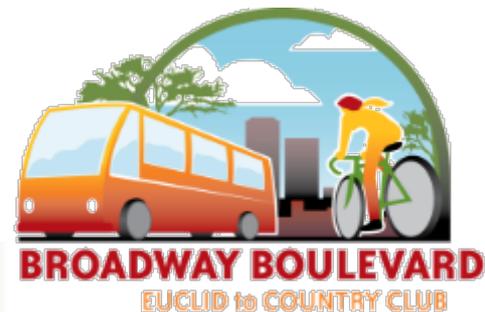


Call to the Audience Guidelines

- 2 Call to the Audience opportunities
- Must fill out participant card
- Participants called in the order cards are received
- 3 minutes allowed per participant
- CTF Facilitator will call on speakers and manage time
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



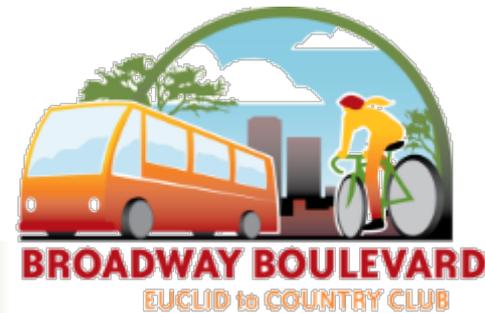


BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB

Meeting Agenda

1. Call to Order/Agenda Review/Announcements *5 min*
2. 1st Call to the Audience *15 min*
3. Distribute/Approval CTF Meeting Summaries 8/22/13, 10/21/13, & 10/24/13 *5 min*
4. Public Input Report (updated spreadsheet for 9/23/2013-11/22/2013) and Reports on Project Presentations & Outreach *10 min*
5. Update and Discussion: Summary of feedback from Stakeholder Agencies regarding CTF's decisions made at the October Charrette *15 min*
6. Presentation and Discussion: Initial Overview of Economic Development White Paper for the Broadway Project Area *60 min*
7. Presentation and Discussion: Initial Information Regarding Parking and Access Management Issues, and the Relation to Roadway Design, Impacts to Properties, and Acquisition *40 min*
8. Progress Update on Current Study and Analysis of Selected Alternatives *15 min*
9. 2nd Call to the Audience *10 min*
10. Next Steps/CTF Roundtable *10 min*
11. Adjourn



Call to the Audience

15 Minutes

Please limit comments to 3 minutes

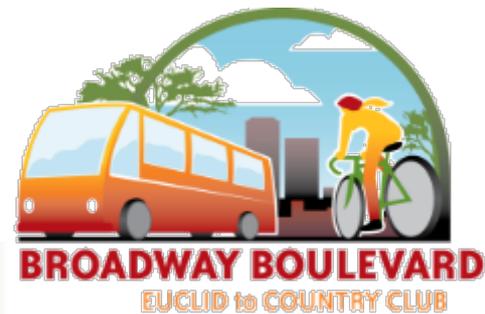
- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



3. Distribute / Approve Meeting Summaries

August 22, October 21, and
October 24, 2013 Meetings

Nanci Beizer



4. Public Input Report

(updated spreadsheet for 9/23/2013-11/22/2013)

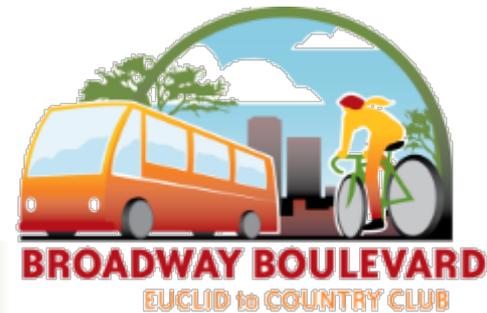
and

Reports on Project Presentations & Outreach

Jenn Toothaker

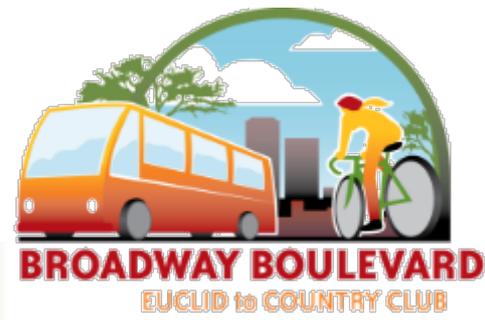
Project Manager, Tucson Department of Transportation

Broadway Task Force



Public Input Report

- Overview of input
- Discussion



Project Presentations and Outreach

- 11/5/13 RTA CART Meeting
- 12/4/13 City Manager Update
- 12/4/13 Old Pueblo Business Association



Discuss Purpose of this Agenda Item

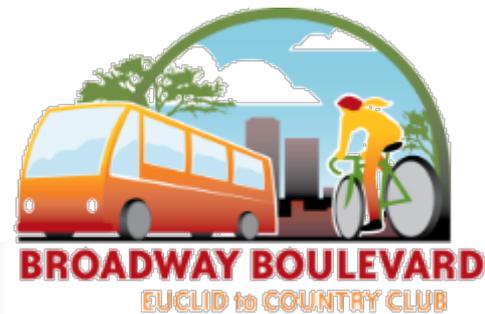
- CTF providing input from your stakeholders
- CTF suggestions of future agenda items based on stakeholder input
- Discussion



5. Update and Discussion: Summary of feedback from Stakeholder Agencies regarding CTF's decisions made at the October Charrette

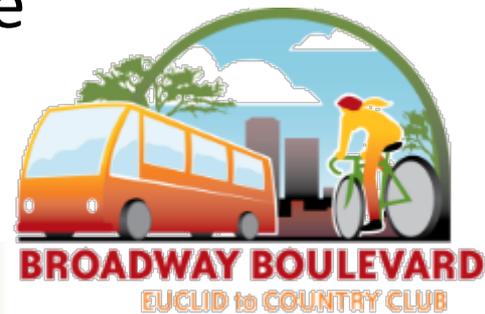
Jenn Toothaker

Project Manager, Tucson Department of Transportation



Next Steps

- Since last CTF meeting
 - City Manager's Meeting
 - RTA CART Meeting
(Wall Street Journal Carpooling Article)
- Future stakeholder agency project updates
 - Mayor and Council
 - Pima County Bond Advisory Committee
 - Pima County Supervisors
 - RTA Technical Management Committee



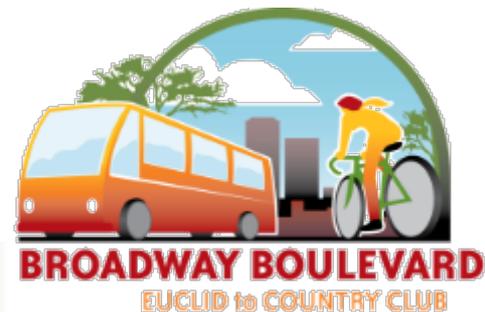
6. Presentation and Discussion: Initial Overview of Economic Development White Paper for the Broadway Project Area

Jason Moody and Ben Sigman
Economic & Planning Systems, Project Team



Presentation Overview

- About Economic & Planning Systems (EPS)
- Economic Development White Paper Overview
- Research to Date
- Discussion – feedback from CTF on our starting point



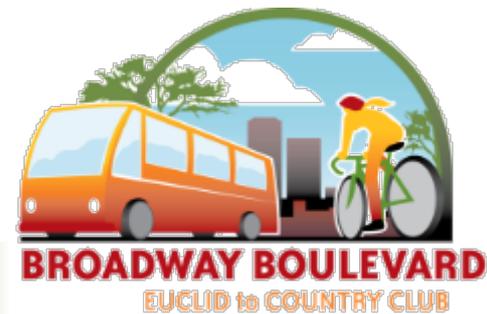
About EPS

- Real Estate Development Feasibility
- Regional Economics
- Reuse and Revitalization Strategy
- Economic and Fiscal Impact Analysis
- Public Infrastructure and Services Financing



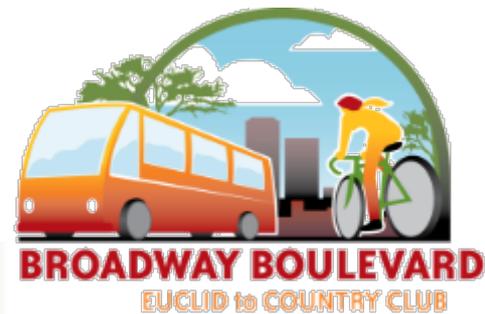
White Paper Scope of Work

- Impacts from Construction
 - ~~Potential Construction-Period Impacts~~
 - Potential Long-Run Impacts
- Potential Corridor Positioning and Revitalization
 - National Trends in Corridor Revitalization
 - Case Studies of Corridor Revitalization
- Broadway Corridor Competitive Landscape
 - Socio-Economic Trends
 - Retail, Office, and Residential Markets



Business Impacts during Construction

- Loss of Access / Parking
- Decreased Traffic
- Impaired Visibility / Loss of Signage
- Temporary Loss of Utilities
- Dust / Noise / Vibration / Visual Impacts
- Property Damage



