

# Call to the Audience Guidelines

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

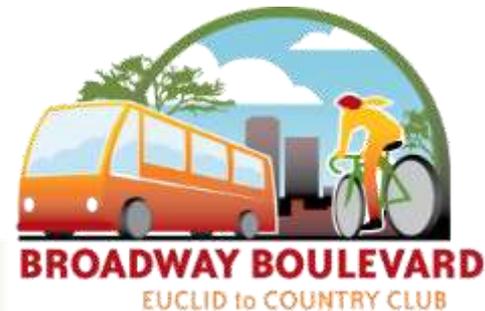


# **BROADWAY BOULEVARD**

EUCLID to COUNTRY CLUB

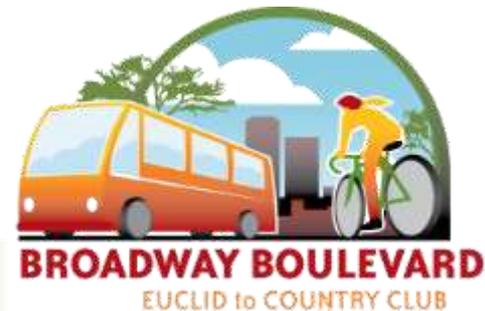
# Action Meeting Agenda

1. Call to Order/Agenda Review/Announcements *3 min*
2. Approval of CTF Meeting Summary 1/23/14 *2 min*
3. Discuss/Approve Authoring a CTF Letter of Support for the Sunshine Mile Bond Project *5 min*
4. Call to the Audience *15 min*
5. Public Input Report and Reports on Project Presentations & Outreach *15 min*
6. Presentations and Discussion: ADA Compliance and Universal Design Considerations *60 min*
- 10 MIN BREAK**
7. Approve Upcoming CTF Design Charrette Meeting Schedule
8. Presentations and Discussion: Introduction to Initial Analyses of Design Approaches and Other Tools to Help Mitigate Property Impacts and Acquisitions *60 min*
9. Call to the Audience *10 min*
10. Next Steps/CTF Roundtable *10 min*
11. Adjourn



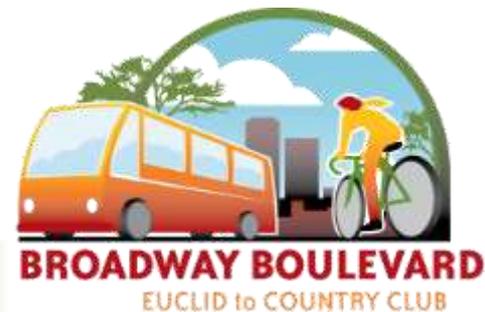
# 2. Approval of January 23, 2014 CTF Meeting Summary

Nanci Beizer



# 3. Discuss/Approve Authoring a CTF Letter of Support for the Sunshine Mile Bond Project

Nanci Beizer



# Call to the Audience

15 Minutes

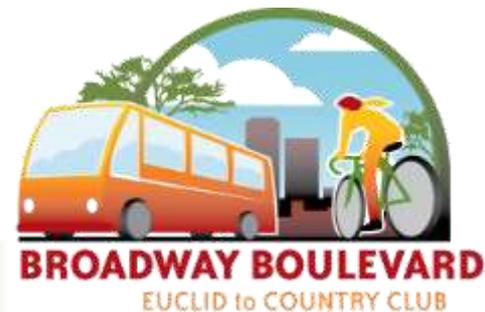
**Please limit comments to 3 minutes**

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

# 5. Public Input Report, and Reports on Project Presentations and Outreach

1/23/14 RTA Board Meeting - Jim DeGroot

1/30/14 UA Class Presentation & Partnership on Panda Buffet Building Post-Demo Site Treatment (2419 E. Broadway)



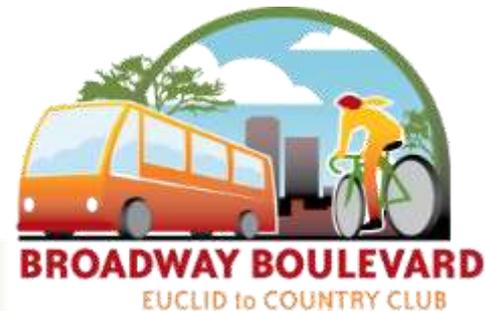
# 6. Presentations and Discussion: ADA Compliance and Universal Design Considerations

**Martin DuPont**

ADA Specialist, City of Tucson

**Sherry Santee**

Physical Therapist, UA Disability Resources Center



# What Is the American with Disabilities Act (ADA)

*The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation*

- Why ADA and Universal Design is important for Broadway

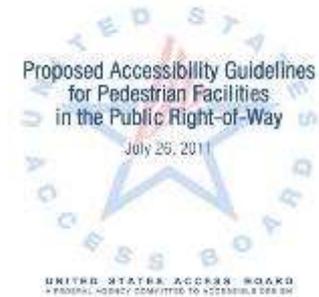
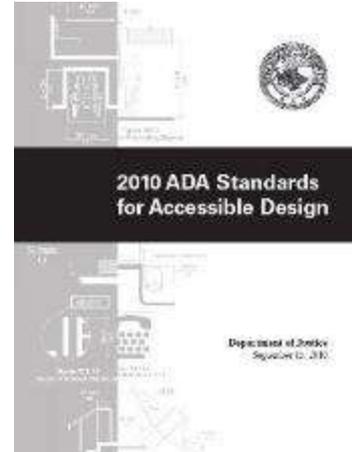
# How does ADA Apply to Streets

