary (attached) in order to provide the CTF members a sense of what they should expect to see and what to look for; and considerations regarding the relationship of the characteristics of the corridor, as discussed at the November 8 CTF meeting and at that morning's design charrette, to the goals of the project.

### 5. Bus Tour (En route, along Broadway Boulevard)

The CTF, project team, and three members of the public were joined by ex-officio member Doug Mance for a bus tour of the project area. The tour consisted of 14 stops along the 2-mile corridor. Listed below is a description of each stop as well as a summary of the discussion that took place at each stop (full audio of the field trip is available at <http://cms3.tucsonaz.gov/clerks/boards?board=100>).

#### *Stop 1: Arroyo Chico Improvements*

The Arroyo Chico improvements will reduce the potential for flooding and will also improve the open space character of this asset within the study area, and Arroyo Chico improvements will include a multi-use path improving bicycle access adjacent

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to Broadway. There may be opportunities to design landscape along Broadway to reflect and provide visual linkages to Arroyo Chico.

### CTF Questions, Comments, and Concerns

- It is wise to look at alternatives to biking on Broadway near the corridor. It will be interesting to see the city's plan for Arroyo Chico to mitigate bike safety on Broadway. Additionally, connections to Broadway from the bike path are important to plan for.
- This area ties in nicely to Aviation Parkway, and the bike paths located on it.
- Have hazard areas been identified where water pools? Can water harvesting be used to help with flooding?
- We need to look at various sources for water harvesting.

### Summarized Project Team Responses

- We will get into discussion of water harvesting and how to utilize drainage to benefit landscaping.
- Generally speaking, Broadway has good drainage. The water harvesting in the medians can be diverted to the roadway. However, we don't have a great number of washes that cross Broadway - Arroyo Chico is the one on the only. We will have to look at what is feasible and what is not.
- James MacAdam of the Mayor's office is working on policy for green infrastructure, which would result in early consideration of how to implement it in the design process.
- Green streets policy presents an opportunity to look at various aspects of landscaping: water harvesting, maintenance, etc.

### *Stop 2: Discuss 1202 Studios Building - Modern Commercial Strip*

The 1202 Studios Building is a reuse project that utilized an old automotive garage and turned it into an architecture design studio. As a relatively new reuse project it presents an example of how infill and the reuse of buildings can effectively occur throughout the corridor.

### CTF Questions, Comments, and Concerns

- This resembles the Walsh Building [across the street]; it is a good execution and fits the context of the corridor nicely.

### Summarized Project Team Responses

- This building was an auto repair shop and is a great example of reuse and infill. It leaves the character of garage and maintenance bays.
- The landscape treatment here is similar to what we will look at for the entire project.

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*Stop 3: Highland Avenue on west edge of Miles School (walk along frontage of Miles School along Broadway; discuss building, landscape, and character of sidewalks)*

This is one of the few areas along Broadway where adjacent trees line the sidewalk. This stop provides the opportunity to think about how one feels walking along the sidewalk here in terms of comfort - shade, proximity to traffic, etc.

*CTF Questions, Comments, and Concerns*

- I have a question about the codes for the building and the easements closer to the sidewalks: is it legal to build residence so close to the street? Are these older buildings [across the street] grandfathered in?
- This part of Broadway is unique in that it is slower paced relative to east of Campbell. It is calmer and this makes me feel safer as a bicyclist. Highland Avenue is used as a frequent crossing. Is there any way to identify it as a key gateway to the University of Arizona?
- In terms of speed, EL Rio Health Center is a common place for a speed trap.
- The area in between Campbell and Tucson Boulevard is horrible for bicyclists. There are way too many access points. This needs to be addressed.
- Miles ELC is a very unique school because the students range from pre-K to 8th grade on the same campus, and the school serves hearing-impaired and autistic students. We need to be mindful of the student population at this school as we design the roadway.

*Stop 5: Line of Retail Shops west of Broadway Village and Broadway Village*

This stop included visiting the retail shops west of Broadway Village (some of which are architecturally significant buildings), and Broadway Village (which is individually eligible for designation as a historic building) to discuss the historic character of the strip and to talk about the relationship of retail to the street. Additionally, the team crossed Broadway at the Country Club Road intersection and stop on the North side of the road to have a discussion about the challenges of the location. From here the team headed west along Broadway to observe the varying sidewalk conditions.

*CTF Questions, Comments, and Concerns*

- How can we identify communal parking areas that could alleviate this and preserve the buildings?
- I echo the previous statement (above) and am worried about parking flowing into the neighborhood.
- Broadway Village will stay no matter what the outcome of the project is.
- Broadway Village is a great example of how to do infill while addressing land use concerns and keeping the character of the building.