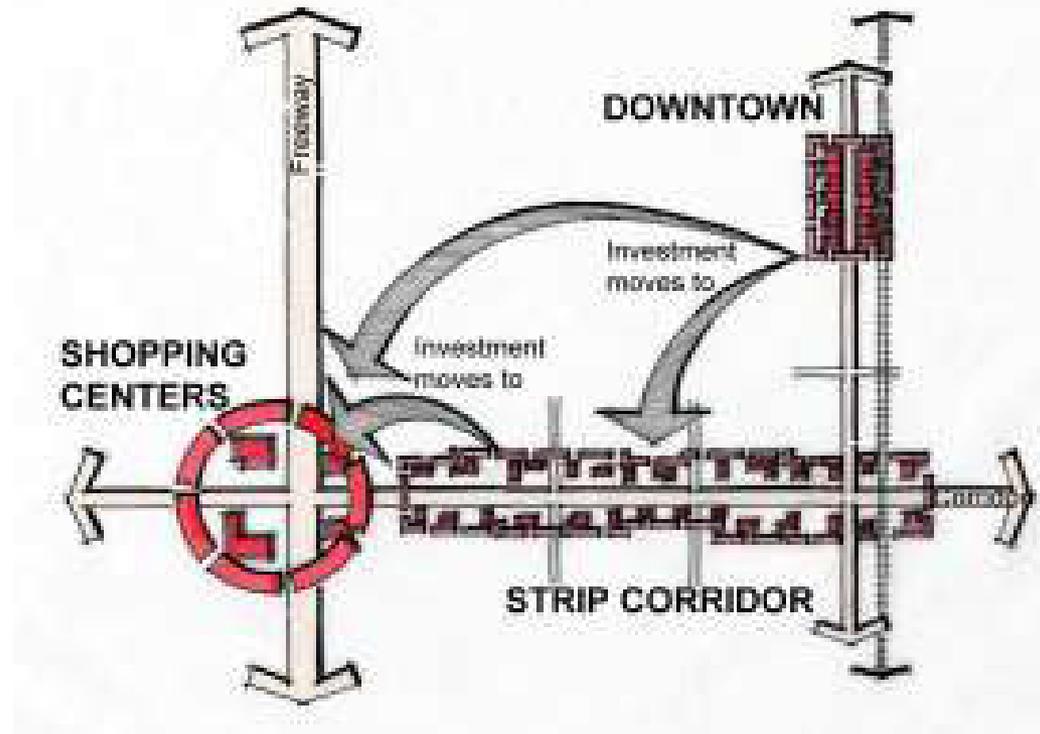
Potential Long-Term Economic Impacts

- Loss of Property / Parking
- Expanded / Improved Access (vehicles, transit, bikes, and pedestrians)
- Improved Streetscape / Aesthetics
- Reuse of Remnant Properties / City-owned properties
- Reinvestment Opportunities



Economic History of Corridors

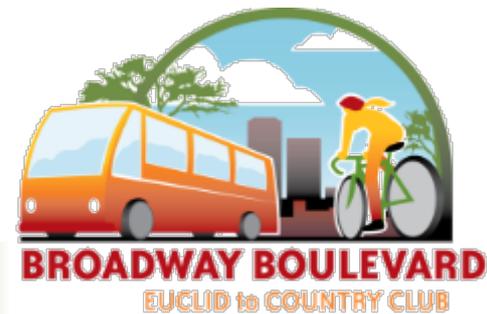
1. Strips drained retail away from traditional downtowns
2. Freeway/arterial clusters then pulled higher-value retail from strips



Source: EPA Smart Growth Program 2010

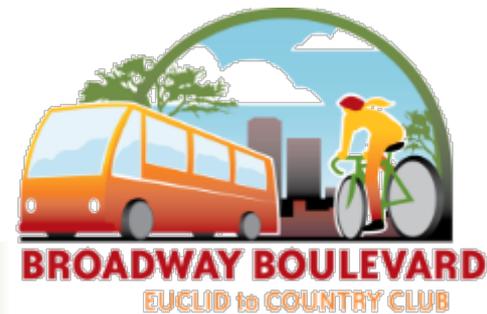
Spectrum of Corridor Revitalization

- Improved Business Retention / Attraction
 - Tenanting
 - Financial (e.g., grants / loans)
 - Regulatory (e.g., parking, height, allowable uses)
 - Marketing (e.g., branding, Sunshine Mile, “buy local”)
- Streetscape Improvements
- Transportation Improvements
- Rehabilitation / Reuse (e.g., historic preservation, façade program)
- Infill Development



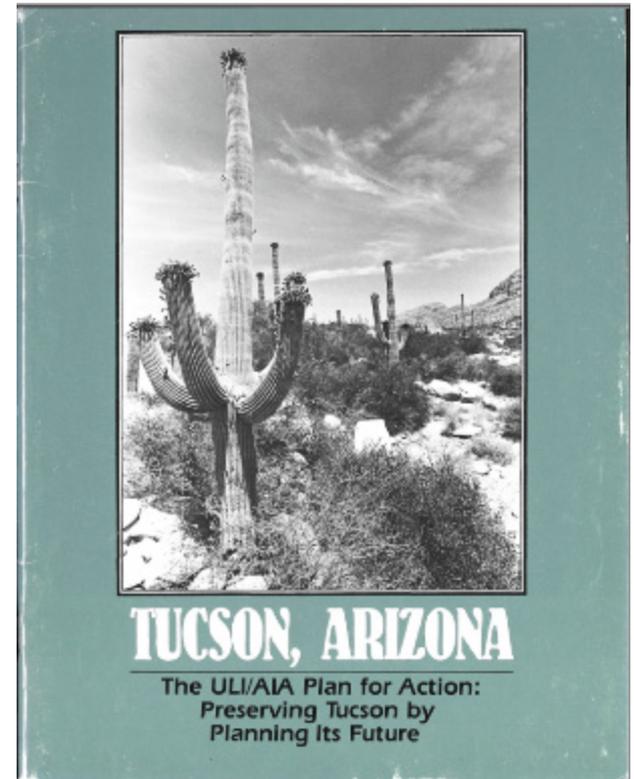
Urban Land Institute (ULI) National Principles for Vibrant Corridors

1. Ignite Leadership and Nurture Partnership
2. Anticipate Evolution
3. Know the Market
4. Prune Back Retail-Zoned Land
5. Establish Pulse Nodes of Development
6. Tame the Traffic
7. Create the Place
8. Diversify the Character
9. Eradicate the Ugliness
10. Put Your Money Where Your Policy Is

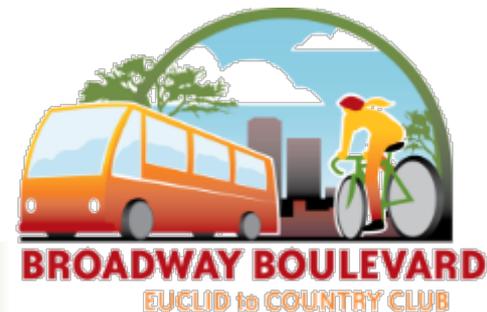


Corridor Revitalization in Tucson

- “Office and higher-density housing should be encouraged along the street to increase the intensity of its use and justify regular transit service.”
- “As strip frontages are redeveloped, a more logical pattern of access, which places large parking areas at the rear, should be insisted upon.”
- “Broadway begs to be a grand ceremonial street lined by tall palms and desert shade trees to encourage walking along its length.”



1984 ULI/AIA Study



Example of Corridor Revitalization

Existing Safeway "Remodel and Addition" Project in Berkeley, California



Urban Setback and Bike Parking



Example of Mixed-Use Redevelopment

Bayshore Town Center - Redevelopment of a 1950s shopping center into a **mixed-use, pedestrian-friendly** town center in Glendale, Wisconsin