- Designed to Serve all Users
- Pedestrian Facility Design
  - Architectural Barriers Act (ABA) of 1968
  - Rehabilitation Act of 1973 (Section 504)
  - American with Disabilities Act of 1990
- Communications & Information Access



# How ADA is Enforced

- Design Standards
  - Includes Proposed standards for Pedestrian Facilities in Public Right-of-Way



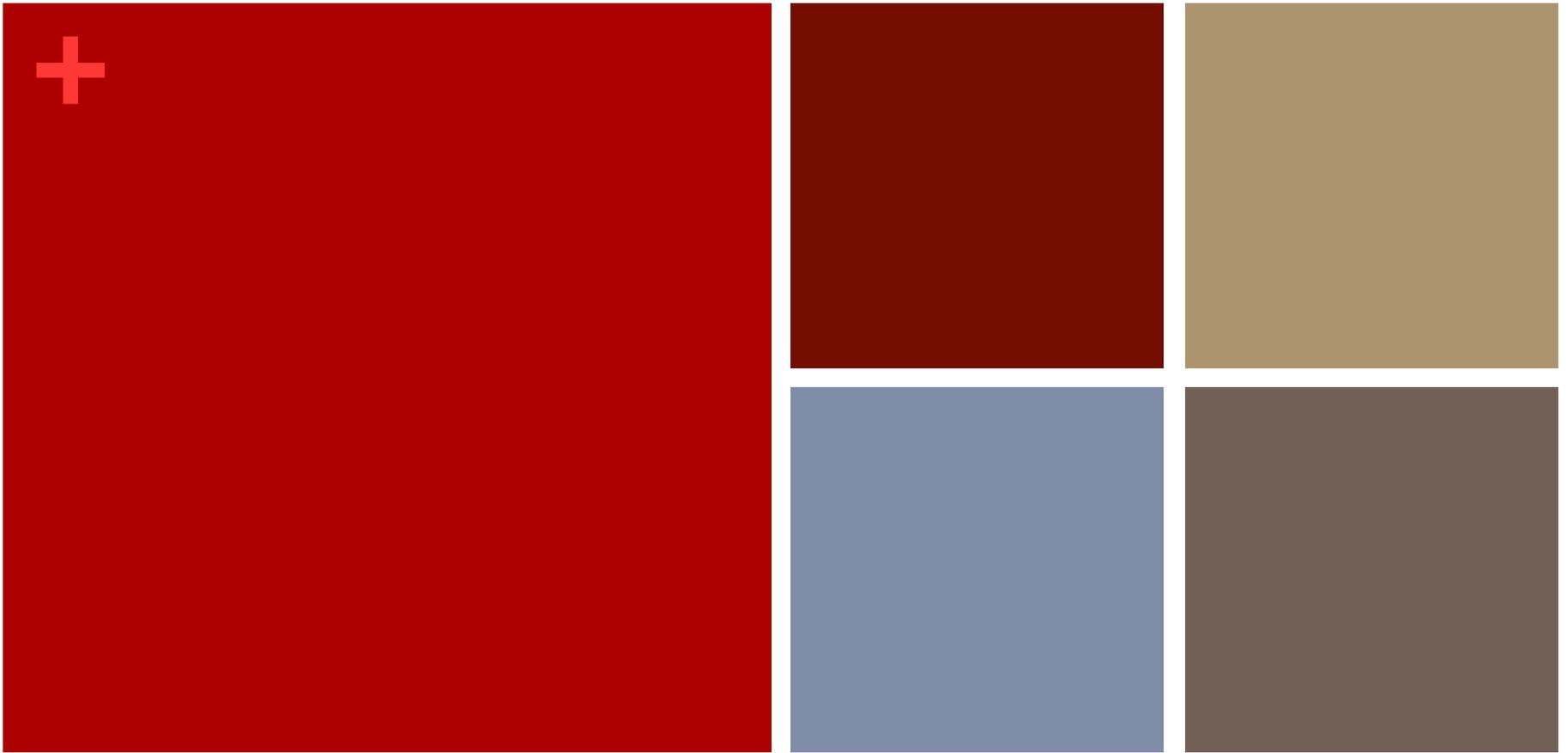
- Department of Justice Audit



# DOJ Settlement Agreement with City of Tucson

- Project Civic Access
- Notice: November 2004
- Audit: January 2005
- Settlement Agreement: July 2005
- 4-Year Agreement
  - First 3-years spent making corrections
  - Final year spent monitoring





**“Reframing”  
Disability &  
Universal Design**

# + Emerging Frame



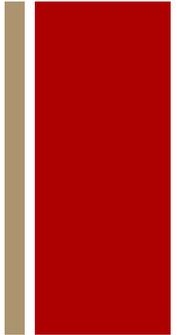
The environment creates and perpetuates barriers that disable or exclude people with impairments.