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- While Broadway Village is a great example of vibrancy there is no front-of-the-building parking and there is not enough in the back. If the building expands, parking could become a very big issue. It already spills into the neighborhood.
- (The group encountered Amanuel Gebremariam, owner of Zemam's Ethiopian Cuisine on the north side of Broadway, and asked for his thoughts.) The biggest issue with the proposed development is that I do not know what the future holds right now. I want to expand my restaurant and make improvements but I don't want to do that if the building is just going to be taken away with construction.
- Another issue of the proposed development is the businesses that are failing and just sticking around waiting for a windfall if their property is taken.
- Broadway Village used their Planned Area Development (PAD) to utilize existing landscaping such as the Queen Palms and Olive Trees into their design. The palms are a key landscape feature in the corridor and are recognizable.
- The neighborhoods are interested in the disconnect between the north and south side of the road. There is no good way to cross this section of Broadway near Country Club. Getting across the street in the time allotted pedestrians is challenging. Vehicles trying to turn onto Broadway are competing with the same timing to make their turn, and it is stressful on those crossing the street.

#### Summarized Project Team Responses

- Communal parking would require an attitudinal change. It would require a zoning change or PAD to allow for such innovative ideas.
- The Chase Bank building is considered architecturally significant and was designed by a very notable architect [Friedman-Jobusch Architects].
- The Chase Bank was originally Valley National Bank and designed during a time when banks were investing in properties to give them a design statement and set them apart from other buildings.
- The Broadway Podiatry building is also a future eligible building (for historic designation) and features beautiful relief sculpture on the entire front of the building.
- Local access lanes that serve almost as a frontage road separate the buildings from through traffic and provide access to residences and businesses. These roads were done historically and now coming back in favor.

#### *Stop 6: Intersection of Smith and Norton Avenues*

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This brief stop was made to discuss the “permissible envelope” that was created when the 1987 adopted 150’ future alignment was added to the Major Streets and Routes Plan (as Plan R89-05). When the alignment was adopted, it was also decided that placement of the future Right-of-Way would be all on the north side of Broadway. The impact of widening the roadway to 150’ to the north side of Broadway was that most of the properties would need to be fully acquired - also known as ‘full takes.’ Thus, the “permissible envelope” was created by outlining the properties along the north side of the street that would likely be acquired.

In this particular spot, the intersection of Smith and Norton Avenues provides a good vantage point to see the demarcation of where the Right-of-Way line was drawn. All buildings on the north side of the road up to this point were planned as full acquisitions, including the Continental Building.

#### *Stop 7: Smith Avenue near Continental Building*

The Continental Building was designed by a prominent Tucson architect, Nicholas Sakellar, and is one of the first examples in Tucson of an architect using the repetitive nature of pre-cast concrete construction with aesthetic intent, which provides a dramatic rhythm along the street front. The building is very close to the roadway and this proximity will create a challenge when deciding the cross section of the roadway improvements.

#### *Stop 8: Casitas on Broadway*

The Casitas on Broadway incorporated a landscape buffer into the design of the building which provides a small pedestrian trail along the frontage of the building. This stop provided the CTF with the opportunity to think about the character of the pedestrian experience, landscaping, and the use of buildings as a buffer between the future street and adjacent neighborhoods. This property also provides an opportunity to see the physical scale for approximately how far north of the existing roadway would be required to achieve 150’.

#### CTF Questions, Comments, and Concerns

- This is an example of how the landscaping can slow the flow of water and sediment drainage.
- From the perspective of someone who works for Tucson Electric Power, when designing the landscape for the roadway we must make sure that the trees are offset from the overhead lines and provide an appropriate amount of clearance. Specifically, when thinking of Broadway, only the north side of the road will accommodate large trees due to the utility conflicts on the south side.

#### Summarized Project Team Responses

- Be sure to take note that the Right-of-Way is 100 feet away from the sidewalk and is 200 feet away from the building. This will give perspective on the amount of land that could be acquired to build the project.

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- This landscape buffer provides an example water harvesting. The rain water harvested provides the irrigation for the landscaping and helps to clean the water prior to it draining into the soil.
- From the City's perspective landscape maintenance is a money issue.
- We will have to be sure what we design, in terms of landscaping, is affordable and can be maintained easily.
- There is an issue of connectivity between Broadway and the neighborhoods, The neighborhoods are walled off in several places, such as here, which inhibits bicycle and pedestrian access to the road.

*Stop 9: Drive by First Assembly of God Buildings and Discuss Architecture*

This brief stop allowed the CTF to view the First Assembly of God buildings, of which the historic brick structure was built in the early 1950's and is a late Victorian-Romanesque revival. Members of the church come from all over the City to worship. A few months ago, a petition with pages of signatures was submitted to the Task Force, the City of Tucson, and the RTA, requesting that this property be saved from demolition.

*Stop 10: Get off Bus at Fremont Avenue: Walk along Frontage of El Rio Health Center, and Cross Broadway at Park Avenue Utilizing the HAWK Signal*

This stop enabled the CTF to walk along the frontage of a newer building that was built very close to the roadway and comes to the edge of the sidewalk. The group also walked west to Park Avenue, then crossed Broadway utilizing the HAWK pedestrian signal.