- Sense of Place
- Screen Parking

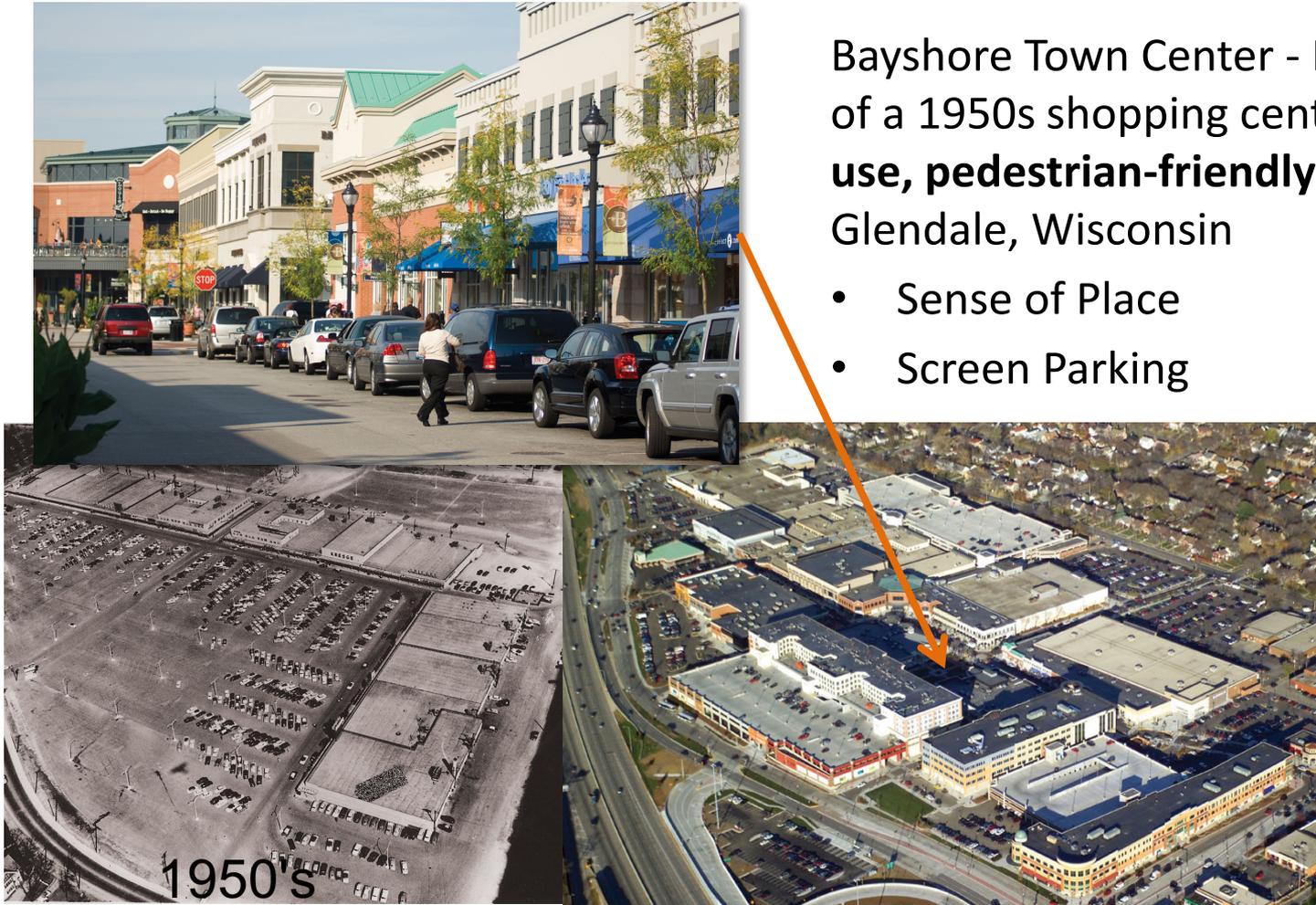


Photo credit: retailremix.com

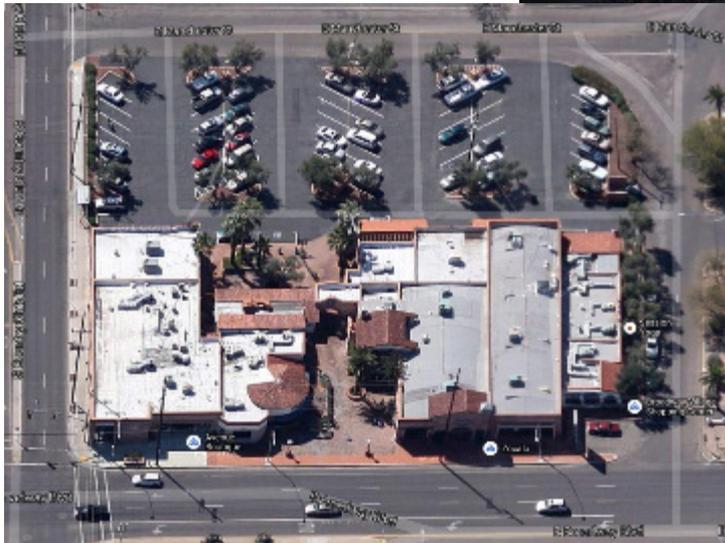
Positive Example from Broadway Corridor

Broadway Village

Broadway & Country Club

Architect: Josias Joesler

Built 1939



BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

Positive Example from Broadway Corridor

1202 Studios

Broadway & Santa Rita

Architect: DesignBuild Collaborative

Built: Original 1988

Redesign 2003

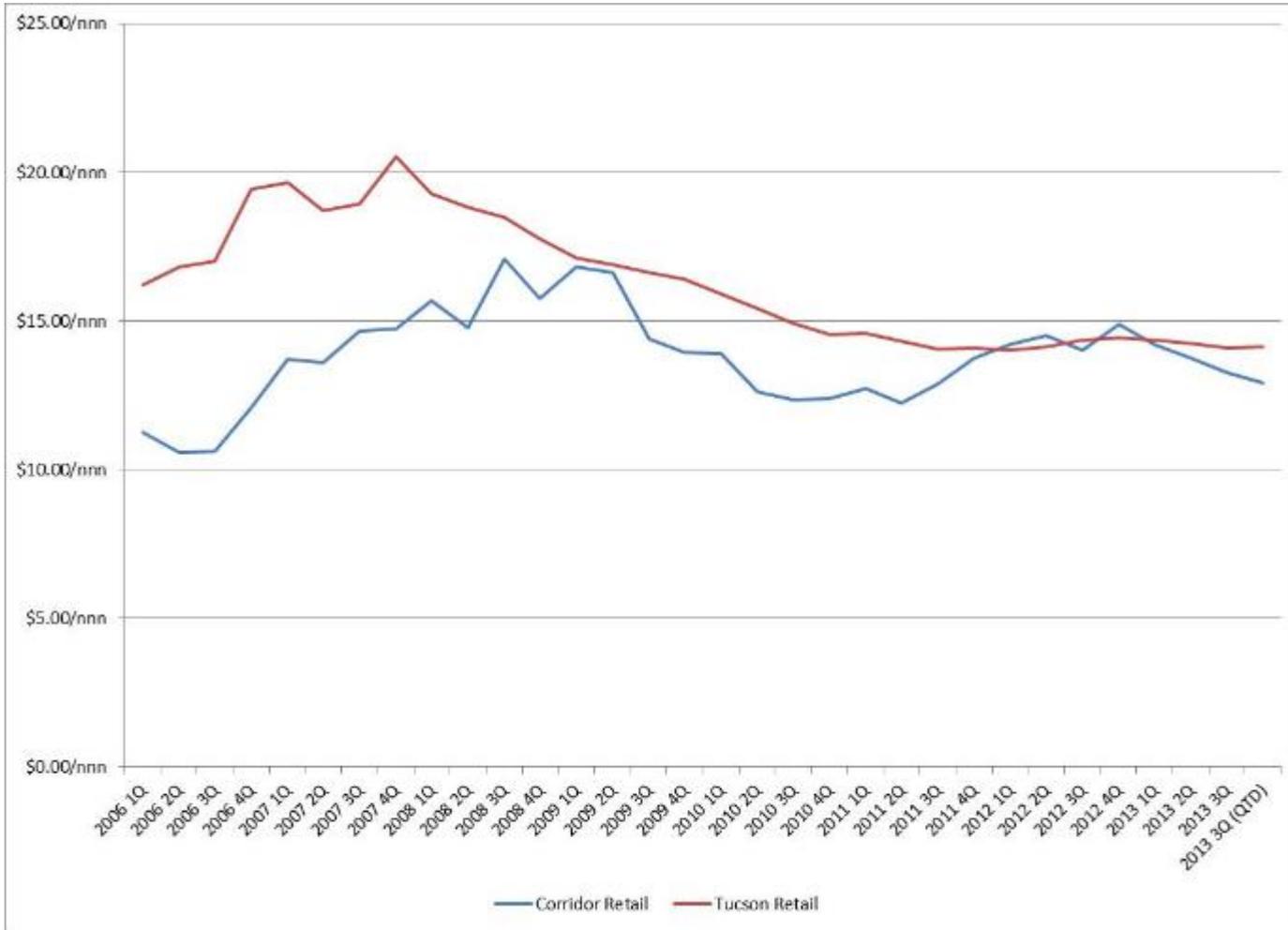


Study Area Existing Conditions

- Over 50% of land acreage is residential
- 4 out of 5 residences are single-family homes
- Commercial uses are concentrated on Broadway
- Many independent retail stores on small lots
- Major retail stores/centers include Safeway and Broadway Village
- There is a diversity of office space dispersed throughout the corridor



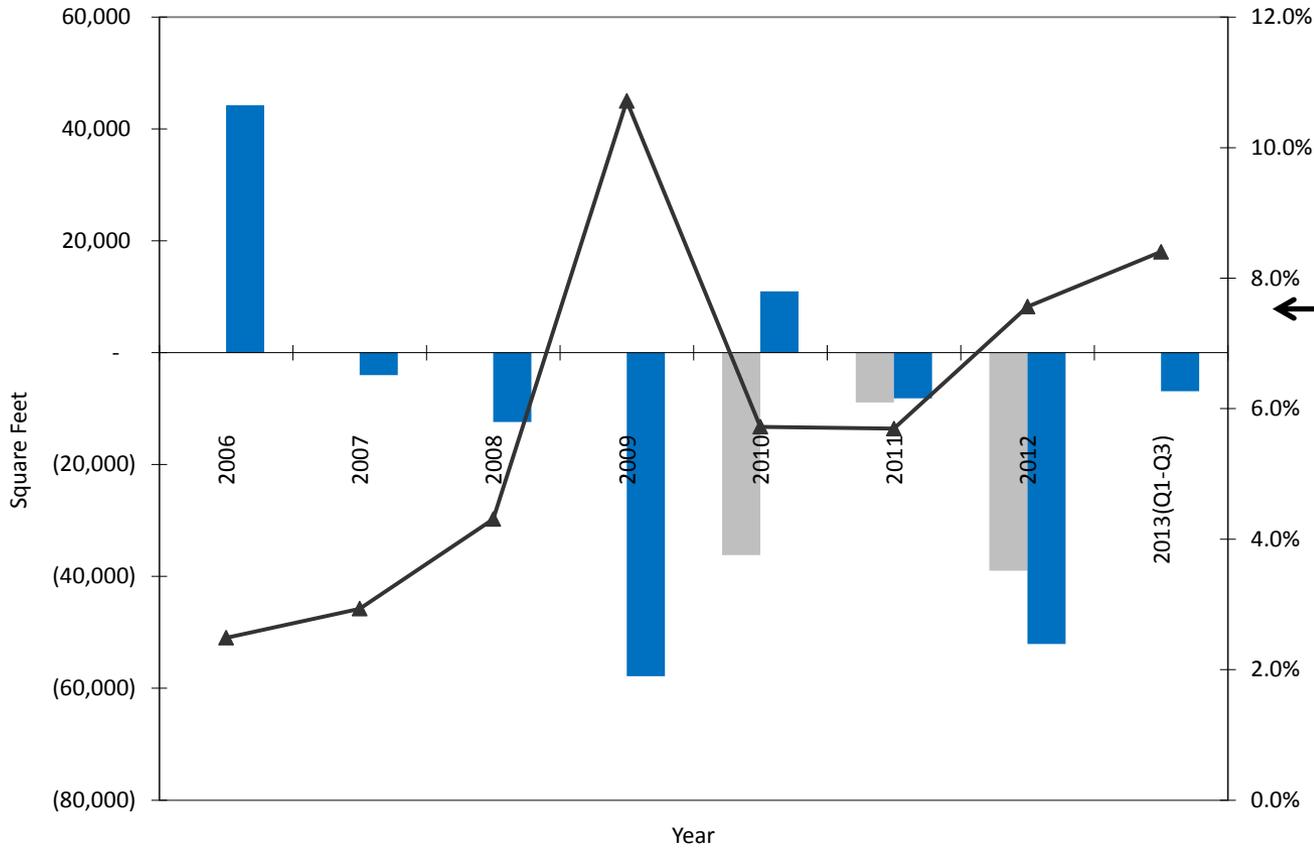
Retail Lease Rate Trend



Source: CoStar Group



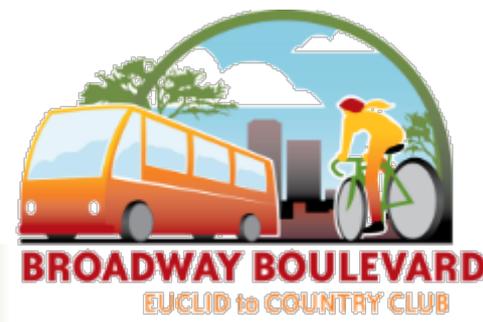
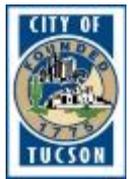
Broadway Corridor Retail Absorption



