

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report

02/05/2014 - 02/21/14

(All items online at <http://cms3.tucsonaz.gov/broadway/public-input-report>)

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned	Date, Actions Taken, and Status of Resolution
151	2/21/2014	Phone	Jenn Toothaker Burdick	Project Team	Lee Walker, LDS Church, 105 N. Norton Ave.	Demolition; 2419 E Broadway "Panda Buffet" Property	<p><i>Phone call to alert property manager/church representaiton about the approval for the Panda demo; provided information about that process and schedule, and discussed the schedule and review of scope going on with the Broadway Roadway Improvement Project.</i></p> <p><i>Also asked about whether Church could host the future public meeting(s) for the post-demo site treatment conversations.</i></p>	- Forward to CTF	Will keep property owner in the loop about the Panda Demo process and schedule; will invite to participate in the public meeting being planned by UA class.
150	2/21/2014	Email/Call	Margot Garcia, PhD	Self; Broadway Coalition	Jenn Toothaker Burdick; CTF members; Broadway Coalition	CTF ; Open Meeting Law	<p>"Jenn, I am very disturbed by the choice of space for the three meetings noted above.</p> <p>1. It is not very close to Broadway project area and that has been a criterion for selecting a meeting space.</p> <p>2. Parking is a major problem. Will the public works garage be open until 9? I know that the underground garage at the city is not. Where are we to park?</p> <p>3. Many people will not come just because it is downtown. They get confused by the one-way streets.</p> <p>4. I do not believe the room is any bigger than the one currently being used. So why move? Did you try going to the church on Broadway? or try the Synagogue on Country Club? or back to the Shriner's Temple?</p> <p>The wording of the message makes it look like you don't want the public there. I had understood from earlier presentations you made at CTF meetings that there would be opportunities for stakeholders to interact with their representatives on the CTF during the Charrettes. Is that still your intent?</p> <p>Please explain.</p> <p>Thanks</p>	- Forward to CTF - Forward to Project Team	2/21/14 - Email response by Jenn Toothaker Burdick to address questions asked and provide additional information. Will follow up with City Clerks' Office and Attorney's Office regarding concerns that meetings will not be compliant with OML.
149	2/20/2014	Email	Ron Spark, MD	Self; Broadway Coalition	Jenn Toothaker Burdick; CTF members	Alternative Design; Road Diet	<p>"Why Does This Street Have So Many Lanes? Smart Growth for Conservatives The street in the picture below is 400 South in downtown Salt Lake City. In general, it's a massive and massively unpleasant street: Read On: http://www.smartgrowthforconservatives.com/2014/02/19/why-does-this-streethave-so-many-lanes/</p>	- Forward to CTF	<i>No additional action required.</i>
148	2/20/2014	Email	Ian Wang	Self	Jenn Toothaker Burdick	RTA Plan	"DEAR DIRECTOR I BELIEVE CONSTRUCTION ON BROADWAY BOULEVARD FROM CAMINO SECO TO HOUGHTON ROAD IS SCHEDULED TO TAKE PLACE IN FISCAL YEAR 2016-17."	- Forward to CTF	2/21/14 - Email response from Jenn Toothaker Burdick indicating that Project 29 is slated for Period 3 (2017-2021). Will investigate whether any additional information is avialable, but it is not expected that there is.

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147	2/18/2014	Email	Margot Garcia, PhD	Self; Broadway Coalition	Jenn Toothaker Burdick; Daryl Cole	Sense of Place	"Jenn, Wouldn't it be wonderful if the city could find the money to send you to this conference. What a great investment in our future! But with the budget the way it is, I don't give it much hope! But we can always dream. Margot"	- Forward to CTF	No additional action required.
146	2/17/2014	Email	Margot Garcia, PhD; Mark Fink	Selves	Ben Sigman, Jason Moody, EPS; copy to Jenn Toothaker Burdick	Economic Development White Paper; Economic Impacts	<i>Please see letter</i>	- Forward to CTF - Forward to project team - Response required	2/17/14 - Response to Marc and Margot from Jenn Toothaker Burdick that she, Ben and Jason would discuss what comments would go into the report and how tasks that will be undertaken next relate to requests. Follow-up and response needed.
145	2/17/2014	Email	Margot Garcia, PhD	Self: Broadway Coalition	Jenn Toothaker Burdick	Request for Printed Reports/Materials	Requested a printed copy of the two reports distributed to the Task Force at the 2/6/14 meeting (Sidewalk-only Report and the Parking and Access Report).	- Forward to CTF	2/21/14 - Jenn contacted Margot to share copies are available at TDOT front desk for pick-up
144	2/17/2014	Call (Project Hotline)	Les Pierce	Self; Broadway Coalition; Arroyo Chico NA	Josh Weaver	Request for Printed Reports/Materials	Requested a printed copy of the two reports distributed to the Task Force at the 2/6/14 meeting (Sidewalk-only Report and the Parking and Access Report).	- Forward to CTF	2/21/14 - Josh Weaver contacted Les and will bring reports to the 2/25 meeting for her.
143	2/14/2014	Call/Email	Jenn Toothaker Burdick	Project Team	Eric Thu, 2435 E. Broadway	Demolition; 2419 E Broadway "Panda Buffet" Property	<i>Phone call with property owner to alert them about the approval for the Panda demo; provided information about that process and schedule, and discussed the schedule and review of scope going on with the Broadway Roadway Improvement Project.</i>	- Forward to CTF	Will keep business owner in the loop about the Panda Demo process and schedule; will invite to participate in the public meeting being planned by UA class.
142	2/14/2014	Call	Jenn Toothaker Burdick	Project Team	Romo de Paolis, 2311 E. Broadway	Demolition; 2419 E Broadway "Panda Buffet" Property	<i>Received a call from property owner who lives out of state. Inquiring about the City's desire to acquire his building, which was recently vandalized (copper theft). Trying to decide whether to invest in repairs. I shared that the project schedule is such that we do not have an alignment decision yet, and acquisition is on hold until we resolve that issue. I discussed the Panda demo; provided information about that process and schedule, and discussed the schedule and review of scope going on with the Broadway Roadway Improvement Project.</i>	- Forward to CTF	Will keep property owner in the loop about the Panda Demo process and schedule; will invite to participate in the public meeting being planned by UA class.

