



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

March 6, 2014

5:30 p.m.

Public Works Building, 201 N. Stone Ave, Basement Conference Room
 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. Call to Order/Agenda Review/Announcements

The meeting was called to order by Meeting Facilitator, Nanci Biezer. A quorum was established, a brief overview of the three remaining meetings for Charrette #3 was made by the project team, handouts were distributed to the Task Force with supplemental information, and the agenda for the meeting was reviewed by Nanci Biezer.

Citizen Task Force Members

Present	Absent
Bob Belman Michael Butterbrodt Dale Calvert Mary Durham-Pflibsen Anthony R. DiGrazia Colby Henley	Jon Howe Joseph Maher Jr. Naomi Mclsaac Shirley Papuga Diane Robles Jamey Sumner Bruce Fairchild

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2. First Call to the Audience

Four members of the public filled out speakers cards and were called on to address the Task Force:

Margot Garcia

"Ok well we have gathered together at a new location. As you the task force, face a difficult job of improving a small part of a large and dispersed transportation system. I and many other citizens of this community thank you for your time your energy your thought and caring as you make your recommendations. One of the fundamental questions that you started out with many months ago was the issue of functionality. You were told that the project needed to maintain the functionality of Broadway and you were given the task of defining functionality. Now as you face maps and performance criteria, buildings that are the businesses of your friends and acquaintances, as well as what are of historic significance and that were the dreams of their designers, you will be defining functionality by your actions. I want to help you focus on that word and of that concept, in a mindful fashion.

Functionality has to do with how a street fulfills its role within a transportation network. What is its function? It is to provide a place, a context where people and goods can move from one place to another. People can use many forms of transportation. They can walk and carry goods; they can bicycle while also carrying goods. Pictures from other countries show bicycles piled high with cages of live chickens or pulling small trailers' with children or a week's worth of groceries. People without access to a car unable to walk or bicycle use mass transportation such as busses and streetcars for local trips and rapid transit and light rail for longer trips (Rapid Bus Transit). We have cars and trucks and people carrying goods around as well, but the streets are also part of a fabric of the built community; the stores, the houses, the restaurants, the office buildings, the medical facilities, the dentist office, and the veterinarian services for our companion animals, those buildings create a sense of the place where we live.

If roadways are simply corridors to move people and goods from one place to another, they are transportation sewers. This is not Broadway. Broadway Boulevard from Euclid to Country Club, is a place in an urban setting. It is the sunshine mile surrounded by vibrant neighborhoods of historic importance (Rincon Heights, Sam Hughes, Broadmoor, El Encanto, Miles, Barrio Anita, Colonia Solana and Arroyo Chico and more). The people who live in these houses and apartments already live with the noise and the traffic of the existing four lanes. One can cross Campbell at eight lanes of hot asphalt and support the convenience of a walk to get sushi, pizza or a tamale for dinner or a snack or buy a present at any one of the stores with great options.

The VISSIM model showed on February 25th demonstrated one aspect of functionality, cars and trucks, it tried to include pedestrians, bicyclists and busses in its display about how people move through the two miles and it had to make

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assumptions about how many vehicles and people would start the journey, it didn't have any people leaving Broadway turning into the neighborhoods off of the major arterials that cross Broadway. Importantly it showed that the six lanes plus two did not improve the traffic flow over the six lanes. By just removing 900 vehicles, the four lanes would work as well as the six lanes. Those are important pieces of information that give some parameters for the question of how traffic flows through the stretch of the roadway. To summarize, I hope that you would think about and define the functionality of Broadway as a place where vehicles are part of the definition and that it recognizes that a street functions as part of the built environment that is populated by people who also get around on foot, bicycle and by bus. Thank you."

Marc Fink

"Good evening, nice to see you again, it's been a long time. I want to talk to you about visual quality. The reason why I want to talk about it even though it's just one performance measure, I think visual quality has an importance greater than several of the others because visual quality is part of what helps create a sense of place. In an urban environment sense of place is very much tied to the importance of the built environment and I think that we need to provide opportunities for this.

