BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

CITY OF TUCSON

PIMA COUNTY

Frequently Asked Questions

PLANNING UPDATE & PUBLIC OPEN HOUSE
BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB
IMPROVEMENT PROJECT

The Broadway Citizens Task Force (CTF) unanimously approved a new baseline alignment and design recommendations for the Broadway improvement project. The baseline alignment and design recommendations will be presented for review and comment.

Tonight – April 23, 2015*

Doors will be open between 5:30-7:30 p.m. – please stop by anytime during the 2-hour event, to:

- **Review displays** of the current CTF alignment and design recommendations
- **Ask questions and provide feedback** to CTF members, project team, and City staff
- **Learn** about project schedule, design milestones, and next steps

Anticipated Project Dates

April 30 CTF review of feedback from Open House; finalize recommendation materials of materials for the Mayor and Council. Check **www.tucsonaz.gov/broadway** for meeting details.

May City provides response to Road Safety Assessment findings

June 9 Anticipated date that the Tucson Mayor and Council will consider adoption of baseline alignment and design considerations.

Summer/Fall 2015

- CTF and project team work and hold meetings to complete the Design Concept Report to be approved by the Mayor and Council.
- Real Estate acquisition and relocation planning activities get underway.
- Tucson's Major Streets and Routes Plan amendment process begins to replace the 1989 alignment in with the 2015 adopted alignment.
- Technical design on roadway continues.

Adoption of an alignment will require an amendment to the City of Tucson Major Streets & Routes (MS&R) Plan. More information about the purpose of the MS&R and the amendment process will be provided at the Open House.

For more information plus Task Force meeting materials and reports

SCAN

VISIT
www.TucsonAZ.gov/Broadway

CALL
(520) 622-0815

EMAIL
broadway@tucsonaz.gov

* A quorum of the Broadway Citizens Task Force may be present. No action items will be decided at this event.

Frequently Asked Questions

What is the Broadway Boulevard, Euclid to Country Club Improvement Project?

The Broadway Boulevard, Euclid to Country Club Improvement Project is one of 35 roadway improvement projects included in the Regional Transportation Authority (RTA) Plan approved by Pima County voters in 2006. It is managed by the City of Tucson and will widen Broadway from Euclid Avenue to Country Club Road to a 6-lane arterial, with medians, bike lanes and sidewalks, and with bus pullouts where appropriate. Construction is not anticipated to begin until 2018.

What is the project budget and where is the money coming from?

The total amount of funds allocated for the project is $71.3 million. Approximately $42 million will be provided by the RTA, with another $25 million coming from the 1997 Pima County Transportation Bond Improvement Plan, $3 million from the City of Tucson, and $1 million from Pima Association of Governments.

Who has been involved?

Through an application process in 2012, the Tucson Department of Transportation (TDOT) appointed 13 members of the community to the Citizens Task Force (CTF) to represent neighborhoods, businesses, and the regional community, as well as other public bodies such as the Citizens Transportation Advisory Committee, Planning Commission, Commission on Disability Issues, and Tucson-Pima County Bicycle Advisory Committee. The CTF works with the project team to evaluate the roadway alignment and cross section widths and provides input, review and approval of land use and urban design concepts. CTF members share project information with, and gather input from, local property owners, businesses, residents, neighborhood associations, and regional stakeholders.

The core project team is managed by TDOT staff and includes an engineering firm HDR Inc., Community Design + Architecture, traffic engineering firm Kittelson & Associates, architecture firm Swaim Associates, the RTA's MainStreet Business Assistance program, and public relations and real estate consultants. In addition to the CTF, a Technical Advisory Committee comprised of design, engineering, planning, transit and public safety professionals, provides technical input and oversight. The Broadway Coalition, a citizens group, and a number of individuals, including Gene Caywood, a retired planner and engineering designer and transit advocate, have also contributed their ideas to the project.

What process was used to get to the current CTF-recommended baseline alignment?

The CTF, the project team, and the Technical Advisory Committee (TAC) have been involved in the assessment and review of various alignment alternatives since the project kicked-off in June, 2012. The CTF is recommending a baseline alignment that strives to save buildings first.

What is the current recommended baseline alignment?