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#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned	Date, Actions Taken, and Status of Resolution
141	2/13/2014	Email	Ron Spark, MD	Self; Broadway Coalition	Jenn Toothaker Burdick; CTF members; Broadway Coalition	Economic Development Trends	"Peak Shopping and Decline of Traditional Retail Transportationist Shopping trips now comprise fewer than 9% of all trips, down from 12.5% in 2000, according to our analysis of the Twin Cities Travel Behavior Inventories. They are down by about one-third in a decade. Read On: http://transportationist.org/2014/02/12/peak-shopping-and-the-decline-of-traditionalretail/	- Forward to CTF - Forward to Project Team	No additional action required.
140	2/11/2014	Meeting	Jenn Toothaker Burdick	Project Team	Jason Parsons, Top Hat Formal Wear, 2435 E. Broadway	Demolition; 2419 E Broadway "Panda Buffet" Property	<i>Drop in visit to alert business owner about the approval for the Panda demo; provided information about that process and schedule, and discussed the schedule and review of scope going on with the Broadway Roadway Improvement Project.</i>	- Forward to CTF	Will keep business owner in the loop about the Panda Demo process and schedule; will invite to participate in the public meeting being planned by UA class.
139	2/7/2014	Call (Project Hotline)	Jamey Sumner	Self; Miles NA	Josh Weaver	Request for Presentation	Requested a presentation at the 2/19/14 Miles Neighborhood Association meeting, which was scheduled and Jenn Toothaker Burdick provided.	- Forward to CTF	2/19/14 - A presentation and discussion with residents in attendance; presentation loaded to PIR web page.
138	2/4/2014	Email	Mark S. Homan	Self; Broadway Coalition; Rincon Heights NA	CM Kozachik; TDOT Director Daryl Cole; Jenn Toothaker	Demolition; 2419 E Broadway "Panda Buffet" Property	"Steve, Daryl, and Jenn, Thanks for recognizing that the City's own attention to its properties either enhances or degrades this area. I appreciate your moving forward to enhance this section. Given the Panda's demolition the City's contemporaneous improvement of the GPC site will send an important message that may moderate the effects of seeing buildings in the area destroyed. Thanks again, Mark"	- Forward to CTF	- 2/4/14 - TDOT Director Daryl Cole responded by email regarding property management questions of 2445 E. Broadway, near the Panda Buffet building which was approved for demolition on 2/4/14 by the Mayor and Council.

Broadway - Fwd: RE: GPC (2445 E. Broadway)

From: Jennifer Burdick
To: Broadway
Date: 2/4/2014 3:49 PM
Subject: Fwd: RE: GPC (2445 E. Broadway)

>>> On 2/4/2014 at 3:48 PM, Daryl Cole wrote:

Mr. Homan, we look forward to the process in improving the Panda Site with aesthetics that compliment the area.

GPC our contractor is using this existing building as best usage possible, we are working with them to keep the site clean, as well their contribution to our community in eradicating graffiti in our city.

We appreciate your support of the public process in working towards an alignment along Broadway that works for all users along the corridor.

Sincerely,

Daryl W. Cole, Director
Tucson Department of Transportation
201 N. Stone Avenue, 6th Floor North
Tucson, AZ 85701
(520) 791-4371
(520) 791-5902 (Fax)
daryl.cole@tucsonaz.gov

>>> MARK S HOMAN <mbhoman@msn.com> 2/4/2014 1:51 PM >>>

Steve, Daryl, and Jenn,

Thanks for recognizing that the City's own attention to its properties either enhances or degrades this area. I appreciate your moving forward to enhance this section. Given the Panda's demolition the City's contemporaneous improvement of the GPC site will send an important message that may moderate the effects of seeing buildings in the area destroyed.

Thanks again,
Mark

> Date: Sun, 2 Feb 2014 18:08:40 -0700
> From: Steve.Kozachik@tucsonaz.gov
> To: Daryl.Cole@tucsonaz.gov; Jennifer.Burdick@tucsonaz.gov

> CC: odowd@flash.net; Richard.Miranda@tucsonaz.gov

> Subject: GPC

>

> Following up on the condition of the GPC building we own at Tucson / Broadway. It looks like hell. They're our contractor. What are the terms of our letting them lease that space? Are they responsible for its appearance, or are we? How do we hide the ugly that sits in plain view behind the chain link fence?

> Thx - SteveK

Broadway - Fwd: Broadway Project and Panda Buffet

From: Jennifer Burdick
To: Broadway
Date: 2/22/2014 4:10 PM
Subject: Fwd: Broadway Project and Panda Buffet

>>> On 2/11/2014 at 4:25 PM, Jennifer Burdick wrote:

Jason,

It was a pleasure to meet you today.

I will work to keep you informed regarding the demolition of the Panda Buffet.

If you have any questions about anything, please feel welcome to call or email.

Respectfully,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

Broadway - Re: Car Shopping Trips

From: Broadway
To: Jennifer Burdick
Subject: Re: Car Shopping Trips

>>> On 2/22/2014 at 3:40 PM, Jennifer Burdick wrote:

Ron,

Thank you for sending this in. I will add to the Public Input Report.

~Jenn

>>> On 2/13/2014 at 10:01 AM, Ronald spark <rpsparkmd@yahoo.com> wrote:

Peak Shopping and Decline of Traditional Retail
Transportationist

Shopping trips now comprise fewer than 9% of all trips, down from 12.5% in 2000, according to our analysis of the Twin Cities Travel Behavior Inventories. They are down by about one-third in a decade.

[Read On](#)

<http://transportationist.org/2014/02/12/peak-shopping-and-the-decline-of-traditional-retail/>

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RETAIL

Peak Shopping and the Decline of Traditional Retail

K [FEBRUARY 12, 2014](#) L [DAVID LEVINSON](#) H [3 COMMENTS](#)

Cross posted at the OUP Blog (<http://blog.oup.com/2014/02/transportation-peak-shopping-traditional-retail-decline/>)

Shopping trips now comprise fewer than 9% of all trips, down from 12.5% in 2000, according to our analysis of the Twin Cities Travel Behavior Inventories. They are down by about one-third in a decade.