I would like to talk about giving you a different perspective from what you were provided with, with visual quality. This is based on looking at other designers and reading some of the other stuff from Reeve Ewing and all. One, I would say that in terms of how a street feels it is very much the built environment, the buildings and how the buildings enclose the trees (much more so than I would say with street trees). A lot of designers talk about a ratio between building height and street width. Walking home the other night just past Maynards, past the parking lot with two rows of trees, you didn't feel enclosed it still felt very open so I think that this is very important. It is not to say that street trees and street furniture aren't important, but I don't think they are the most important thing. I would say how you design your street for buildings and how that functions, is probably the most important thing because that is why people are going to be on the street particularly in an urban environment. This importance goes beyond just historic and significant buildings. If you had a new area you are not going to have historic and significant buildings, but you are still going to create a pleasing architectural environment that people feel comfortable with and that provides interest and such. If you look at the definitions that are in the workbook a place that either doesn't have historic buildings and that doesn't have a lot of outdoor dining (but still serves as a function- which a lot of streets do providing services that other than dining and retail) almost by definition wouldn't be very scenic.

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Second, even a look at the analysis (and I think a big problem is that the analysis equates street trees and/or street furniture with historic and significant buildings). This even ignores the whole aspect of other buildings on the street. In other words, if all things were equal a street with lots of street furniture and no historic buildings would be equal in terms of the calculations that are within your workbook, along with historic buildings and no furniture. I think this doesn't really make a lot of sense and I can provide an example if you are in Spain, a few months ago in Barcelona there is a street called, "A Block of Discord." It's a long street with long blocks and along the street there are three or four great examples of what we call modern use of development. This is a Spanish modern use of the 20th century term, "think Gaudi." In fact, one of his buildings is on there and it's like that really cool stuff, there are not a lot of street trees and the buildings are a lot taller, there's virtually no street furniture, but using this analysis you could replace all of those cool art buildings put up soviet style apartment blocks and add a bunch of street furniture and you would have a visual quality score that is equal or better than what you have now. I think that would make a hard case to make but the Barcelona Tourist Bureau and all the people that actually go there can really get wowed by it.

The third thing that I would like to bring up is that, even with all of this I think that when you look at the calculation and the tables there is really nothing in there that indicates what the numbers mean. I look at it and I don't know what these numbers mean and I don't know how to evaluate the differences. They could be significant or they could be not significant. I think that what would be necessary is to provide the methodology of how this was done and to also provide the documentation. I would love to see where this came from, examples of Reid Ewing book and the other factors that weren't included.

Finally I want to say that you want to have a street with deeper lots, because then you will have more opportunities to create a visually pleasing place. Shallow lots, based on what you have seen that Phil Swaim created (I have known Phil for a long time and I think that he does great work), you notice that in his buildings on his shallow lots were wide and shallow with lots of parking lots, so you end up with a lot fewer businesses on the street and it's a far less pleasing environment. So I think it becomes real important to really look at the visual quality and what it means for the creation of the place. Just one other totally unrelated thing I have, it's hard to hear back there so please be cognizant when you speak. It's really hard to hear because you guys do not have microphones. This would be greatly appreciated. Thank you for your time."

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Laura Tabili

Hi. Thank you for your service, thank you for hearing me out. I am here to talk just about walkability and am probably not going to say anything that most people here haven't experienced themselves. And by the way, I will preface this by saying, walkability means that we have to take for granted that we are going to use universal design, that it is going to be ADA compliant that all of our sidewalks (and none of us know when we might end up in a wheelchair) will have universal design, bottom line. Beyond that I want to talk about some of these performance measures that as a person who walked here and will walk home, that I find don't really add up to my experience.

First of all, I usually walk to the Broadway location, and I walk from my house which is near roughly Highland & Broadway inland. From there of course I walk down there and I walk downtown frequently, and in fact, when I come downtown, I almost always walk. The experiences are really different. Walking on Broadway is pretty unpleasant, but it can be done, right? At least for a person like myself who can see and so on (and not everyone can). When I walk on Broadway there are some behaviors that I used to try to cope with the un-walkability in the hostile environment; while walking to downtown is largely pleasant right? There are continuous sidewalks due to Pie Allen's neighborhoods far sightedness and so on.