The current recommended alignment which is presented to you this evening is a refinement to the Starting Small Alignment that was presented by staff at the last CTF meeting where the CTF conducted a block by block design analysis. The alignment refinements were performed by Gene Caywood on behalf of the CTF using the design criteria they recommended at the 3/26/15 meeting.

At their next meeting on 4/30/15, the CTF will review the current recommended base alignment, along with public input received at tonight's public open house, to finalize their baseline alignment recommendation to forward to Mayor and Council. While some refinements to the current recommended baseline alignment may occur, the final draft forwarded to Mayor and Council is expected to be very similar to the design you are viewing tonight.

Why has it taken so long?

As many know, efforts to widen Broadway began in the late 1980s. Voter approval of the ½-cent sales tax to implement projects in the Regional Transportation Authority (RTA) Plan in 2006, in which Broadway: Euclid to Country Club is included as Project 17, in combination with the Pima County 1997 Transportation Bond funding and City of Tucson contribution, provided the funds needed. The planning and design phase of this project began in June, 2012 and included an in-depth review of alternatives to the original 8-lane project scope included in the RTA Plan. The CTF has met 35 times and held 4 prior large-scale public meetings. Decisions to approve the current project scope of 6-lanes were made by the Tucson Mayor and Council in October 2014 and the RTA Board in December 2014.

How is the recommended baseline alignment different from what voters approved in 2006?

The proposal, approved by voters in the 2006 with the adoption of the Regional Transportation Authority Plan, called for widening the roadway to 8 lanes – a 6-lane arterial plus 2 dedicated bus lanes – with bike lanes and sidewalks. Analysis of contemporary traffic data and other performance measures during the planning and design phase showed that the 8-lane configuration did not function as well as the 6-lane. Tucson Mayor and Council and the RTA Board voted to support 6-lanes. The current project scope is to expand the current roadway to 6 lanes with enhanced bicycle facilities, and new sidewalks, with green infrastructure and bus pullouts where appropriate.

How will transit be included? Will lanes ever be used just for transit?

The existing local bus service will continue along Broadway. The recommended baseline alignment provides for 6 lanes, with bus pullouts where appropriate, providing sufficient space for future High Capacity Transit (HCT). The CTF supports the concept of Broadway as priority transit corridor and suggest dedicating two lanes to transit. While funding is not immediately available for HCT, the CTF recommend either actively seeking out such funding and implementing HCT as soon as funding is available, or dedicating lanes when Mayor and Council choose to do so.

How many properties will need to be acquired? How many buildings will need to be demolished?

The CTF recommended the current baseline alignment to minimize the number of buildings needing to be acquired and demolished. The CTF agreed to recommend, at a minimum, 6' bike lanes and 6' sidewalks consistent with ADA standards and elimination of the landscape buffer where necessary to minimize the project footprint; locations where landscaping and green infrastructure could be included within these confines are indicated in the baseline alignment. Changes in both the alignment and width will likely result during further design and through the acquisition process, when engineering factors such as ADA compliance, utility placement, drainage and grade differential, and building code and public safety issues will be addressed. This may change the number of buildings directly impacted.

Currently, the recommended alignment is estimated to directly impact 9 buildings with the potential of 85 full acquisitions. Full acquisitions are anticipated because many properties will lose parking, have no driveway access onto the property, and may not be able to comply with minimum City Code and development requirements for site features such as loading zones, trash collection, or public safety access.

Acquisition, however, does not necessarily mean demolition. As design moves forward, opportunities will arise to find creative solutions to "cure" these issues where possible, which will help reduce acquisition costs and impacts to properties. Property owners are encouraged to connect with neighboring property owners to consider what solutions might be acceptable, and can contact City staff to obtain information. The 'Be Part of the Solution Checklist' provides numbers and contact names, and is available at the Property and Business Owners Station.

How will the recommended baseline alignment affect businesses along the route? Do businesses along the route support the improvement project? Do they support the recommended baseline alignment?

This open house is the first opportunity for business owners to view the CTF recommended baseline alignment. CTF representatives for business interests, project team, City staff, and RTA's MainStreet Business Assistance Program are present to answer questions, discuss concerns, and obtain feedback.

Will the Mayor and Council approve the recommended baseline alignment?

The Mayor and Council approved removing the 8-lane alignment from design consideration in May 2014 and approved the concept of a 6-lane alignment in October 2014.

Will the RTA fund the recommended baseline alignment?