When we want to eat at home but not prepare the food, urban dwellers have options. Some restaurants offer Delivery as well as Take-Away, others offer Take-Away but don't Deliver, and some specialize in Delivery and avoid the storefront. For the customer who is not out and about, Delivery is more convenient. For the customer who is passing by the restaurant anyway. Ordering ahead and doing Take-Away makes a lot of sense, since there is no waiting for the delivery, the additional distance is small to nil, and tipping charges (or delivery surcharges) are avoided. Drive-thru is Take-Away for fast food (though you can still go into the establishment and take-away as well), which avoids the pre-ordering step, arguably at the cost of food quality.

When we want to consume non-food items, we also have options. There is of course the store.

The block I live on mostly single family homes with some duplexes and apartments, in a quiet Minneapolis neighborhood once had two small grocery stores, founded before the days of cheap at home refrigeration and before larger grocery chains took off. One is now housing, the other a small restaurant.

If we did not have easy access to the store, or its storage capacity limited in the number of goods, we could order from a catalog. The Sears Wish Book being one of many, and delivery, especially enabled by Rural Free Delivery, was as fast as the supply chain of the time (which is to say, as fast they could, but nothing like today). Door-to-door sales was also common in this period, as there would be more likely to be someone at home to sell to.

Catalogs were replaced by the Internet, and Sears by Amazon. Not only can we do the same thing differently, we can do many more things with the technology of the world wide web. Amazon is now nearing twenty years old, so we cannot really consider this new anymore.

The early dot com boom had a number of firms attempting same day if not same hour delivery. That didn't work out as well as hoped, but like video conferencing and automated (if not flying) cars, it is an inevitable part of the future. There are lots of models out there: lockers, peer-to-peer delivery services (friends will pick up goods for you), and so on, but we already have 3 national networks doing delivery which are cost effective for many types of goods (USPS, UPS, FedEx), as well as specialists (local stores that deliver their own products (furniture, appliances, grocers, newspapers, milk), though one can certainly imagine some others emerging. Amazon is trying to patent pre-cognition, sending you what you are going to order before you order it.

What goods will you have delivered? Anything that is standardized, commodified, and whose delivery is easily automated. Amazon entered the market with books, and decimated the big box book sellers like Borders and Barnes and Noble (who had earlier acquired and then put-down many mall-based neighborhood bookstores (Walden, B-Dalton), which had themselves pushed out the independent neighborhood bookstores). For the book reader, we now have access to many more books than we did 20 years ago. For the nostalgic, we obviously lost something as well. Such is progress. Books were relatively easy kindling for this revolution, the ISBN code had been around for a long time. There is a long-tail of desired, but still standard items. There are economies of scale. They are easy to ship (and even easier to ship in electronic versions).

Music is seemingly similar. Once there was the neighborhood record shop, then the national (mall-centric) chain, then big boxes started to get in on the act. The technology of music changed faster than the book, moving from vinyl to tape to CD. In contrast with books, customers digitized and shared their music before the music industry could get their act together. Ultimately Apple's iTunes brought prices down enough that listening to music is again more legal than illegal, and then new distribution mechanism (internet radio) changes the market again. Music is standardized, commodified, and the sequence in which you listen is automatically customizable using services like Pandora and iTunes Radio, among many others. While there is copyright-violating sharing of eBooks, it is not of the same order of magnitude as music. (Just search for your favorite book followed by PDF, you might be surprised to find it on a non-US website). Is downloading my own book illegal?

And then we get other items, all commodified though not digitized, that are amenable to the new distribution system: from clothing to lightbulbs, from batteries to baked goods, from Kindles to kites, which can all be ordered and delivered within 48 hours (if not sooner). Even custom goods get sold on places like Etsy. While used (and new) items both standard and non-standard are offered on Ebay.

All of these deliveries reduce my travel to the store, while increasing travel in the logistics supply chain, but generally reduce travel overall.

The decline of shopping travel is one aspect of the decline of personal travel overall, and has many knock-on effects. We need fewer roads (<http://transportationist.org/2014/01/01/when-will-we-reach-peak>

Broadway - Fwd: Broadway Roadway Improvement Project and 2435 E. Broadway

From: Jennifer Burdick
To: Broadway
Date: 2/14/2014 4:12 PM
Subject: Fwd: Broadway Roadway Improvement Project and 2435 E. Broadway

>>> On 2/14/2014 at 4:10 PM, Jennifer Burdick wrote:

Eric,

Nice to talk to you by phone today. I will keep you informed about progress with the Panda Buffet building demolition, and also the Broadway Roadway Improvement Project.

If at any time you have questions, please let me know. I am including my contact information below.

Sincerely,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

Broadway - Fwd: Broadway Roadway Improvement Project and 2311 E. Broadway

From: Jennifer Burdick
To: Broadway
Date: 2/14/2014 4:12 PM
Subject: Fwd: Broadway Roadway Improvement Project and 2311 E. Broadway

>>> On 2/14/2014 at 4:11 PM, Jennifer Burdick wrote:

Mr. De Paolis,

It was nice to talk to you by phone today. I will keep you informed about progress with the Panda Buffet building demolition, and also the Broadway Roadway Improvement Project.

If at any time you have questions, please let me know. I am including my contact information below.

Sincerely,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

Jennifer Burdick - Comments on EPS White Paper

From: Margot W Garcia <mgarcia@vcu.edu>
To: <Jennifer.Burdick@tucsonaz.gov>
Date: 2/17/2014 9:28 AM
Subject: Comments on EPS White Paper

February 17, 2014

Benjamin Sigman

Jason Moody

Economic and Planning Systems

One Kaiser Plaza, Suite 1410

Oakland, CA 94612

Greetings,

Thank you for the opportunity to comment on the Draft White Paper “Broadway Boulevard Corridor Revitalization” of January 7, 2014. We have organized our comments in two parts. First some general comments as to tone and approach, and secondly some specific comments.

General Comments

1) Most importantly, the report does not recognize that the draft goals of the Broadway Boulevard Citizens’ Task Force (CTF) emphasize the retention and enhancement of the existing character and environment (i.e. local businesses and business incubator etc.). This is the key issue. Instead of looking at individual buildings and providing examples and case studies of chains, the report needs to focus more on what is needed to create and retain districts and corridors that promote place-making and provide opportunities for local businesses to thrive. In other words, what is needed is a holistic

approach that examines the entire two-mile stretch.