Walking on Broadway, one of the things that you can do to try to cope with the exposure to the elements that you encounter is to stick close to the buildings and that is what I do. Certain times of year, there are several reasons for sticking close to the buildings and I think this bears onto the question of whether you want the sidewalks next to the street and the rushing, roaring traffic or whether you would prefer to have the sidewalks closer to the buildings. Walking next to the buildings does a number of things for you. One thing, it takes you further away from the traffic. The second thing, there is often interesting things to look at because you can do window shopping and I seem to recall that window shopping was one of the 57 measures but in fact, it didn't seem to be measured the same way that I measured it. By the way let me just say that as a pedestrian the width of a sidewalk has a lot to do with walkability and that some of these other factors for instance, as I am walking down the street I look into the window of Ingles Flores. The other reason that I like to walk past Ingles Florists is that there is a little foot path there already. Now again, if I was in a wheelchair and John has got to straighten this out about this, I might not be willing to go up to Ingles Florists and back down to the sidewalk. But, in fact as a person who walks, that is what I do. Another thing is that many times of year the sun is low enough whether in June when it's coming from the North or the rest of the time when it's coming from the South, those buildings actually give you a little shade and the asphalt isn't radiating

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so much heat because they have been shaded for at least part of the day by the building. Of course, if there were awnings or something like that on the buildings even more shade would be great and trees would be really great if we had room for them, but please do not knock down any historic buildings to plant a tree for me and for my shade.

I think that is pretty much all that I have to say. The walk downtown is a lot pleasanter because there are continuous sidewalks and the streets are narrow. That is what makes it pleasant. So to end, I think what I want to say is the narrower the street, the better the built environment is preserved and enhanced, and the better for walkability.

3. Updates and Clarifications on Street Design Concept Alternatives and Performance Measure Assessments from Project Team

The project team presented updates and clarifications to the detailed street design concepts and the performance measures for 4-lane and 6-lane plus 2 dedicated transit lanes street design concept alternatives, and the 6-lane right of way alignment alternatives. Listed below is a summary of the conversation that took place during this agenda item.

CTF Questions and Comments with Summarized Project Team Responses (Italicized)

- Can you clarify the performance measure in a manner that they have context so that the public understands.

- As I take a look at Shirley's data, please remember that Broadway Village and Broadmoor Neighborhood are vastly over-represented. There are a huge range of related topics under the performance measure categories that probably lead to the public's confusion. Can we combine some things?
 - In a situation like this, I think a survey is a great way to get responses and elicit information. But I do think that there was a high probability that the public was confused. If we were to distribute it more broadly, could we simplify it to make it easier for the general public to understand?
Yes, we can certainly distill things for broader distribution, similar to the last workshop. We need to think about how we would structure a survey for public at large and the means by which we would distribute it.

- The \$41.7 million figure, can you show the calculation you uses to get to this?

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Yes, you add the capital costs and then subtract the projected property resale value.

- **Something that would be helpful would be to somehow parenthetically include how many structures there are.**

Sure thing, we will include the structures on the handout and provide to you in the near future.

- **How come we are not including the 4+2 transit lane alternative?**

The 6 lane is the same as the 4 + 2 transit lane in terms of the right-of-way width and the potential impacts to buildings and properties.

- **Is the \$42 million number what we have available for acquisition? Are we looking at the net project cost for this application?**

We would like to get the project acquisition cost as close to the original proposed budget of \$42 million as possible.

- **What I was really asking is should we include the recovery amount for the resale of the properties in the overall budget?**

Yes, we have many years until we actually get hard, detailed cost estimates and project property resale figures. The RTA is looking at including the revenue recovered by property resale into their budget process.

- **After the project is completed, what does the landscape look like 10 years later? What kind of turnover is there? To what extent do the property owners do what they want to do? What sort of environment will changing the roadway leave and what kind of environment promotes the most redevelopment?**

This is very variable and dependent on a lot of other things. There is no real good focused answer. EPS is looking at providing examples; however, there is a large range. We can look at this more in depth, but I do not think there is a rule of thumb.

- **What accounts for the variation?**

There are many things that account for the variation - what the economic and real estate market is doing, the property owners' decision to stay, redevelop or sale. Population growth, what the demand for transit is and whether or not the traffic counts meet the projected demand. City policies also play a huge role.

To follow-up, are you wondering about the level of control we have over the properties?