The RTA board approved the concept of a 6-lane alignment, with bus pullouts where appropriate, in December 2014.

What is the process from this point forward?

Once an alignment is adopted by Mayor and Council, which could occur on June 9, 2015, the CTF will work with the project team to finalize the Design Concept Report for possible approval by Mayor and Council in Fall 2015. The baseline alignment will undergo further technical design, and develop the baseline alignment map into a set of construction drawings that incorporate features such as elevations of the roadbed, sidewalks, and driveways; utilities placements; ADA requirements; and, drainage. While technical design work is performed, right-of-way acquisition and relocation planning and negotiations will occur. Modifications to the baseline alignment are likely given the technical design and acquisition processes. (Please see information regarding 'Technical Design Milestones' to see more about what activities occur during each milestone phase of the project.) Construction is not expected to occur until 2018.

Periodic informational workshops will be scheduled between now and the end of construction, covering topics such as acquisition process basics, how to get "construction ready," and to provide construction schedule and details when it is underway.

RTA Regional Transportation Authority
CITY OF TUCSON
PIMA COUNTY

This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, $2.1 billion RTA plan that will be implemented through 2026. Details about the RTA plan are available at www.RTAmobility.com. This project is managed by the City of Tucson.

Technical Design Milestones

Now – 30%

- Adopt Baseline Alignment
- Design Concept Report
- Design Review & Refinement
- Road Safety Assessment
- Amend Major Streets and Routes Plan
- 30% Plans
- Relocation Planning
- Cost Estimates

60%

- Design Review & Refinement
- Acquisition Negotiations
- Detailed Design Refinements
- Utility Conflicts Identified/ Relocation Planning
- Construction Estimate

90%

- Design Review & Refinement
- Acquisition Negotiations/ Relocations/ Cure Plans
- Engineering Details Refined
- Demolitions
- Utilities Relocations

100%

- Minor Design Refinements
- 100% Plans
- Final Construction Estimate
- Construction Schedule & Phasing

Construction

- Construction Bid; Award of Contract
- Construction Begins
- Public Outreach

Public Outreach and Community Involvement

✦ Task Force Meetings ✦ Public Open Houses ✦ Business & Property Owner Meetings
✦ Informational Presentations ✦ Pre-Construction Meetings

The Citizens Task Force (CTF)

STAKEHOLDER GROUP REPRESENTATION	TASK FORCE MEMBER
Neighbor Interests - NW	**Colby Henley**, Rincon Heights NA (Historic District)
Neighbor Interests - NE	**Mary Durham-Pflibsen**, Sam Hughes NA (Historic District), **CTF Chairperson**
Neighbor Interests - SE	**Shirley Papuga**, Broadmoor-Broadway Village NA
Neighbor Interests - SW	**Michael J. "Jamey" Sumner**, Miles NA
Business Interests - North	**Anthony R. DiGrazia,** *Rocco's Little Chicago*
Business Interests - North	**Bruce Fairchild,** *Bruce's Lock Shop*, **CTF Vice Chairperson**
Business Interests - South	**Bob Belman,** *Arizona Auto Refrigeration*
Business Interests - South	**Diane Robles,** *Child & Family Resources, Inc.*
Citizens Transportation Advisory Committee (CTAC)	**Dale Calvert, CPA**
Tucson Pima County Bicycle Advisory Committee	**Anne Padias, Ph.D.**
Tucson Planning Commission	**Shannon McBride-Olsen**
Special Needs	**Jon Howe, Ph.D.**, Sam Hughes NA
Regional Interests (RTA appointment)	**Michael Butterbrodt**, *Inglis Florists*

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Historic Preservation Resources

BROADWAY BOULEVARD
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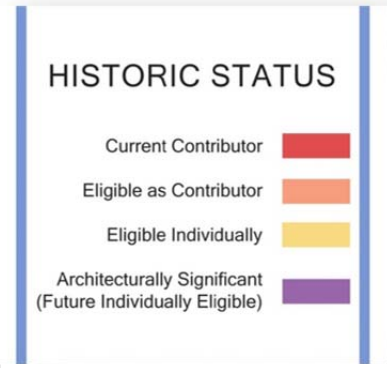
HISTORIC PRESERVATION INFORMATION & RESOURCES