2) We are glad to find generally supportive comments about the economic vitality of the Broadway Boulevard as stated in the first of the key findings, “Today, Broadway Boulevard is an economically viable commercial corridor that supports a mix of retail, office and other uses;” and that, “Broadway Boulevard is an economically viable commercial corridor that has adapted over time to evolving physical and market conditions.” (Pages 1 and 2). We are delighted that you understand that; however the rest of the report tends to contradict this, and proposed actions that do not build upon the existing character of Broadway. An example occurred at the Citizens’ Task Force meeting on January 23 in the response to the CTF member who suggested that there was no major problem given the low vacancy rates, etc. The response implied that many of the existing businesses were not thriving and that over time the mix will change. While this may be true in some instances (and no one expects that all of the existing businesses, or even the current mix will remain), it seems that this not only contradicts the statements in the white paper, but that a more appropriate response would have been to suggest that the goal of future actions should be the **enhancement** of the corridor’s existing character so that overall vitality will occur.

3) The examples of new investment along the two-mile stretch mentioned in the white paper, are only those of new construction, mostly on the south side of the roadway, which according to the 1987 plan was to be spared any acquisitions. The real story of the viability of the corridor is the continuing investment and repurposing of existing buildings, historic and other, on the north side, as they come available despite over three years of active public discussion of the street widening and that the widening could result in a taking of most of the north side parcels. We ask that you document and call attention of the new (last five years) uses of existing buildings on the north side of Broadway. Here are some examples in in the last year on the north side of the street:

- Chanel 14 AZTECA at 1201 E. Broadway
- Flanagan’s Celtic Corner at 2719 E. Broadway
- Nonesuch Gift Shop that is in a remodeled house at 2801 E. Broadway
- Western Dentist and Orthodontic at 2901 E. Broadway

On the south side of the street, new businesses include:

- Russell’s Retro Furnishings at 1132 Broadway
- Fast Medical Urgent Care at 2500 E. Broadway
- Falora’s Pizza and Espresso at 3000 E. Broadway

As one can see from the above list, new businesses going in maintain the character of the corridor by

continuing the mix of businesses and services; mostly small, independent businesses. Your report could help this phenomenon by emphasizing how this could be enhanced. While there are turnovers for a variety of reasons, for instance Thomas Reprographics gave up its Tucson store on Broadway because of changes in the way governments and companies put buildings out to bid, in general new or existing businesses move into vacancies.

Specific Comments (The statement from the white paper is in italics, our comments are in regular font.)

-

Page 2: *Major retailers need larger spaces (i.e., Safeway) than is currently available on Broadway.* The report needs to discuss the implications of this and how it affects what are feasible futures for the corridor.

Page 3: *Best practices include nodes, traffic calming, place-making, and pedestrian environment. These improvements can enhance economic vitality through creating a better “place.”* Firstly, the report needs to look at what is envisioned in the spaces between the nodes, where these nodes would occur (which does ignore the existing character to some degree), how to integrate nodes with the strip, and what can these nodes provide. Secondly, and more importantly, the idea that improvements will **enhance** the existing environment needs to be emphasized.

Page 3: *Can create places on busy thoroughfares using CSS solutions.* The report cites Feast (on Speedway) as an example. However, Feast is an individual business and the improvements apply only to it; there is no identifiable district or place in the area Feast is located. People don't go to Feast to hang out or stroll along Speedway at that location. The emphasis should be on districts not individual buildings. Also, Feast has a similar depth (the building is over 120 feet deep) to buildings on Broadway. Further, Feast's parking solution is only for it and the model would not work for an entire corridor or district or even a block, i.e. each business providing its own parking to the side unless one is willing to significantly reduce the number of businesses.

Pages 3-4: *Significant widening will lead to significant acquisition and demolition on corridor that abuts lower intensity neighborhoods and currently exhibits shallow lot depths.* Demolition for widening will leave remnant parcels that will be shallower and increase impacts to neighborhoods. In addition, the report states that most major developers will not invest in such an area though possibly niche “micro developers” might come forward in the very long term. Large-scale development would require significant parcel consolidation and this would reduce the number of businesses, etc., which could have a negative impact on the ability of Broadway to accommodate local businesses. It will certainly significantly change the character of the corridor. More importantly, this touches one of the key issues; that the remnant parcels will not be deep enough to be viable either by themselves or as a corridor or district; and even if developed, would probably significantly alter Broadway's existing character.

Page 4: *Probably needs various development incentives.* Here would be the place to talk about in some detail what development incentives exist, and what other ones might help.

Page 4: *Some large underutilized sites could serve as catalysts to retaining and enhancing the existing historic and urban fabric of the corridor. These sites, especially at western end could be mixed-use developments.* Most likely the sites being referred to are the Volvo Site and City-owned site across the street. Most of the land in the project area is in small parcels, is developed, and there are few opportunities for large developments. Just look at the property maps and see the small lot sizes, though often the same person owns a number of them.

Pages 6-7: *In regards to chart of best practices steps, emphasize steps 5, 7, 8 (create nodes, create place, diversify character).* However, we would also state that calming traffic is important. There needs to be a better discussion of nodes and related development between them along corridor (especially from Campbell to Country Club that is primarily strip commercial).

Page 7: *Further, in relation to nodes, paper states that prime function of corridor is conveyance and nodes are the areas for "places."* This contradicts much of the current literature, including the book the ITE recently wrote in conjunction with the Congress of New Urbanism (Designing Walkable Urban Thoroughfares: A Context Sensitive Approach), which states that a street is combination of conveyance and place in at least equal importance. We fear that the paper's statement could otherwise degrade importance of the areas between nodes. The emphasis should be on the entire corridor being a destination (or a couple of destinations), not just the nodes.

Page 7: *Emphasizes the need for more diversity and development within an overall place concept.* However, the paper's reference to lifestyle centers (and upscale restaurants and retail with entertainment) seems to contradict the idea of diversity and would significantly change the character of the area. We do not need another La Encantada (located in the Foothills). Also, given the shallow lot depths, especially after widening, how could a lifestyle center be feasible without destroying a large section of housing in a neighborhood?