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- What I was getting at is what will happen, does it open up an environment for repaid change? We are designing this project for 30 years from now - we need to have an idea of what we can produce that will have the best and most effective impact. *We can look at things such building permit data, the redevelopment that has occurred on other RTA projects, and take into account the local perspective that the Grant Road project has provided us - especially the Grant/Oracle portion of the project that was recently completed.*
- I think that there are older projects worth looking at - Speedway, for example. The other thing is that many of the RTA projects that have been built are not as urban as this project - they are different. One of the things driving this is that the roadway policies from the 1950's left very little right-of-way to work with. It is hard to find comparable roadway examples.
- The Speedway project, Euclid to Alvernon, is a very good example.
 - It is a great idea to look at other project, but as someone who bikes and walks, Speedway and Broadway are very different roads. Speedway is much more auto-oriented, so we need to be careful when comparing things. Also, looking at this (information from Grant Road project acquisition process), do they know why acquisitions cost more or less?
 - *The more detailed and further you get in the design process will give you a better understanding of things. The number will potentially change as we move forward and we will be able to more clearly see how we could possibly avoid impacts.*
- Thanks to the project team, I am pleased with what you did with the acquisition numbers - you responded to my requests.
- How much wider is the median for the 6+2 transit in comparison to the [new] 6 lane [that can convert to 6+2 transit]? The light rail in Phoenix is curved off and there is no landscaping in the median.
It is over two feet wider; however, you could narrow the landscaping to bring this down. Remember, though, that when the light rail was running in the 6 lane roadway without landscaping it was not ideal. If this or the 6+2 transit lane were to move forward we could look at narrowing things down. That is what we could do by comparing the 6

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lane and the 6 + 2 transit lane and looking at the impacts to buildings and properties.

- When I was listening to Wulf he indicated that 6+2 transit lane resulted in a loss the human scale that made light rail functional. I was of the mindset that 6 lane could transition to a 4+2 lane alternative.

The 6 + 2 transit lane that has already been designed would just be slightly wider if a light rail system was installed. In terms of property impacts, placing the light rail in the median would not change much. The 6 + 2 transit lane need a lot more in depth of a look to see how the transit would function. This includes things like signal prioritization and cue jumping as well as intersection design and where the stop platforms would be located.

- If we are thinking about having light rail in the future we do not need a median, correct? Could we just have light rail in the travel lanes?

I am going to keep bringing up the issue of landscaping. The city has standards for widths of medians and the landscaping that is included in the design of projects. If you look at the 4 lane as compared to the wider cross section design alternatives and look at the property impacts, is there a marked difference?

- I am wondering; I keep thinking that we should come back to using a narrower landscaping option. Can we have the landscape people come to explain why we need 8 feet for landscaping?

There needs to be enough space for the roots of plants to establish themselves and not fall into the roadway as well as the need to have enough room so that landscape crews can safely work in the medians.

- Wulf stated that the light rail line in Phoenix was skewed towards having narrower landscaping. He stated that there was a precedent of having little to no vegetation along the route.

- I'm finding it ludicrous that we have no flexibility in the minimum widths for landscaping and medians, yet there has been no consideration to parking for businesses. There is no ordinance to address issues that are already an issue. We are going to have to go down to City Council to beg for something to be done.

I am not saying to not keep pushing things - when designing a roadway, a lot of it is pushing the comfort zones on a great deal of standards. We need to hear the things that you are pushing for so we can clearly communicate that to the decision makers.

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- If we push back, we hear that the City does not have a budget for it. A square foot is a square foot, the impact is the same. How can I talk with my stakeholders when they say the road is up to my door, what can I do about parking. Is there a pamphlet with information about parking options?

So what I am hearing you say [that is frustrating you] is that we can build the roadway, but not give anyone parking. That is helpful to know.

Real estate would come back and say that this project is for the use of public transportation and parking is a private concern. There are many state and federal laws that prohibit what we can do and how we can go about sparking the conversation with property owners regarding parking. It is a delicate line to balance.

So, what are you exactly asking for? Shared parking lots? Parking structures? Policy?

- Parking lots that would be provided to businesses that have it taken away or for businesses that do not have it already.
There are opportunities where we can start looking at where shared lots could be located at, but going back to the issue of high risk properties, we do not know what people are going to do with the property they own. As I mentioned at the last meeting, property owners can come to an agreement, but it has to be a signed agreement that is noticed legally. After an agreement is established then real estate can work with them, but we cannot be involved in the discussion.
- What do I tell my stakeholders? Is there a pamphlet?
When we get more detailed analysis and have a clearer idea of what the potential impacts will be we can generate a document that you can share. We do not want to put out information too prematurely.
- Property owners can get together so can real estate work with that group?
Yes, but the need for the legally binding agreement is because there was a previous situation where a property owner pulled out at the last minute and the agreement was just a verbal agreement.