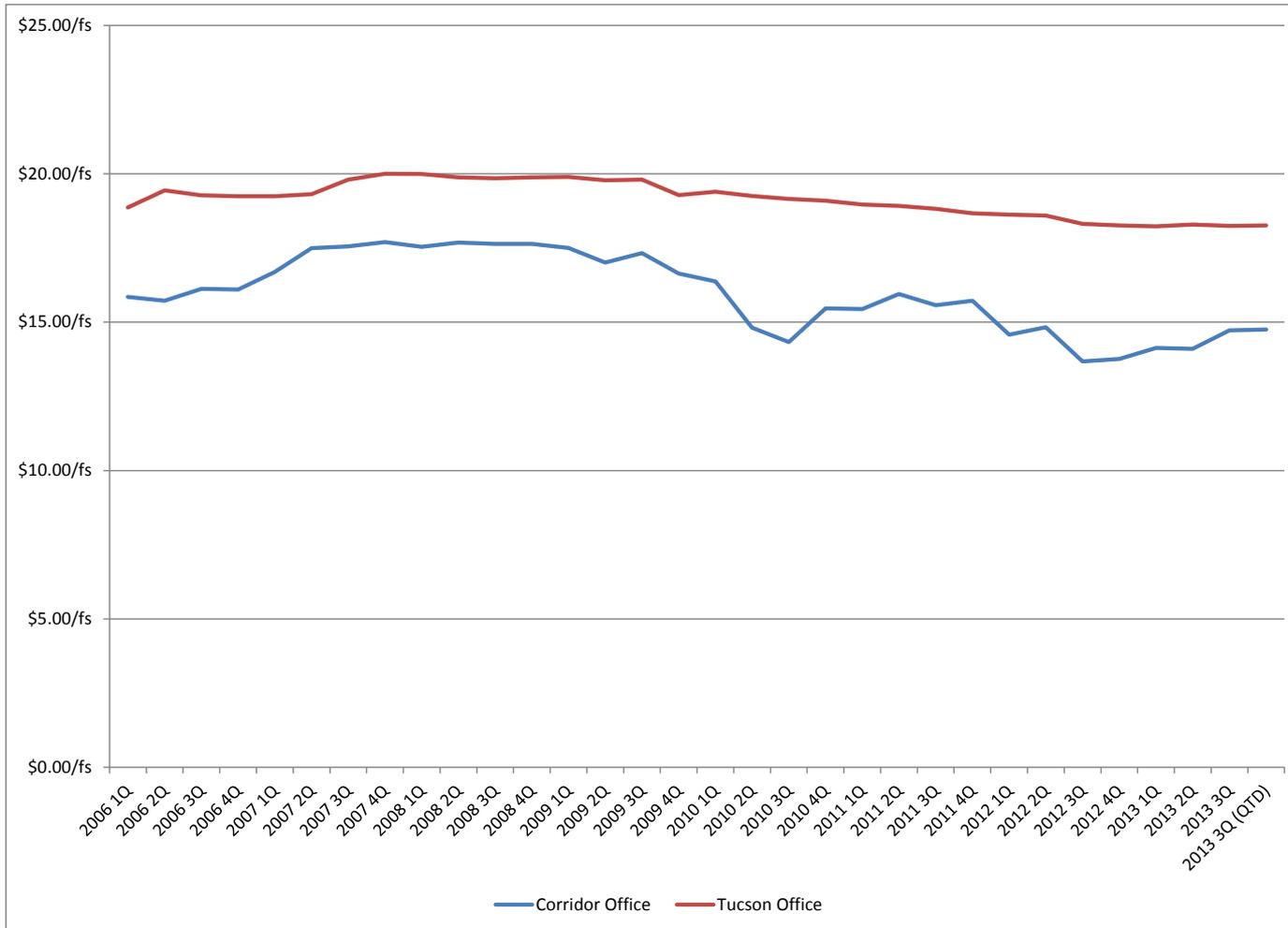
Note: Citywide retail vacancy ~7.5%

Net Deliveries
 Net Absorption
 Vacancy Rate

Source: CoStar Group



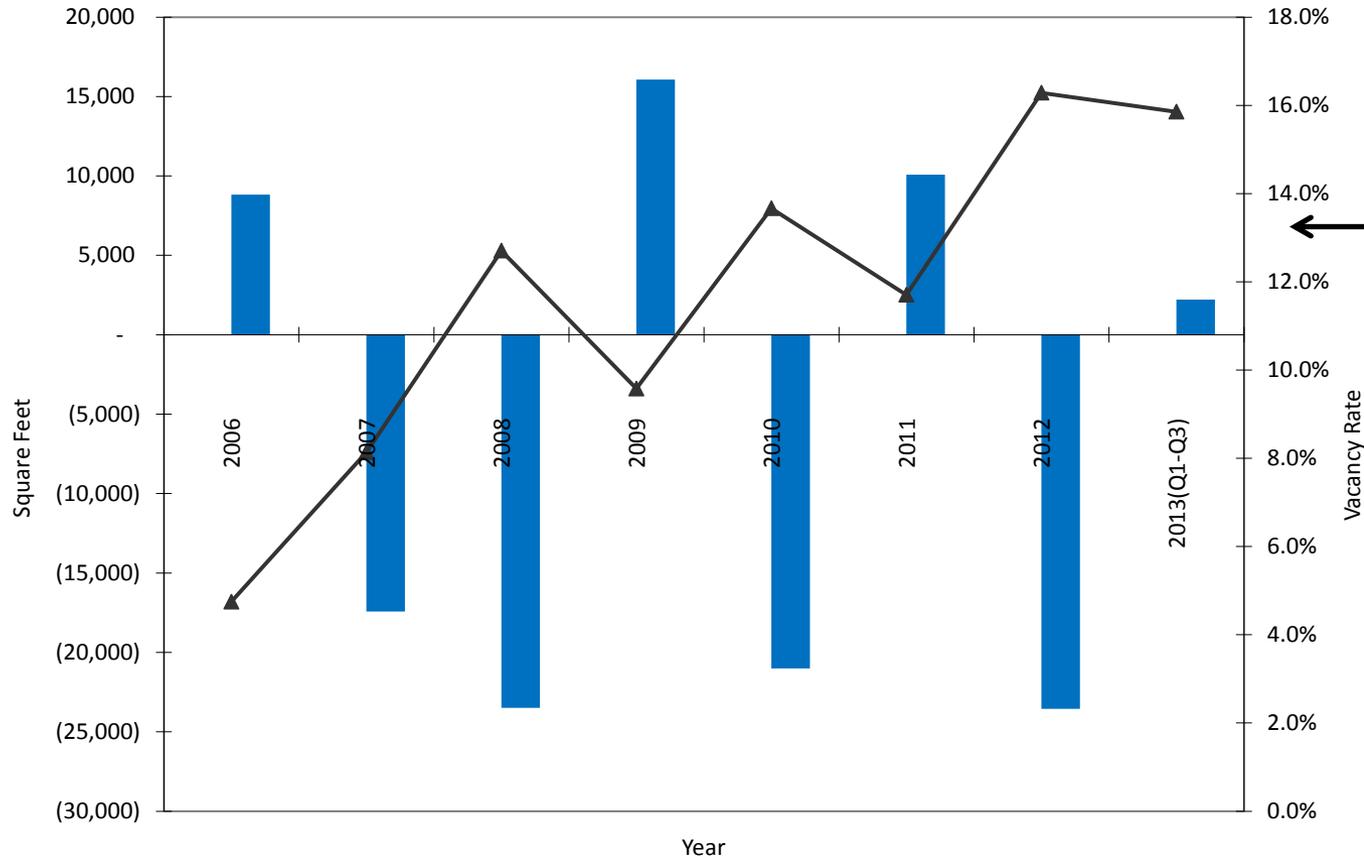
Office Lease Rate Trend



Source: CoStar Group



Broadway Corridor Office Absorption



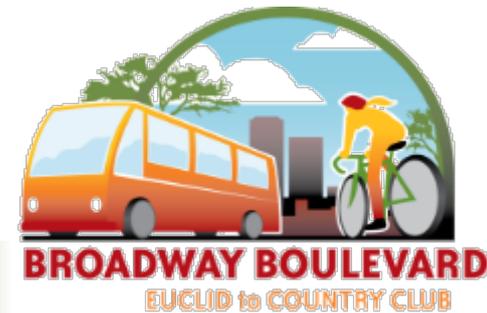
Note:
 Citywide retail
 vacancy ~13.5%

Net Deliveries

Net Absorption

Vacancy Rate

Source: CoStar Group



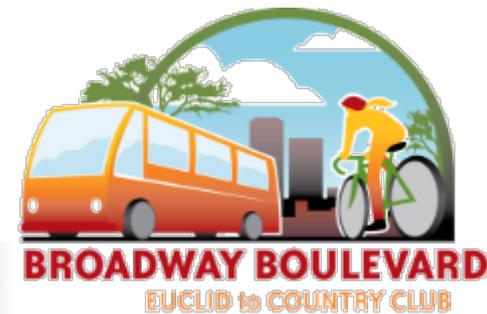
New Apartment Development

- 30 projects completed since 2004 in the Central Submarket Cluster

	Avg Unit Size	Ask Rent/ Unit	Number Of Units	Number Of Stories
Minimum	387	\$730	4	1
Maximum	2,623	\$2,326	300	14
Median	1,051	\$921	21	2