Suggestions

-

For your white paper to be effective, it needs to provide guidance on what is feasible and what happens if widening impacts this corridor.

We would ask you to be clear on your terms – perhaps it is even necessary to define some of them since the audience for this paper is a citizen’s task force.

- What is shallow lot development? (The report needs to differentiate between development such as Feast, which has a depth similar to that for most of the buildings on Broadway, and what would occur on Broadway after widening in which lots would be significantly reduced.)
- What is a node?
- What do you mean by revitalization?
- What do you mean by viability?
- When you say new development, do you mean new construction or repurposing an existing building?
- How do you define lifestyle center?
- What do you mean by “real estate development opportunity”?

Thank you for this opportunity to comment on the report. We look forward to a new version that incorporates some of our suggestions and recognizes the unique and special area, a mix of retail, services, restaurants, and offices, many in historic post modern buildings that we have along Broadway for much of these two miles.

Sincerely,

Marc Fink, AICP

Margot Garcia, PhD, AICP

Copy: Jennifer Toothaker

OIP: Nicole Ewing-Gavin, Rebecca Ruopp, and Camila Bekat, Andrew Squire

Steve Kosachik, Councilmember, Ward 6

Jennifer Burdick - Re: Parking and Sidewalk papers

From: Jennifer Burdick
To: Margot W Garcia
Date: 2/21/2014 4:18 PM
Subject: Re: Parking and Sidewalk papers

Excellent - thanks, Margot. It is right up front in a vertical magazine holder with a yellow sticky note with your name on it.

~Jenn

>>> On 2/21/2014 at 3:59 PM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Thanks,
I guess what works best for me now that it is so late in the day is to pick them up on Monday when I come for the TTF at 4. So I will come over to the front desk on 6th floor at 3:30 or thereabouts.
Margot

On Fri, Feb 21, 2014 at 10:23 AM, Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov> wrote:

Margot,
Danny was able to finish copying and compiling a copy each of the reports for you. He just brought them in to me. I can leave them up front for you here at TDOT, or figure out how to get them to you. What would work best for you?
~Jenn

>>> On 2/18/2014 at 11:54 AM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Yes, I can come down and get them. Let me know when they are available.
Margot

On Mon, Feb 17, 2014 at 5:26 PM, Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov> wrote:

Margot,
I just realized that I did not answer about getting you a copy of the reports. I can run 1 copy of each for you, but will not be able to bind them with the comb-binding. I will let you know when they are ready.
Will you be downtown this week that you could pick them up?
~Jenn

>>> On 2/17/2014 at 4:08 PM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Jenn,
At the last CTF meeting there were two studies handed out to the CTF members and a copy of each available to the public. We were told we could download those from the website. I am unable to find those files. Could you please tell me where to find them?
Better yet, I would like a hard copy of each. Is that possible?

Margot

P.S. I don't think I told you, I told others, that I thought the last CTF meeting was well orchestrated. The presentations went well, were logical and easy to follow with good pictures. People stayed pretty much on time. I thought the break went very well. People were in clusters all over the room talking to each other - CTF members to each other too. After the break, CTF members appeared refreshed, refocused on the job at hand. Good job.

Broadway - Fwd: FYI

From: Jennifer Burdick
To: Broadway
Date: 2/22/2014 4:34 PM
Subject: Fwd: FYI

>>> On 2/18/2014 at 12:14 PM, Jennifer Burdick wrote:

Thank you for trying again. Wow - Buenos Aires would be amazing, but alas, I think you are correct that such a trip would not be in our current budget tea leaves.

I will look at the web site referenced by the project leader, though - futureofplaces.com

Thanks, Margot!
 ~Jenn

>>> On 2/18/2014 at 11:37 AM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Jenn, Wouldn't it be wonderful if the city could find the money to send you to this conference. What a great investment in our future! But with the budget the way it is, I don't give it much hope! But we can always dream.

Margot

>>> On 2/18/2014 at 12:06 PM, Margot W Garcia <mgarcia@vcu.edu> wrote:

CALL FOR PAPERS

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The Second **Future of Places** Conference: "Streets as Public Spaces"
 1-3 September 2014 * Buenos Aires, Argentina

THEME

=====

Following the 2013 Future of Places conference in Stockholm, Sweden, Axson Johnson Foundation, together with its partners UN-Habitat and Project for Public Spaces, are pleased to announce the next conference in the series. The theme of the 2014 conference, "Streets as Public Spaces," reflects the importance of modern street design in enabling - or damaging - the well-being of city dwellers. Streets serve a broader function than the efficient conveyance of vehicles or pedestrians from one location to another. They, and their adjacent spaces, form a critical connective network within the City, profoundly influencing, and potentially limiting, social and economic development.

This year's conference, and the series as a whole, is built on the recognition that cities are more than technical creations: they are above all places of human interaction, allowing exchange, creativity, access to resources, pleasure, and at times, conflict. Moreover, city design in the last half-century has made serious mistakes that have damaged human well-being (along with natural resources, ecologies and other critical systems). It is only by recognising the fundamental activities of human beings, operating within networks of urban places, that we can understand how they may interact, use resources, develop their capabilities, promote their well-being, and advance the well-being of the city as a whole.

This topic takes on special urgency in light of the growing challenges that cities face, including rapid urbanisation in many parts of the world. The conference will therefore move beyond an understanding of the characteristics of streets as public space, and seek to identify and to disseminate a core agenda of action for science, education, policy and best practice.

CONFERENCE TRACKS

=====

The conference is divided into four tracks:

Science: Research into the role of streets as public spaces, the outcomes of different design approaches, and the priorities for further research.

Education: Curriculum development and evaluation related to street and public space design, in engineering, urban planning, landscape architecture, architecture and other fields.

Policy: New initiatives and their outcomes; new priorities for policy changes, with a focus in national differences as well as commonalities.

Best Practice: New tools, practices, standards, strategies and models, and evaluations of their outcome; new priorities for changes to practice.