- Medians, the way the drawings are prepared it doesn't illustrate what the medians are used for. IE: green streets and water harvesting - Tucson is proud of this. There are a lot of projects such as these all over town. I think we need to promote things such as sustainability and reducing the heat island effect. The City is doing a lot of this. Medians and landscaping aren't just important for pedestrians they are also important for sustainability.

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The Mayor and Council has given TDOT direction to implement Green Streets policies.

4. CTF Group Activities and Discussions: Hands-on Work in Large and Small Groups to Rank Performance Measure Priorities, Discuss Elements of Street Design Concept Alternatives, and Suggest Further Refinements to Materials to Achieve CTF Design Charrette Goals and Decisions

The project team and the Task Force met as a group around detailed maps of the detailed street design concepts to discuss further refinements and present any questions or concerns the Task Force have with the concepts.

CTF Questions and Comments with Summarized Project Team Responses (Italicized)

- I feel we should eliminate the 6+2 transit lane option.
- I would like to abstain from the exercise. It is very subjective and I am grappling between representing my point of view versus my stakeholders' point of view.
- I see a conflict point - reducing greenhouse gases and versus the time needed to travel through the corridor for pedestrians and bicyclists. Also, there is no mention of safety in the performance measures. We need to be aware of the vulnerable users along the corridor and build safety into the performance measures to help protect them.
- We are in the design and planning phase; you have to take in account all of the performance measures. During the design phase you flesh out what is going to happen and balance all of the ideas.
- If you take away the sense of place in the corridor there is no reason to build improvements because no one will utilize the corridor as a destination.
- Balance is very important. Cities are all about finding a good balance between all of the needs.
Balance is definitely something we have to look at. You have to balance the different modes of travel and the performance measures. A good result of this exercise is that we got to get into small groups and take a hard look at what the impacts of the various design alternatives and alignments are. What is most helpful is being able to compare the different alignments side by sides and see how they work.
- South side is concerned with wiping out the north side businesses and the effect on economic vitality. How long would it take to bring back the economic vitality of the area if you wipe out the north side?

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- It is important to have accessibility to the businesses for all modes of transportation.
- What will happen if we take out businesses to widen? I am indifferent how they get to the business I just want them to get there.

Listed below is a table that summarizes what performance measure the CTF thought were most important. It details the frequency of CTF member who ranked an item as a 5 (very important).

Performance Measure	Number of "5's"	Comments
Pedestrian Access & Mobility	5	
Bicycle Access & Mobility	3	
Transit Access & Mobility	6	Accessible transit for all users is important.
Person Access & Mobility	2	The ability to provide for changing transportation needs and doing it right the first time is paramount.
Vehicle Access & Mobility	3	There was also 4 votes for balancing all modes
Sense of Place	A. Historic Resources: 8** B. Significant Resources: 6 C. Visual Quality: 9	
Environment and Public Health	A. Greenhouse Gases: 1* B. Other Tailpipe Emissions: 1 C. Heat Island Effect: 2* D. Water Harvesting/Green Streets: 2*	I feel there is a conflict between balancing the reduction of greenhouse gases and the time it takes for bikes and pedestrians to cross the corridor. There may be a conflict point with the water harvesting and green streets programs and the desire to minimize the width of medians and landscaping.
Economic Vitality	10	How long will it take to bring back economic vitality if it is lost? Why will people come if there no sense of place?
Project Cost	1	

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5. Call to the Audience

Four members of the public filled out speakers cards and were called on to address the Task Force:

Linda Dobbyn - Linda waived her time to address the Task Force.

Laura Tabili

Sorry to prolong the meeting again, but over the course of the meeting I really felt like I wanted to address and specifically remind you about a couple of things that we had in this presentation when last week from Wulf Grote talking about the Phoenix light rail and I just wanted to remind you that he said that the wider the street was the less conducive that street was to transit ridership and so I am a little bit confused to see 152 foot wide street prototype put back up there.

The second thing he said that pricked my ears up and I just wanted to remind you that in almost all cases they managed to put the light rail in without demolition. Only one case they did demolition and if you recall, they ended up with a vacant parking lot that is just dead space on the street.