Source: CoStar Group and EPS

- Two 13-story buildings under construction



Economic Development White Paper

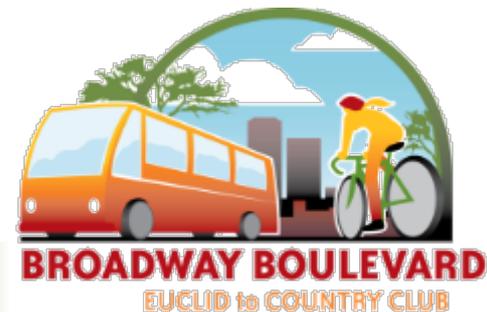
- Discussion



7. Presentation and Discussion: Initial Information Regarding Parking and Access Management Issues, and the Relation to Roadway Design, Impacts to Properties, and Acquisition

Jenn Toothaker

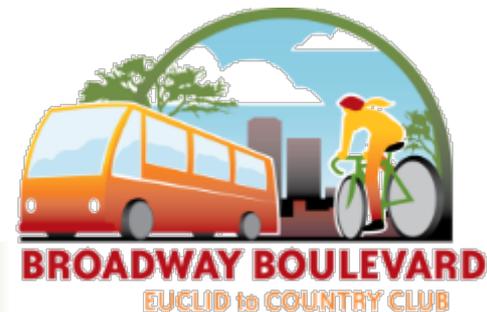
Project Manager, Tucson Department of Transportation



Parking, Access, Acquisition

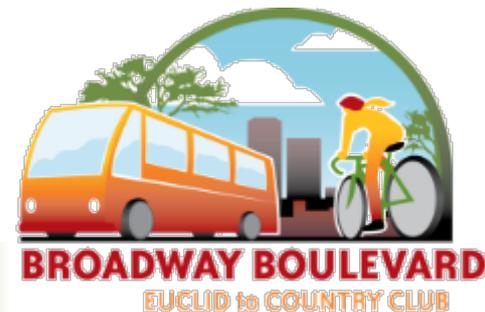
Goal for Tonight's Agenda Item

- Provide a general understanding of issues and relationships of parking, access, and acquisition to prepare the CTF for the coming *Parking Analysis and Opportunities Report*
- Outline for Tonight
 - Goals for Parking and Access
 - Issues Raised
 - CTF Feedback
 - “Basics” of Parking, Access, Acquisition
 - CTF Clarification Questions
 - Opportunities & Constraints and Tools for addressing parking and access
 - CTF Questions and Discussion



Project Goals Related to Parking and Access

- Improve safety, comfort, accessibility for all users
- Improve near and long-term economic vitality
- Minimize negative impacts and costs of potential property acquisition
- Recognize value of historic and significant buildings and sites, and maximize potential for future viability of existing buildings and uses
- Encourage appropriate mix of uses to support neighborhoods, districts
- Protect adjacent neighborhoods and existing businesses
- Balance function as a major street serving multimodal mobility with a stronger retail, service, civic destination
- *(Anything missing?)*



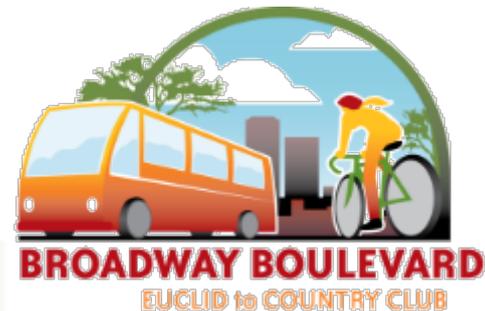
Parking and Access Issues Raised by CTF

Issues

- Street front parking for many properties
- Parking or maneuvering aisles within existing public street for some properties
- Large number of curb cuts is unsafe for all modes
- Existing parking and access conditions in many locations inhibit on-going and potential future use of properties
- Broadway improvements can exacerbate or help to solve parking and access issues
- Unknown property owner and tenant reactions to parking and access impacts

Potential Solutions

- Policy guidance on district parking, shared parking, off-site parking, and reduction of parking requirements
- Bicycle parking as replacement for vehicle parking
- How parking affects protecting historic resources
- Alley access and side street parking options
- *(Anything missing?)*



Basics of Parking

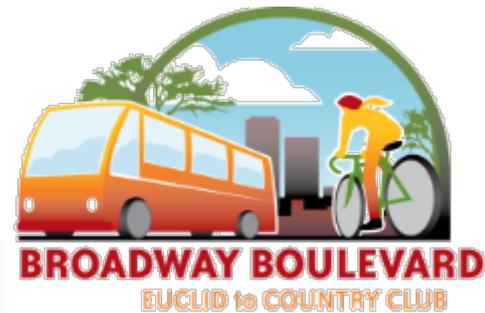
- Zoning and Development Standards
 - Parking minimums by use (goal – provide adequate parking and avoid parking spilling into adjacent neighborhoods)
 - Design requirements for parking
 - Rules for use of alleys for access
 - Does not allow public parking to count towards required minimum
 - Allows for off-site and shared parking with discretionary review
- Developers and businesses may desire more than the minimum parking
- Many buildings and uses along Broadway were built prior to current zoning requirements
 - Some uses are permitted as pre-existing non-conforming uses
 - Others have not gone through approvals process and are non-conforming

Basics of Access

- Access to properties
 - For parking and loading
 - For fire and emergency services
 - For garbage and recycling pick up
- Provided directly from a public right-of-way or through a shared access easement (recorded agreement between private parties)
- Standards set by
 - City access management policies
 - Zoning and development standards

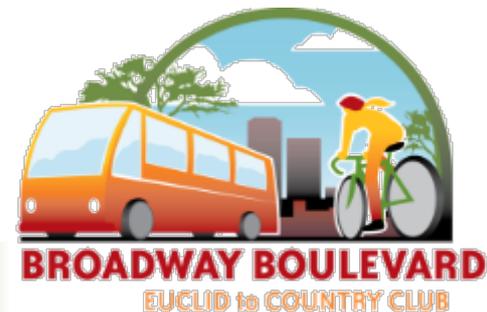
Basics of Property Acquisition

- Must be for public purpose of the project (transportation)
- Valuation includes damages to real estate caused by the project, based on difference in market value of property before and after the project
- Full acquisition typically results from
 - cost of “solving” impacts exceeding the value of the property
 - Impacts result in no viable future use



CTF Clarification Questions

- Is there need for any clarifications of “basics” for parking, access, or acquisition?



Potential Parking and Access “Tools”

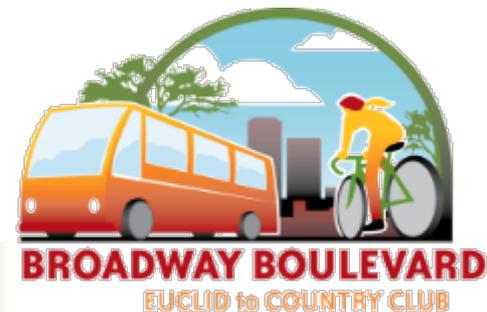
- Alignment
- Access lane and off-site parking
- Public parking
- Policy changes / implementation
- Methods for private individuals and groups to solve parking and access



Potential Parking and Access

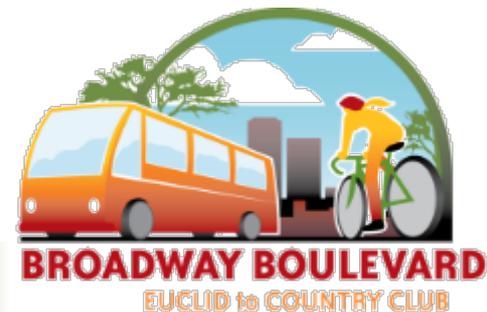
“Constraints & Opportunities”

- Existing parking and access policies do not allow for implementation of some tools
- Design and policy solutions can increase risk of unintended full acquisitions
- Acquisition process, valuation, and extent of each acquisition is independent from the public process of street design, and parking and access policy
- Some solutions are reliant on decisions of individual property owners



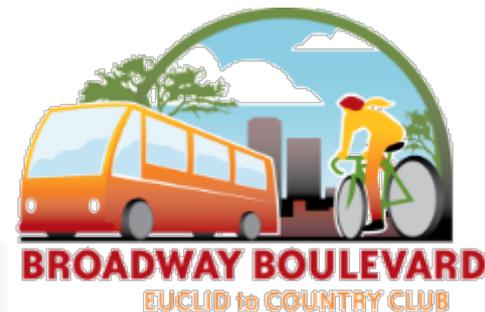
General Approaches to Solutions

- Overall goal design solutions – minimize negative impacts to
 - Private property
 - Buildings
 - Project budget
 - Economic vitality
- Solutions will explore a range of alignments that—
 - Minimize impact to buildings on this side of the street
 - (“protected side”)
 - Risk of potential for partial impacts resulting in full acquisitions
 - Minimize impacts on other side of street (“widened side”)
 - Minimize direct impacts to buildings
 - Maximize potential for future use of remaining buildings and land area



Next Steps

- Initial discussions with property and business owners regarding acceptance of potential solutions
- Finish preparing Parking “Diagnostic” Report
 - Existing Conditions
 - Zoning and Design Standards
 - Existing conditions block-by-block assessment
 - Refinement of potential design and policy solutions and “risk” assessment
 - Recommendations
 - Block-by-block options
 - Potential for parking and access overlay zoning
 - Potential role for ParkWise
- Test application of design solutions in Design Concepts that are being developed