Sub-themes for each track will include (subject to revision):

- Urban networks and urban places
- Economic spillovers and social dynamics
- Ingredients of successful urban places
- Urban capacity and capability
- Diversity and equity
- Multi-modal mobility
- Street design for health
- Emerging tools and toolkits
- Priorities for research, education, policy and practice
- Streets as drivers for urban prosperity

KEYNOTE SPEAKERS

=====

Invited speakers include:

Jan Gehl
 Enrique Peñalosa
 Victor Dover
 Setha Low
 Fred Kent
 Juan Clos

And others to be announced

VENUE

=====

Panamericano Hotel

Carlos Pellegrini 551
1009 Buenos Aires, Argentina

CALL FOR PAPERS
=====

Abstracts will be reviewed by a qualified panel of referees, and selected abstracts will be invited to submit full papers. Abstracts should be no more than 300 words, on one page, including author(s)' name and contact information at the top of the page. Email submissions to the address below by the dates specified.

KEY DATES
=====

Call for Papers - Abstracts Due 1 April 2014
Notification of Selected Abstracts 1 May 2014
Invited Papers Due..... 1 June 2014
Notification of Selected Papers..... 1 July 2014
Final Revised Papers Due..... 1 August 2014

Early Registration Begins 1 March 2014
Early Registration Ends 1 July 2014
Conference 1-3 September 2014

CONFERENCE FEES AND PAYMENT
=====

The conference is free for invited attendees (including those with accepted papers) and includes all meals.

PUBLICATIONS
=====

Abstracts will be reviewed by a qualified panel of referees. Selected papers will be invited to participate in a second round of peer review toward publication in a conference proceeding volume or partner journal to be announced, in the field of urban design and development.

SCIENTIFIC COMMITTEE
=====

A Committee of distinguished international researchers, scholars and practitioners with noted work in the field will supervise the process.

CONTACT INFORMATION
=====

Future of Places
Project leader Peter Elmlund <peter@futureofplaces.com>

Send your abstract and paper to:

academic@futureofplaces.com

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Co-Editor
Journal of Urbanism
<http://mc.manuscriptcentral.com:80/riou>

Jennifer Burdick - Re:

From: Jennifer Burdick
To: ian wang
Date: 2/21/2014 5:49 PM
Subject: Re:

Mr. Wang,

The Camino Seco-Houghton Road segment of Broadway, which is part of the Regional Transportation Authority (RTA) Plan as Project 29 is slated to begin in Period 3 (2017-2021).

You can find out more about the project online via this web page:

<http://www.rtamobility.com/RTAPlan/RTAPlanDocumentsandMaps.aspx>

I am managing a different Broadway project segment closer to downtown Tucson.

I do not know anything more about Project 29 at this time, but will see if I can find some more information for you.

~Jenn

>>> On 2/20/2014 at 4:29 AM, ian wang <wang2503@gmail.com> wrote:

DEAR DIRECTOR

I BELIEVE CONSTRUCTION ON BROADWAY BOULEVARD FROM CAMINO SECO TO HOUGHTON ROAD IS SCHEDULED TO TAKE PLACE IN FISCAL YEAR 2016-17.

Broadway - Re: Wide street don't make sense

From: Broadway
To: Jennifer Burdick
Subject: Re: Wide street don't make sense

>>> On 2/22/2014 at 3:39 PM, Jennifer Burdick wrote:

Thank you, Ron, for providing this link. We will add it to the Public Input Report.

~Jenn

>>> On 2/20/2014 at 7:57 AM, Ronald spark <rpsparkmd@yahoo.com> wrote:

Why Does This Street Have So Many Lanes? Smart Growth for Conservatives

The street in the picture below is 400 South in downtown Salt Lake City. In general, it's a massive and massively unpleasant street:

[Read On](#)

<http://www.smartgrowthforconservatives.com/2014/02/19/why-does-this-street-have-so-many-lanes/>

Smart Growth for Conservatives

Fiscal and market perspectives on transportation and land use



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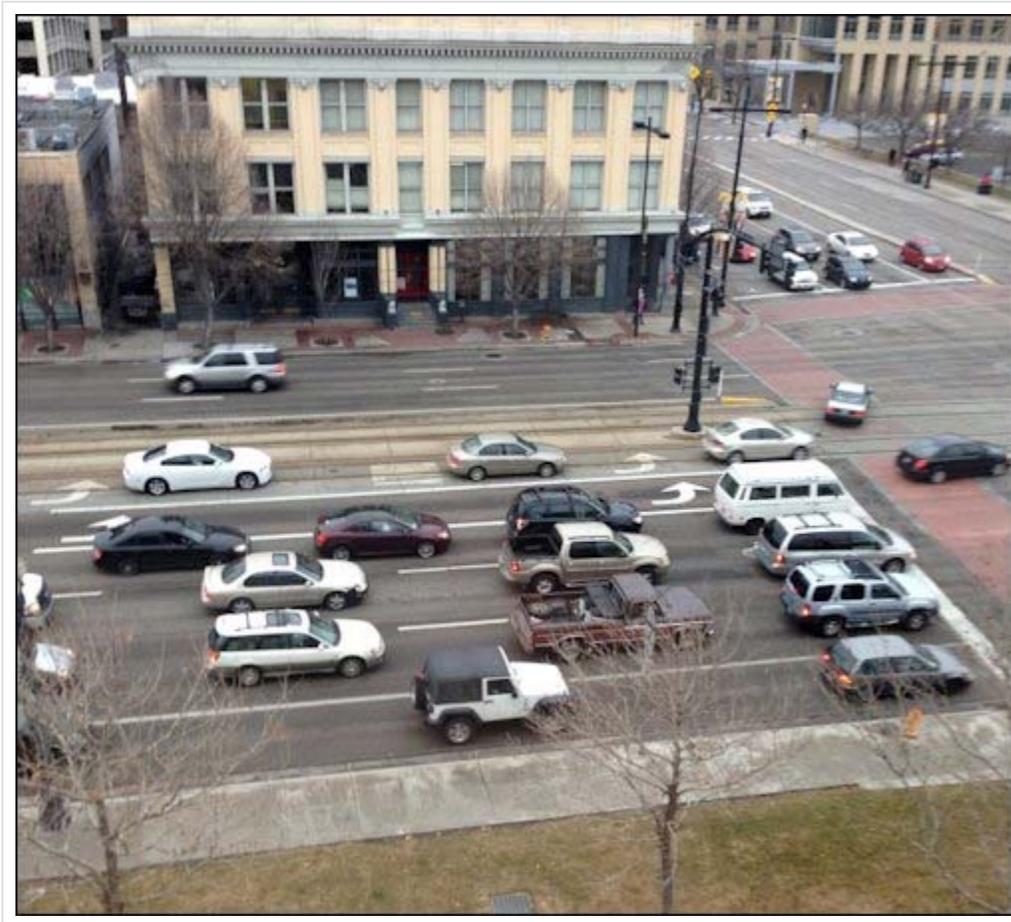
[Next →](#)

Why Does this Street Have So Many Lanes?