Broadway: Euclid to Country Club Historic Buildings Inventory Report

The Broadway: Euclid to Country Club project area has a number of properties within that have been reviewed for their historic eligibility for either an existing historic district, a future historic district, or as an individually listed property. Designated properties are listed on the Federal National Register of Historic Places. Maps produced for the project include the results of this report, identifying each buildings' historic status by color (see sample legend to right). The report, **Phase 1 Draft Report: Historic Buildings Inventory (October 2012),** is available online on the project web site: http://www.tucsonaz.gov/broadway/documents-studies



Example Legend on Project Maps identifying Historic Status

Property owners can review the report to:

- understand the analysis conducted,
- read about the area's development over time and how it is reflected in the architecture,
- view a map of the report findings, and
- look up their own property's State Historic Property Inventory Form in the Appendix.

An update to the document will be made when the project design concept report has been approved, as the project transitions into more detailed engineering and design work (the Final Design Phase).

City of Tucson Office of Integrated Planning – Historic Preservation Office

Staff members in this office are able to provide a variety of information about historic preservation, including what financial incentives exist for owners of buildings designated historic. The web site contains a lot information, resources, and links. www.tucsonaz.gov/historic-preservation

Contact Information:
Jonathan Mabry, PhD and Jennifer Levstik, M.A.
520.791.4675

(See back side for a select list of programs.)

Rehabilitation Tax Incentives for Historic Buildings

Historic Rehabilitation Tax Credit (20%):

A 20% income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be "certified historic structures." The State Historic Preservation Offices and the National Park Service review the rehabilitation work to ensure that it complies with the Secretary's Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit.

Each year, Technical Preservation Services approves approximately 1000 projects, leveraging nearly $4 billion annually in private investment in the rehabilitation of historic buildings across the country.

Historic Rehabilitation Tax Credit for Non-Historic Buildings built before 1936 (10%)
http://www.nps.gov/tps/tax-incentives/taxdocs/about-tax-incentives-2012.pdf

The 10% tax credit is available for the rehabilitation of non-historic buildings placed in service before 1936. The building must be rehabilitated for non-residential use. In order to qualify for the tax credit, the rehabilitation must meet three criteria: at least 50% of the existing external walls must remain in place as external walls, at least 75% of the existing external walls must remain in place as either external or internal walls, or at least 75% of the internal structural framework must remain in place. There is no formal review process for rehabilitations of non-historic buildings.

Tax Benefits for Historic Preservation Easements
http://www.nps.gov/tps/tax-incentives/taxdocs/easements-historic-properties.pdf

A historic preservation easement is a voluntary legal agreement, typically in the form of a deed that permanently protects an historic property. Through the easement, a property owner places restrictions on the development of or changes to the historic property, then transfers these restrictions to a preservation or conservation organization. A historic property owner who donates an easement may be eligible for tax benefits, such as a Federal income tax deduction. Easement rules are complex, so property owners interested in the potential tax benefits of an easement donation should consult with their accountant or tax attorney. Learn more about easements in Easements to Protect Historic Properties: A Useful Historic Preservation Tool with Potential Tax Benefits.

Federal Tax Credits for Rehabilitation Historic Buildings—Main Street Commercial Buildings
http://www.nps.gov/tps/tax-incentives/taxdocs/intro-main-street.pdf

Administered by the National Park Service in conjunction with State Historic Preservation Offices (SHPO), the Federal Historic Preservation Tax Incentives program offers a 20% federal tax credit for qualified rehabilitation expenses. Many historic districts in small towns and cities have Main Streets of small shops and other commercial buildings, typically one to four stories high. The variety of architectural styles reflects the popular taste of different eras and the image an entrepreneur wanted to project. Thousands of property owners across the country have already utilized these tax incentives to rehabilitate historic commercial buildings and similar properties.