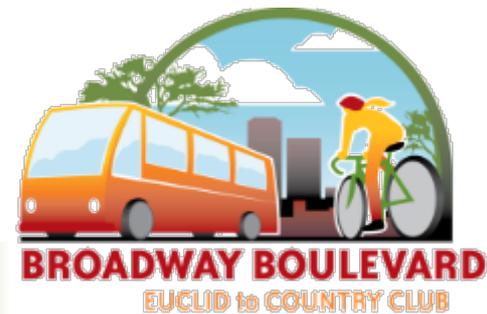


8. Progress Update on Current Study and Analysis of Selected Alternatives

Jenn Toothaker

Project Manager, Tucson Department of Transportation

Other Project Team Members as needed



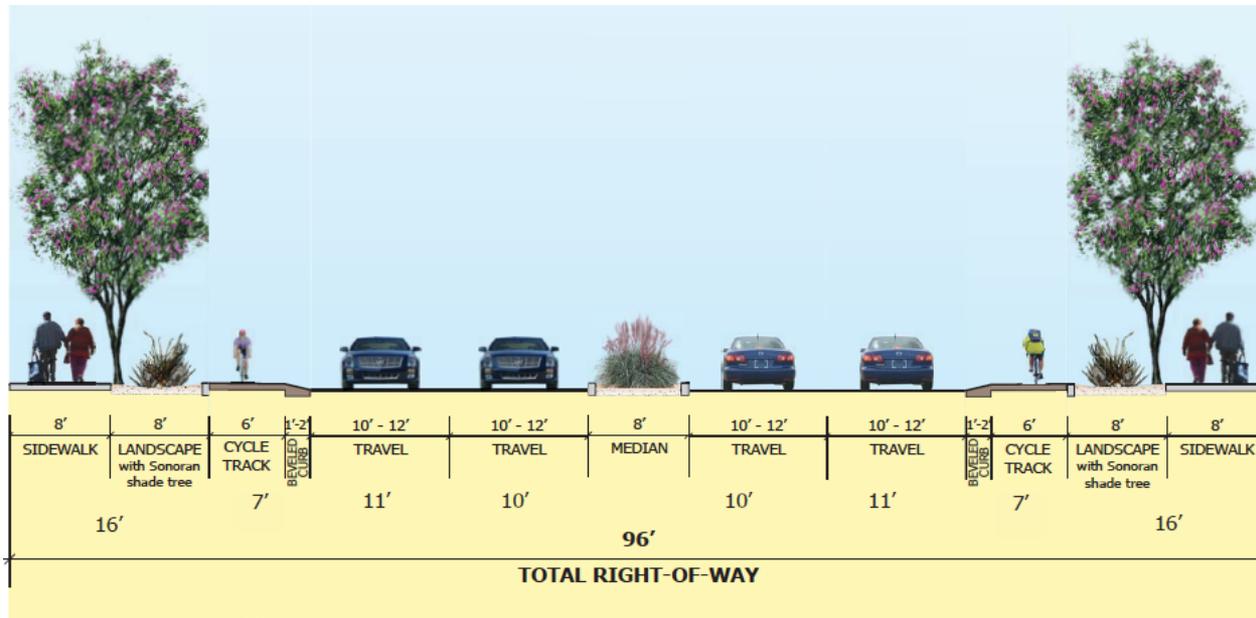
Update on Development and Analysis of Design Concepts

- Base cross sections have been refined
- Parking and access design options and assessment under development
- VISSIM traffic simulations being developed
- Detailed design concept alignment work starting this week



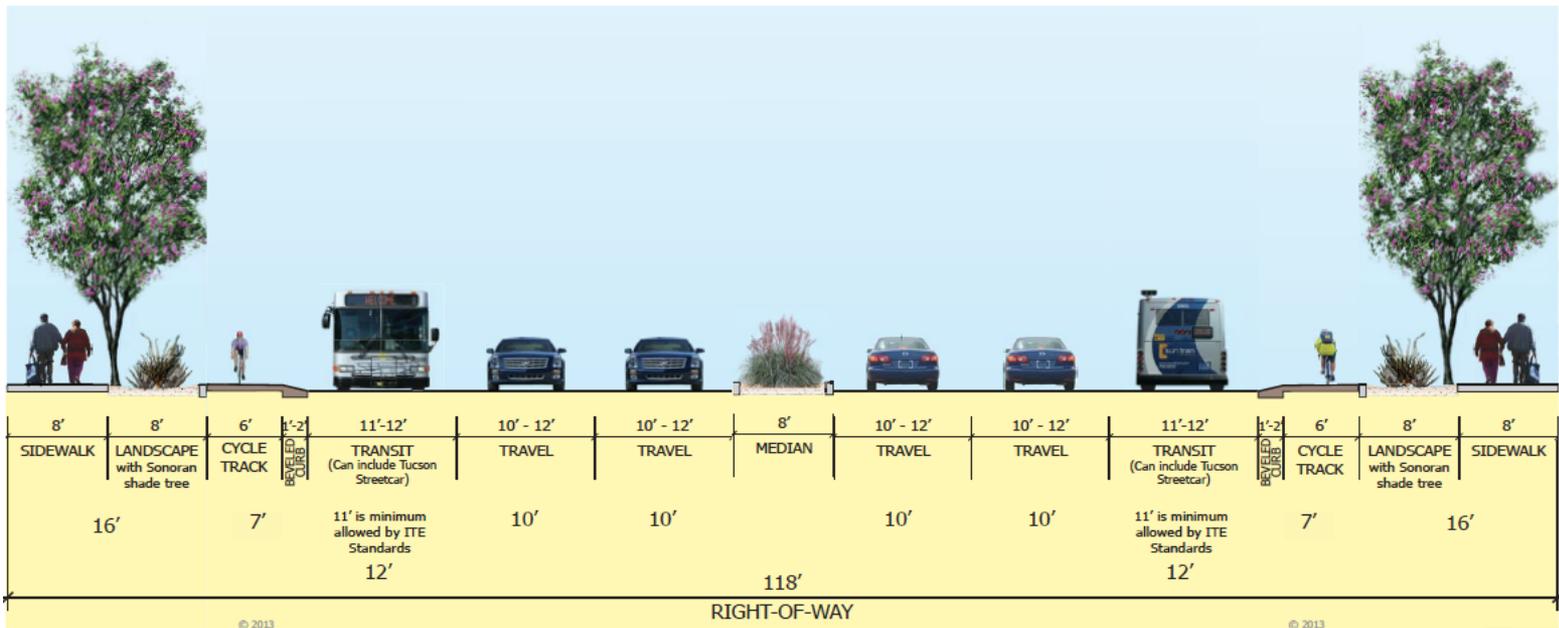
Base Cross Sections

- 4 Lanes
 - 96' R.O.W. previous options 98' & 114'



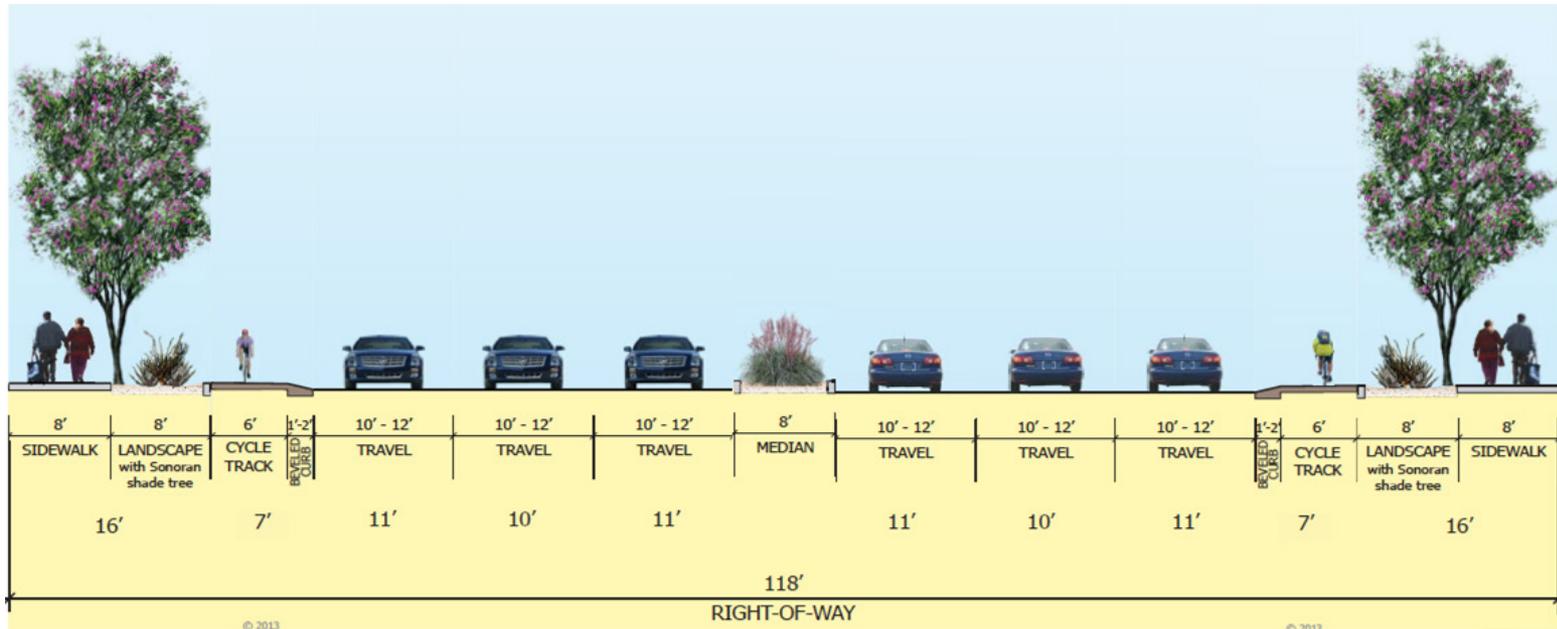
Base Cross Sections

- 4+2T Lanes Options
 - 118' R.O.W. previous options 124' & 152'
 - Transit either in center or outside lanes