Posted on [February 19, 2014](#) by [jabacon@baconsrebellion.com](#)

by Jim Dalrymple

The street in the picture below is 400 South in downtown Salt Lake City. In general, it's a massive and massively unpleasant street:



Including turn lanes, there are a full six lanes of traffic for cars *just in one direction*. Here are the reasons this is a major problem:

1. It's expensive. Maintaining this type of street is vastly more expensive than the analogous-but-smaller version of a downtown street you'd see in most cities.
2. It [encourages speeding, which problem is exacerbated by Salt Lake City's long blocks](#). That, in turn, increases the frequency and severity of accidents.
3. It's extremely unpleasant to walk on. Note the small sidewalks and the lack of a buffer between the street and the pedestrian space.
4. It reduces the economic value of the street. Fast cars aren't going to stop and even if they did complete streets have shown more economic strength than horrible stroads like this.

(Cross posted from About Town.)

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This entry was posted in [Streets, roads, highways](#) and tagged [Jim Dalrymple](#) by jabacon@baconsrebellion.com. Bookmark the [permalink](#).



About jabacon@baconsrebellion.com

Editor James A. Bacon publishes the blog with financial support from Smart Growth America. A life-long journalist, Jim was publisher & editor-in-chief of Virginia Business magazine before launching Bacon's Rebellion, a blog dedicated to building more prosperous, livable and sustainable communities in Virginia. He is the author of "Boomergeddon: How Runaway Deficits Will Bankrupt the Country and Ruin Retirement for Aging Baby Boomers — and What You Can Do About It."

[View all posts by jabacon@baconsrebellion.com](#) →

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Jennifer Burdick - Lee Walker

From: Broadway
To: Broadway; Jennifer Burdick
Date: 2/22/2014 4:24 PM
Caller: Lee Walker
Company: Church of Latter Day Saints, 105 N. Norton Ave.

Discussed the approval of the Panda Demolition and schedule, and installation of the lights on the TEP poles in the parking lot. Discussed the church's need for additional parking from time to time for their conferences a few times/year. Mr. Walker contacts other properties to share parking, when needed. Also discussed the current planning and design schedule for the Broadway Roadway Improvements project and that the scope is not determined.

Mr. Walker will look into whether the church could host a community meeting on the post-demo site treatment of the Panda building and let us know.

Jennifer Burdick - Re: Fwd: Upcoming Broadway CTF Design Charrette Dates and Locations

From: Jennifer Burdick
To: Margot W Garcia
Date: 2/21/2014 5:24 PM
Subject: Re: Fwd: Upcoming Broadway CTF Design Charrette Dates and Locations
CC: Colby and Karen; Daryl Cole; J.D. Garcia; JD Garcia; JessicaShuman; John O'Dowd (Sam Hughes); John O'Dowd; Katya Peterson; Laura - (tabili) Tabili; Laura Tabili; Les Pierce (Arroyo Chico); Linda Dobbyn; Marc Fink; MARK S HUMAN; Mary Terry Schiltz (Broadmore Broadway Village); marypfli@hotmai.com; Richard Roati; Ron Spark; Ruth Beeker; Steve Kozachik

Margot,
I appreciate your willingness to at least try to see how this will work.

I acknowledge your concern about whether our meeting format will in fact meet Open Meeting Law. The first two meetings should not present issues with anyone hearing the CTF doing their work. I believe your concerns will relate to the small group work planned, which will mostly take place on March 6, possibly some on March 7.

I have already communicated with the City Clerk's Office to make sure we were following OML. However, in light of your concerns, I will contact both Attorney's Office and City Clerk's to verify. If the Attorney's Office or City Clerk's Office require modification to our meeting design, we have time to make a change.

Given that so many people are on this email exchange, I would like to confirm:

- We have gotten out advertising regarding the meeting dates and locations.
- The 2/25 and 2/27 agendas and meeting information are now loaded on the Broadway project web page (www.tucsonaz.gov/broadway), and due to the hour, likely posted on Monday by the City Clerk's Office.
- We will have space for the public to observe at every meeting (which includes hearing, not just seeing) the CTF work. There will be audio recordings - for large and small group work. These will be posted online with the Legal Action Reports. Any small group work will include report outs to the room.

March 7th is the meeting when a lot of the decisions will be clarified/crystalized related to the charrette goals. The decision-making will occur as a large group at that point.

~Jenn

>>> On 2/21/2014 at 3:44 PM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Jenn,

Thank you for the detailed explanation. I am willing to see how your vision of this works out, but I remind you this is a public meeting and therefore the public is suppose to be able to hear what the conversations are that are going on. To not allow the public to hear the conversations would make it, I contend, not legal under the open meetings law.

Margot

On Fri, Feb 21, 2014 at 1:44 PM, Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov> wrote:

Margot, all -

Thanks for communicating your concerns by your email, and for calling me to talk about them. As we discussed, I'll respond in writing to try to communicate back out to everyone on this email what we discussed.

As of right now, I will not change locations. I have provided some additional information below to help explain why we made the decisions we have. While the solutions are not ideal, they did meet criteria we have.

Since our conversation included more than just the selection of the meeting locations, I have also included more information about the meeting formats and space layout.

My specific comments to your points are included in **bold** for ease of reference, and I have included more explanation

below that, between the ">>>>" brackets.

Please let me know if you have more questions. (We are under deadline to get materials out today, so I may not be able to respond immediately - and likely not until tomorrow.)

~Jenn

>>> On 2/21/2014 at 9:17 AM, Margot W Garcia <mgarcia@vcu.edu> wrote:

Jenn,

I am very disturbed by the choice of space for the three meetings noted above.