The third thing that we heard last time and was discussed amongst the group (once again I am a little puzzled to see a cross section that was put up here); That light rail as it nears an urban area can in fact, substitute for busses and act like a streetcar so that if you got to (like say Country Club) rather than having light rail only stop once a mile or every mile and a half the way that it would out on East Broadway, it would actually stop like a streetcar. So I just wanted to remind you guys, because this was all discussed last time so as I say I was a little puzzled to see the cross widths that have been produced.

Gene Caywood

Good evening. I wanted to mention three things that came out earlier in the meeting tonight; the first thing is that I want to support Laura's idea and her talking about the sidewalks. We haven't gotten creative enough here on sidewalks yet. Her part about walking next to the building where there is shade is important. Many years ago on Speedway they were talking about widening beyond the Tucson Boulevard to Alvernon intersections and going on clear to Wilmot (with the widening) and the reason was to get sidewalks.

The worst sidewalk case in Tucson is Speedway, because in some places there is only two feet between the curb and the right of way line. It's not even wide enough

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for a three foot sidewalk, so the suggestion that I made at the time (that nobody followed up on) was... there's sidewalks along most of the buildings on Speedway and so what you do is you just kind of connect those sidewalks. That idea kind of came out in one of the drawings that the staff had. Phil as he was pointing it out, the sidewalk went here and then it jogged straight up and then it went along the building to then jog back down; eliminate the jog, alright? Make it go at an angle. The way that you do all that is the City doesn't necessarily have to own all that property. What I suggest is that they get easements.

Now on Speedway, when I was working for Mike, we designed that section of Speedway from Tucson Boulevard to Alvernon. We did some pretty innovative things and one of the innovative things we did was easements for landscaping behind the sidewalk. So the right of way line on Speedway is at the back of the sidewalk then there is five additional feet into the properties where there is landscaping and that's on an easement. I don't know how much money was saved on that (if there was any). A lot of times it's easier to get an easement from a property owner than it is to buy their land. We ought to look into easements for sidewalks and for making connections to these sidewalks.

I was sitting there thinking the same thing, and of course Dale took the words right out of my mouth, talking about the whole Speedway widening. The only other thing that I was going to add to what Dale said, and if I remember right, the right of way costs on Speedway were twice the construction costs. It seems to me it was around twenty million for construction and around forty million for right of way so if you get into that then you are just going to have that kind of cost. One last thing, I will talk about this next time (my three minutes are up) but that forty foot median is ridiculous.

Stuart Thomas

Well economic consequences are something that everyone is considering, but how about the human consequences? I live on East 10th street. Between me and Broadway is a strip of stores, a driveway to have deliveries, and then Castle House Apartments driveway. That is a three story apartment. There are 150 apartments I understand there. I could be affected; not only having the building demolished if it gets widened too far, but also even if it's not demolished it's going to be close to the traffic. Now from what I understand, when this thing was passed, and this idea of money to go to widen Broadway the projections were much different than the realities of today. So what are we urging to spend money on?

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When I was at the other meeting there was a woman at the table who opened a cosmetology business. She said that she'd be affected by the widening. After the meeting (because I spoke at the meeting) a veterinarian came up to me and said that his business would be affected. In fact what he told me (as I remember) is that he was paying off a mortgage and that would screw up his business potentially. So you know, all this stuff about economics is fine, but how about the human consequences?

Castle House Apartments is for 62 and older primarily, while there are some exceptions for disabled. Where are we going to go? It's a hut residency so our rent is subsidized. We have got to qualify, because its hut property through income or disability and in some cases both. So I urge you to consider the human consequences of this act and how it can affect businesses that are going and people who are living there. I have been living there for over ten years. I would like to continue living there. Thank you.

6. Next Steps/Roundtable

The roundtable presents an opportunity for the Task Force to provide feedback on any aspect of the meeting or the project in general. During the next steps, the project team reconfirmed the dates for the design charrette and listed the potential agenda topics. The discussion listed below occurred during this agenda item.

CTF Questions and Comments

- I would like to read an excerpt from the most recent Ward 6 newsletter regarding the El Parrador site that just went to auction: *"There were no offers found to be acceptable by the banks. People are not investing in a corridor that has so much uncertainty built into it. This simply has to come to closure, in budget, and in a way that preserves the tax base on which the City and RTA rely."* I will not be at the tomorrow's CTF meeting, I urge us to our best to come to closure.
- I would like to do more of this - the group work and discussion - and have less presentations.

7. Adjourn

Nanci Beizer called meeting to a close at 8:40 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Citizens Task Force web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

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