Base Cross Sections

- 6 Lanes
 - 118' R.O.W. previous options 120' & 152'
 - Curb-to-curb dimension same as 4+2T Options

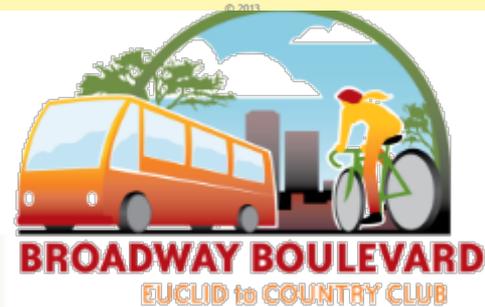
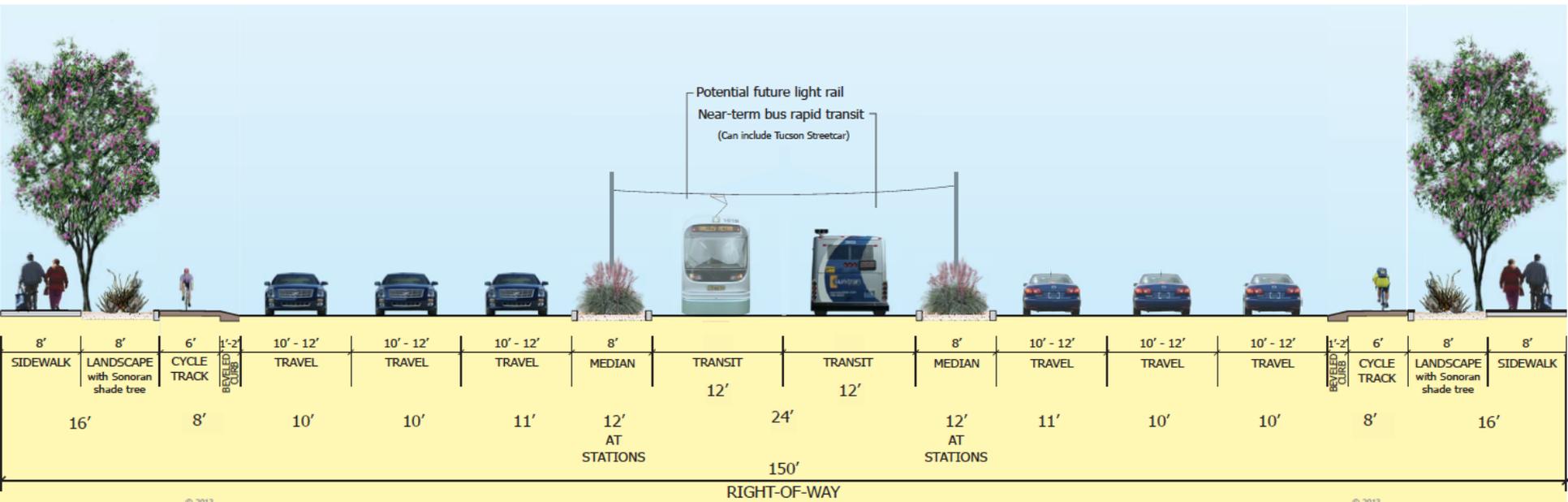


Base Cross Sections

- 6+2T Lanes Options

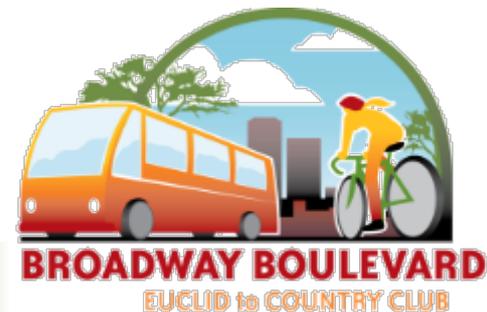
- 150' R.O.W. previous options 146' & 154'

- Center running BRT/light rail or side running BRT/streetcar



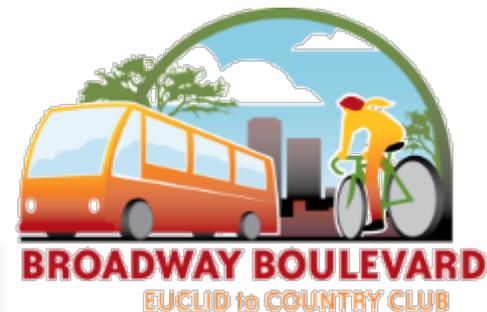
Proposal for CTF Meetings through February 2014

- **January CTF Study Session Meeting #22 (Thurs. 23rd)**
 - Historic/significant building presentation – Demion Clinco and Jonathan Mabry or Jennifer Levstik
 - Local Business Support presentation – Local First and Camila Bekat or Andrew Squire
 - Economic Development White Paper – Jason Moody or Ben Sigman
 - Volvo Site / Gateway Redevelopment Opportunity Study – **Nicole Ewing Gavin or Rebecca Ruopp**
 - Update on Design Concept Alternatives – Project Team



Proposal for CTF Meetings through February 2014

- **February CTF Charrette (Tues. 4th and Thurs. 6th)**
 - 1st CTF Action Meeting #23
 - Universal Design for Broadway – presenters TBD
 - Phoenix/Tempe/Mesa Light Rail Implementation – presenters TBD
 - Review of *Parking Analysis and Opportunities Report*
 - Discussion of Street Design Concept Alternatives
 - 2nd CTF Action Meeting #24
 - Response and discussion of CTF input on Design Concept Alternatives
 - CTF working session to develop Design Concept Alternatives for further design development and analysis



Project Framework through to CTF Recommended Design Concept

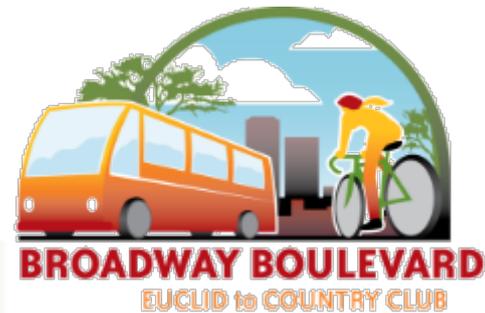
Meeting Descriptions	Potential Revised Schedule
<i>No CTF meetings anticipated. Technical work completed by project team to prepare and assess initial Street Design Concepts</i>	<i>Feb. and Early-March 2014</i>
CTF Meeting (Action Mtg.) – Street Design Concept Alternatives, direction on refinements; discuss potential public meeting #4 format	Mid-March, 2014 #25
<i>Design refinements and analysis; prepare for Stakeholder Review; begin preparing for public meeting #4</i>	<i>March and April 2014</i>
Stakeholder Agency Review	Late-April 2014 #3
CTF Meeting (Action Mtg.) – Finalize design refinements and analysis for public presentation	Early May, 2014 #26
Public Meeting #4 – Cross section, alignment, and corridor development concepts; performance evaluation; and preferred design approach.	Mid-May 2014
CTF Meeting (Action Mtg.) – Public Input and Street Design and Corridor Development Concept	Early June, 2014 #27
CTF Charrette #4 – CTF Draft Recommended Street Design and Corridor Development Concept	Mid-June, 2014 #28 and #29
<i>No CTF meetings. Technical work to detail and evaluate draft recommended concept</i>	<i>July and August 2014</i>
CTF Meeting (Action Mtg.) – CTF Draft Recommended Street Design and Corridor Development Concept Evaluation	Late August, 2014 #30
Stakeholder Agency Review	September 2014 #4
CTF Meeting (Action Mtg.) – Finalize CTF Draft Recommended Street Design and Corridor Development Concept Evaluation for public presentation	Early Oct., 2014 #31
Public Meeting #5 – Draft Recommended Street Design and Corridor Development Concept Evaluation	Late Oct. 2014
CTF Charrette #5 – Determine CTF Recommended Design Concept	Nov. 2014 #32 and #33
CTF Meeting (Action Mtg.) – Finalize CTF Recommended Broadway Design Concept	Early Dec. 2014
Mayor and Council Hearing – Action on CTF Recommended Broadway Design Concept	Late Dec. 2014 or Early Jan. 2015

Call to the Audience

10 Minutes

Please limit comments to 3 minutes

- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



Next Steps/Roundtable

Jenn Toothaker

- Next CTF Meeting: **Thursday, Jan. 23rd 2014**
5:30-8:30 p.m., **Location TBD**
- Proposed Study Session Agenda
 - Welcome/Agenda Review
 - Historic/significant building presentation
 - Local Business Support presentation
 - Economic Development White Paper
 - Volvo Site / Gateway Redevelopment Opportunity Study
 - Update on Design Concept Alternatives
 - Call to the Audience
 - Next Steps/Roundtable



Thank You for Coming – Please Stay in Touch!