1. It is not very close to Broadway project area and that has been a criterion for selecting a meeting space. **We did try to seek closer locations. Please see more about the challenges and why we chose this location in the longer message below.**

2. Parking is a major problem. Will the public works garage be open until 9? I know that the underground garage at the city is not. Where are we to park? **The public works garage will be open (open from 6am-9pm, M-F).**

<http://www.pima.gov/parking/>

There are also metered spots and other parking lots within the near vicinity. An online map can be found at: http://www.tucsonaz.gov/files/parkwise/PW_0113_map.pdf

Bicycle parking is provided in front of the TransAmerica building.

3. Many people will not come just because it is downtown. They get confused by the one-way streets. **I understand this can be an issue. This is not the only opportunity for public input. We will have another CTF meeting prior to public meeting #4.**

4. I do not believe the room is any bigger than the one currently being used. So why move?

Did you try going to the church on Broadway? or try the Synagogue on Country Club? or back to the Shriner's Temple? **Size was not the only factor we had to consider. See more in message below.**

The wording of the message makes it look like you don't want the public there. I had understood from earlier presentations you made at CTF meetings that there would be opportunities for stakeholders to interact with their representatives on the CTF during the Charrettes. Is that still your intent? **Yes, caucusing is still going to be planned in to the activity schedules. The intention of the wording was to help set expectations about the fact that these are working style meetings for the CTF, which will be different from the styles of CTF meetings we have had to date, which have been predominantly presentation/team-CTF interaction style meetings.**

Please explain.

>>>>>> **More explanation:**

Meeting Formats and Layouts

* The focus of all 4 meetings is on a design charrette for the Task Force - this is not a charrette designed for broad public engagement. Rather, this is the time for the Task Force to be able to work together both in large group and small group formats to arrive at:

- Understanding of the data and performance assessments of the different alternatives;
- Recommended changes to the drawings, performance measures and goals, and assessments;
- Recommendations on the alternatives to move forward into further design and analysis;
- Input on what to obtain from the public at Public Meeting #4, to be held in ~May, 2014, at which time the results from this charrette will be shared with the public.

* The activities we conduct with the CTF will provide breaks to allow the Task Force to caucus with their stakeholders.

* Nights 2, 3, and 4 will provide 2 Calls to the Audience each, at the beginning and at the end.

* The room will accommodate the CTF at large tables to be able to review the various information. The public will have materials available for their review as well. The meeting location at TransAmerica provides the CTF conference room and the TransAmerica building 1st floor lobby. We will make copies of materials available for public review for sure in the lobby, and as space allows, in the conference room.

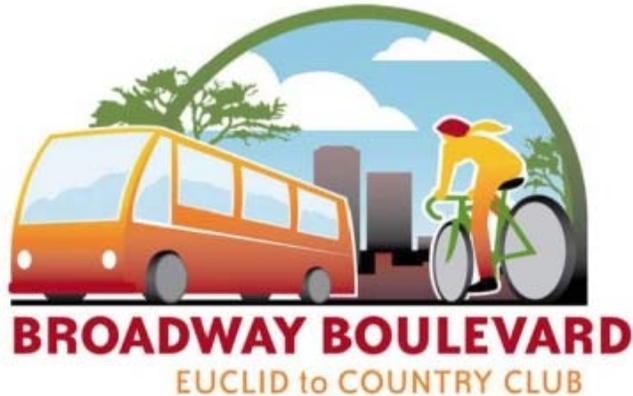
* The TransAmerica lobby will allow access to restrooms and, as mentioned, will include displays.

Factors involved in the room choice

Regarding the room choices, the factors involved were:

- Schedule availability for one space on the last 3 dates of the charrette. (Less confusion about where the meetings will be, for everyone.)
 - Logistical needs for the work we will be doing. (We need large swaths of wall space for the group activities we are undertaking with the Task Force.)
 - Cost. (The rooms we have found are free, and hiring extra security by the building management is not required.)
- Child & Family Resources is available for 2/25, 2/27, and 3/7. It is not available for 3/6. However, the work we will be doing with the Task Force will include needing large swaths of wall space to tape up some "sticky walls". That

Subject: Upcoming Broadway CTF Design Charrette Dates and Locations
 To: mgarcia@vcu.edu



Broadway Boulevard

Euclid Avenue to Country Club Road

Greetings!

The project team would like to remind you of the following dates and locations of the upcoming **four day Broadway Boulevard Citizens Task Force Design Charrette**:

- **Tuesday, February 25, 2014** - 5:30 p.m. - 2800 E. Broadway (Child and Family resources).
- **Thursday, February 27, 2014** - 5:30 p.m. - 177 N. Church Avenue (1st Floor Conference Room, TransAmerica Building)*.
- **Thursday, March 6, 2014** - 5:30 p.m. - 177 N. Church Avenue (1st Floor Conference Room, TransAmerica Building)*.
- **Friday, March 7, 2014** - 3 p.m. - 177 N. Church Avenue (1st Floor Conference Room, TransAmerica Building) *.

*Entrance is off of Alameda Street, near the Old Pueblo Credit Union ATM.

[Click here](#) to view a map of the building's location.

Please note that days two and three of the charrette will primarily be working sessions for the CTF; during these meetings there will not be many presentations for the public to observe. However, there will be two call to the audience opportunities. Day four of the charrette will culminate with recommendations from the CTF to provide direction to the project team.

These focused meetings will allow the Task Force time to immerse themselves in detailed materials to help them arrive at a consensus of what design

February 19, 2014

This e-newsletter is sent to groups and individuals who have expressed interest in the [Broadway Boulevard, Euclid to Country Club](#) project.

Useful Links

[> Broadway Project Website](#)

[> RTA website](#)

[> MainStreet Business Assistance](#)

alternatives and performance goals and measures to advance into further study. The decisions made by the Task Force at these meetings will be shared at the next public workshop, which is tentatively scheduled for May 2014.

Agendas and materials will be available online soon at:

www.tucsonaz.gov/broadway.

As always, if you have any questions or need more information, please feel welcome to contact one of our team by emailing broadway@tucsonaz.gov or calling [520.622.0815](tel:520.622.0815).

Thank you for your continued interest and involvement!

Jenn and the Project Team

For more information about the Broadway Boulevard, Euclid to Country Club project, please visit the project on the web at www.tucsonaz.gov/broadway or call the info line at 622-0815.

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