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Business and Property Owner Resources

BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT
CREATED FOR PROPERTY AND BUSINESS OWNERS

Be Part of the Solution! Checklist

Step	Contact
❑ **Talk with Your CTF Member** • Come to a Broadway CTF Meeting (see Participate in the Project Process). • Visit or call your business representative. (Representatives can provide you their direct contact information.) **North-side Business Interests** Anthony 'Rocco' DiGrazia, *Rocco's Little Chicago Pizza* Bruce Fairchild, *Bruce's Lock Shop* **South-side Business Interests** Bob Belman, *Arizona Auto Refrigeration* Diane Robles, *Child & Family Resources* **Regional Perspective** Michael Butterbrodt, *Inglis Florists*	
❑ **Participate in the Project Process** • Check the web site for updates and materials. • Be added to the project email notification list. • Attend Task Force meetings, or other project meetings. • Provide input – contact your Citizens Task Force representative, send a Comment Card or eCommentCard, speak at Call to the Audience	**Web:** www.tucsonaz.gov/broadway **Email:** broadway@tucsonaz.gov **Project Info Line: 520.622.0815** ***Tucson Dept. of Transportation*** Beth Abramovitz, P.E., Project Manager (Engineering) Beth.Abramovitz@tucsonaz.gov 520.837.6656 Jenn Toothaker, Project Manager (Planning) Jennifer.Burdick@tucsonaz.gov 520.837.6648
❑ **Obtain/Review your Last Approved Site Plan** • Go to the PRO website and check on zoning and last approved site plan. http://www.tucsonaz.gov/PRO/pro/AdvancedSearch.jsp • If not available online, go to PDSD at 201 N. Stone, 1st floor on the north side, records department and request the information on your property. Print copies of the pertinent files. • *Make an appointment with Patricia Gehlen or David Rivera at PDSD to review any questions or issues that you may have identified.*	Planning & Development Services Department (PDSD) 201 N. Stone, 1st Floor Web: pdsd.tucsonaz.gov/pdsd Main Office Phone: 520.791-5550 Property Research Online (PRO) www.tucsonaz.gov/PRO
❑ **Contact Planning & Development Services Department (PDSD) Ombudsperson** Patricia Gehlen or David Rivera can help you by discussing options and tools you (and your neighbors) may be considering for your property/properties.	Patricia Gehlen Patricia.Gehlen@tucsonaz.gov 520.837-4919 David Rivera David.Rivera@tucsonaz.gov 520.837-4957

Last updated 4/23/15

BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT
CREATED FOR PROPERTY AND BUSINESS OWNERS

Be Part of the Solution! Checklist

Step	Contact
❑ **Contact Business Assistance** • **RTA MainStreet Business Assistance Program** www.mainstreetinfo.org MainStreet's mission is to help main street businesses struggle less and prosper more during transportation projects by providing information, facilitating communication, offering business resources and consulting services.	Jan Waukon, Broadway Project Liaison info@sky-house.com 520.229-9331
• **City of Tucson Economic Initiatives Office** business.tucsonaz.gov The Economic Initiatives Office leads the retention and expansion, recruitment, international trade, investment in key commercial areas and annexation efforts for the City of Tucson. Your success strengthens our economy - **let us assist you!**	Camila Bekat, Economic Development Specialist ***Small Business Assistance Hotline*** 520.837-4100
❑ **Contact Other City Offices:** • **Tucson Real Estate Office** ○ Ask for information about your rights and benefits as a displaced or impacted property owner or tenant, as well as for questions regarding the acquisition process. ○ Keep an eye on the project's progress. *When acquisition begins, a representative will call you if any of your property will be needed.*	Tim Murphy, Broadway Liaison Tim.Murphy@tucsonaz.gov 520.837-6712 Web: business.tucsonaz.gov/real-estate
• **Office of Integrated Planning (OIP)** This office is the strategic and long-range planning arm of the City Manager's Office. Programs housed in this office include: Plan Tucson (the City's general and sustainability plan), Historic Preservation, Sustainable Development, Neighborhood Resources, and Infrastructure Planning.	Web: http://oip.tucsonaz.gov/ OIP Main Office: 520.791.4675 149 N. Stone, 2nd Floor Neighborhood Resources Line: 520.837.5013

❑ **Consult with Professionals (e.g., architects, planners, real estate professionals, engineers)**

You may know someone personally, or get a referral from friends, or you can contact the local Tucson chapter of larger professional membership associations, such as:

- American Institute of Architects, Southern Arizona http://aiasouthernarizona.org/
- American Planning Association, Southern Arizona Branch www.azplanning.org/SouthernSection.htm
- Tucson Association of Realtors http://www.tarmls.com/
- American Society of Civil Engineers www.azsce.org/branches-technical-groups/branches/southern-arizona-branch/

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