Broadway: Euclid to Country Club

Web: www.tucsonaz.gov/broadway

Email: broadway@tucsonaz.gov

Info Line: 520.622.0815

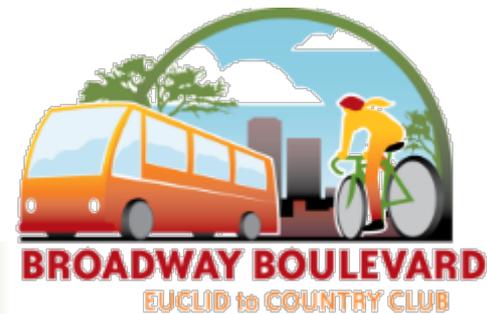
RTA Plan

www.rtamobility.com



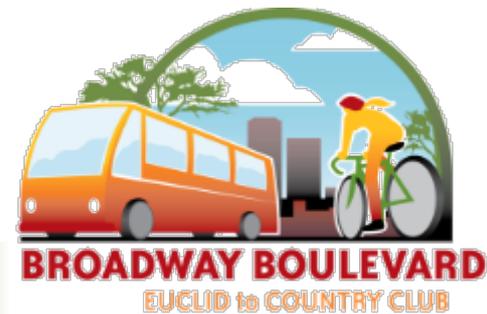
DETAILED SLIDES FOLLOW

- Can be used for Q&A and for more detailed discussion as time permits



Parking and Access Policy Details

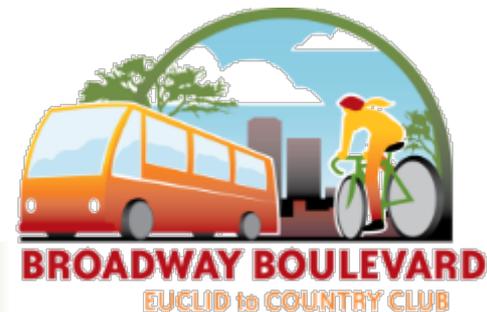
- Alley access for parking and loading of non-residential uses not allowed when residential zoning is also along alley
- Various dimensional, setback, landscape, and other parking design requirements



Offsite Parking Policy Details

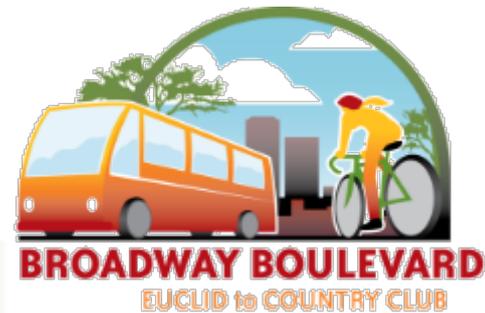
- Offsite parking within 600' of parcel
- Must have a documented agreement and verification of availability for use, such as a shared parking agreement between property owners
- Cannot use a residentially-zone parcel for non-residential parking
- Must meet applicable standards and codes for design and access

Uniform Development Code Section 7.4.6.B.1



Access Management Policy Details

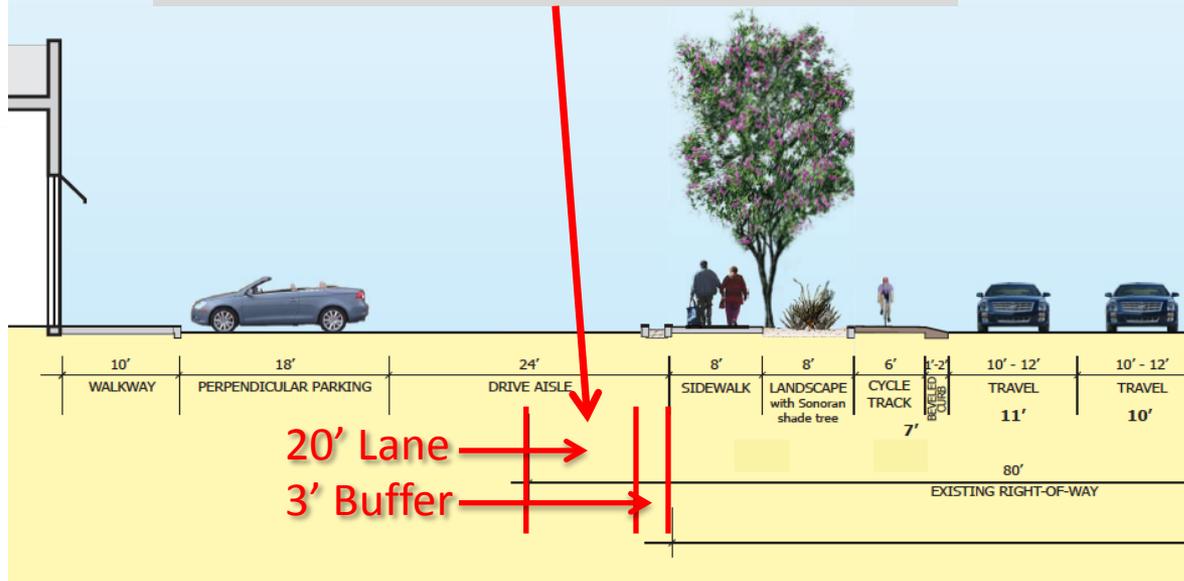
- Per City Ordinance 9823 (revised December 2011)
 - No more than two entrances per 300' roadway segment
 - 150' from signalized intersection
 - No direct access to residential parcels
 - Cross-access agreements encouraged to limit access points
 - Local access lanes suggested for multiple parcels
- Flexibility unknown at this point but possible if generally accepted safety and functional standards are satisfied



Potential Solutions Detail

- Provide public access with no impact to parking and minimal impact to access
 - Results in potential for more impact to other side of street

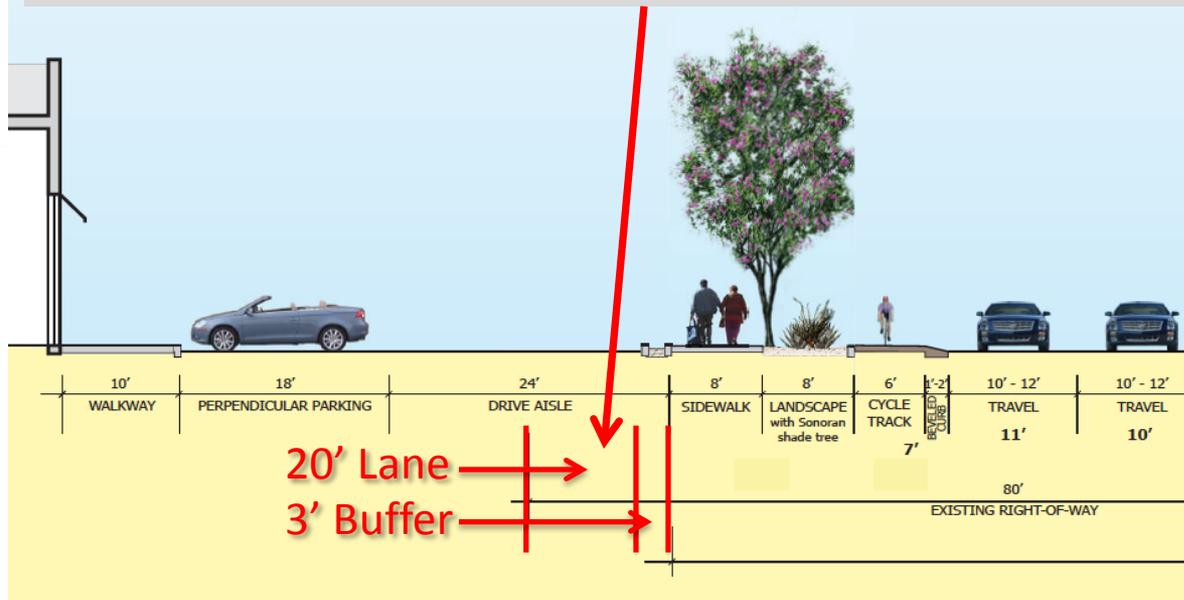
Provide access to all properties with a 20' minimum access/fire lane; generally will add 23' to the standard street cross section alternative



Potential Solutions Detail

- Provide access with minimal impact to parking and access
 - Requires private shared access agreement in most cases
 - Shared access increases potential for full acquisitions on “protected” side of the street
 - Can reduce impact to other side of street

Provide shared access to all properties with a 20' minimum access/fire lane; depending on existing conditions addition to right of way can range from none to 23'

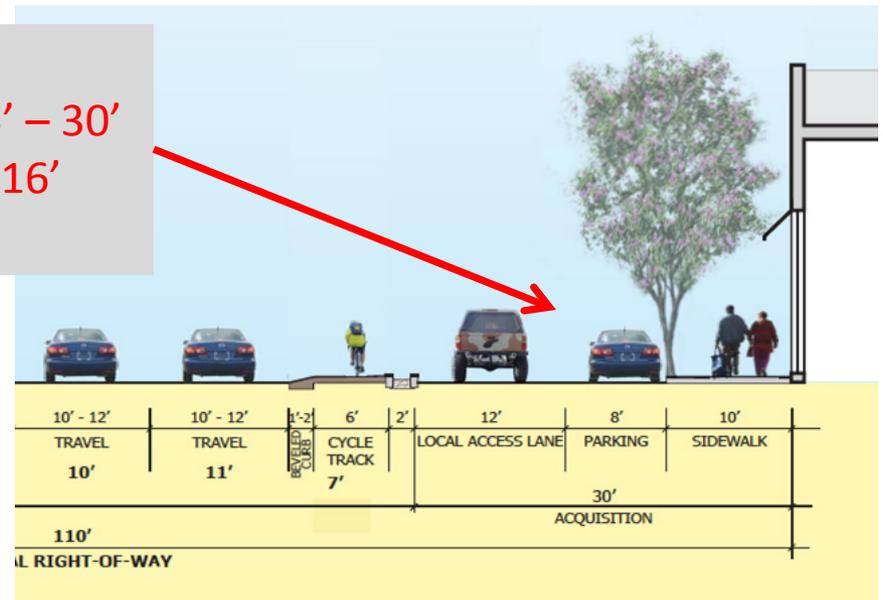


Potential Solutions Detail

- Provide pedestrian circulation, parking, and access/fire lane starting from building front
 - Requires acquisition on “protected” side of street
 - Minimizes impact to the other side of the street
 - Makes parking in front of buildings public
 - Requires zoning change to allow public parking to satisfy parking requirements
 - Risks full acquisitions on “protected” side of street if public parking is not acceptable to property owners

Depending on location:

- Additional acquisition varies from 15' – 30'
- Right of way change can vary from 16' reduction to 16' addition



Potential Solutions Detail

- Where opportunity exists, use property already owned by City to provide shared private or public parking
 - Timing issue of City having ownership before acquisition negotiations
 - Depending on location of City owned property can require shared parking and access agreements between private owners
 - If parking is not privately owned will require zoning overlay to allow public parking to satisfy parking requirements
 - Remote/shared parking can reduce value of property