*CTF Questions, Comments, and Concerns*

- The El Rio Health Center is very close to the road.
- They rebuilt the buildings on existing frames to circumvent certain regulations.
- There are many houses behind the commercial buildings fronting onto Broadway and there is not a lot of buffer between the houses and the buildings along this stretch of road.
- The road being very close to neighborhoods is prevalent along the stretch between Park Avenue and Tucson Boulevard.
- How do we decide where to put HAWK signals? How do we get the data of unreported accidents?
- You will have to change the landscaping along many areas to provide a crossing.

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- Just because you don't have data about [unreported] accidents on paper doesn't mean they don't occur. Why isn't subjective data, or experiential data, taken into account when making the decision for the placement of HAWK signals?
- Is the consideration of the distance of the crossing taken into account?
- Can we get data for bike boulevards and crossings? (The project team agreed to follow up with this data.)

### Summarized Project Team Responses

- The idea of stopping here at El Rio Health Center is to simulate what would happen if the edge of the street came closer up to the buildings along Broadway. It shows the issues of landscape treatment and sidewalk placement. This also demonstrates an area where we could provide district parking.
- One of the things that we will get into is the effect the loss of buildings could have when they are taken down. Buildings can act as a sound buffer.
- You could also create sound walls, but the RTA and the City have policies regarding when sound walls are supported.
- There are many areas on the Grant Road project where the road gets close to neighborhoods. The challenge is to figure out how to buffer this.
- The issue of landscape treatment and providing crossings is a classic Context Sensitive Solutions conundrum.
- Particular conditions are necessary to have HAWK signals; however, things can be relooked at during the redesign process.
- Challenges with HAWK signals include the coordination with other traffic signals, and wait time. HAWKS are more demand sensitive and are disconnected from the traffic signal progression. You have to consider how HAWKS work with the other signals.
- There are other systems besides HAWK signals as well that provide enhanced crossings: TOUCAN and PELICAN signals are examples of these.
- In terms of the distance it takes to cross, TOUCAN's were originally designed for narrower streets but Grant Road will use them at wider points. This might become a new standard.

*At this point, the Task Force members, project team, and members of the community boarded the bus and headed back to the meeting facility.*

## 6. Roundtable

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Nanci Beizer and Jenn Burdick led a roundtable discussion with the Task Force that recapped the tour of the corridor. Listed below is a summary of the conversation that took place.

CTF Questions, Comments, and Concerns

- The November 8, 2012 meeting and this morning's session (design charrette) made me more aware of the structural design of the buildings; I'm very interested in exploring them more in depth. The comment made by a fellow CTF member at the charrette workshop about congestion being a good thing on the road made me think. Already, previously held opinions that I had are starting to change.
- What is apparent after the tour: access and mobility to businesses and neighborhoods will be a key issue to address. The inability to cross at Treat Street and Broadway leads to safety concerns. If we can functionally design our medians for safety and provide gateway entries to add more distinction (i.e., a sign for the Lost Barrio at Park Ave.), and if we can close streets to allow parking for businesses, that would be key to helping exemplify the assets along the corridor. There are too many driveways and access points to allow for a 5<sup>th</sup> lane (i.e. transit lane) that runs continuously. We need to draw attention to the various districts and highlight them through design aspects.
- My focus during the field trip was paying attention to how the built environment would impact the vision, hearing, mobility, and cognitively challenged individuals. There are opportunities for improvement, people with impairments are negatively impacted by the current conditions; it is not intuitive or safe to get from place to place.
- The focus on the level of traffic in the corridor could misrepresent the situation as people being uninterested in improving it. It is surprising how much traffic there is given how hard it is to use the corridor. There is interest in making improvements.
- The 2010 Census map from the existing conditions report shows a pent up demand for alternative modes of transportation even with poor infrastructure. If we improve the conditions, it would increase the demand or at least capture the current demand.
- The session this morning was good. I learned a lot about how unique Broadway is for the state and region. The Arizona Preservation Foundation added the Broadway Corridor to its list endangered historic places. (The project team will send the link to the CTF.)
- What problem are we trying to solve? Are we trying to spend money to solve a problem that does not exist? Is the problem we are trying to solve to support and enhance businesses?

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- Instead of focusing on “fixing the problem” we should focus on what we want the corridor to look like. If we want to increase business and send more people to the corridor businesses, how do we do that?
- A lot of pedestrians use the alley as walkway because it is not safe to walk along the roadway, so counting pedestrian numbers just on Broadway is not an accurate reflection of the amount of pedestrian activity in the corridor.
- The gentleman from the Ethiopian restaurant [Amanuel Geberariam, owner of Zemam’s] said it all: he wants to expand but cannot because the future of his building is uncertain.
- Another way to look at it is that this project is offering the opportunity to end the uncertainty by creating the certainty that is desired.
- There is also an issue of shared use of lanes now that seems unsafe - for example, motorized wheelchairs using the bike lane because there are no sidewalks.

## 7. Adjourn

Nanci Beizer called meeting to a close at 4:05 p.m.

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Materials provided for this meeting, as well as for other meetings, can be found online on the Broadway Boulevard Citizens Task Force web page at:  
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