# + Universal Design

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Our responsibility	Impact
<ul style="list-style-type: none"><li data-bbox="873 354 1290 629">• Identify and remove barriers to access</li><li data-bbox="873 658 1290 933">• Incorporate access into design initially</li></ul>	<ul style="list-style-type: none"><li data-bbox="1381 354 1846 558">• Inclusive and welcoming environments</li><li data-bbox="1381 586 1785 715">• Sustainable design</li><li data-bbox="1381 743 1785 1019">• Equitable, respectful experience for all</li></ul>

# + Principles of UD



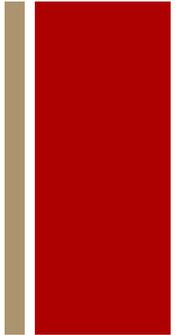
1. **Equitable use** | The design is useful and marketable to people with diverse abilities
2. **Flexibility in use** | The design accommodates a wide range of preferences and abilities.
3. **Simple and intuitive use** | Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
4. **Perceptible information** | The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

# + Principles of UD – Cont'd

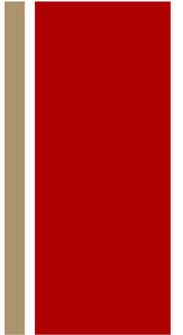
5. **Tolerance for error** | The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. **Low physical effort** | The design can be used efficiently and comfortably and with a minimum of fatigue.
7. **Size and space for approach and use** | Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

+

How do we design to include these principles?



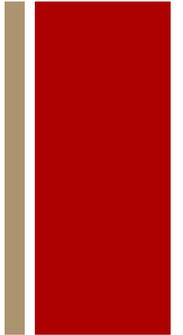
# + An example of a Universally Designed entrance



# + How do Universal Design principles relate to roadway and pedestrian features?

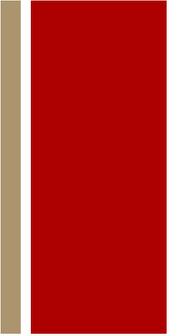
■ Such as:

- Sidewalks
- Driveway crossings
- Intersection crossings
- Bus stops
- Other pedestrian amenities



# + Progressive examples of Sidewalk Design

- Sidewalk meeting minimum standards
- City standard sidewalk widths and buffer
- Higher level of accommodation





~4'



**Example 4' Wide Sidewalk "Congestion Issues"**

Source: Kimley Horn Associates



~4'



**Example 4' Wide Sidewalk "Congestion Issues"**

Source: Kimley Horn Associates



~8'



Increasing width to about 8' would alleviate “congestion” Source: Kimley Horn Associates



**Example City Standard Sidewalk**

Source: Community Design + Architecture



6'

3'

**Example City Standard Sidewalk**

Source: Community Design + Architecture



**Example Grant Road Design Concept Report Sidewalks** © Community Design + Architecture

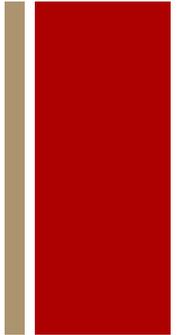


8'

12'

# + Progressive examples of Driveway Design

- Examples of existing conditions that create challenging travel
- Higher level of accommodation





**Extreme slope and no connecting sidewalk**

Source: Tucson DOT



**Numerous driveways create challenging terrain**

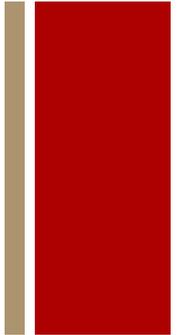
Source: Tucson DOT



Smoother, more level curbs are easier to travel



# Interactive Exercise/Discussion



- What do you think the user experiences are like in the following examples?
- In what ways is the design challenging?
- In what ways is it designed well?
- Other thoughts? Questions?



STOP ON RED

CROSSWALK



**Some median refuge, but level path of travel close to fast-moving traffic** Tucson DOT



**No protected median refuge**



**Protected wide median refuge**



**Marked crossing with guides @ HAWK**

Source: Tucson DOT



**PELICAN Median harbors all users**

Source: Kimley Horn Associates

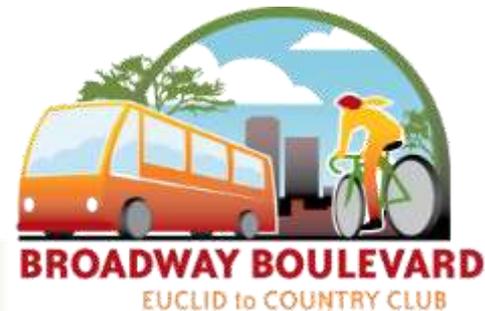
# 7. Approve Upcoming CTF Design Charrette Meeting Schedule

**Jenn Toothaker**

Project Manager, Tucson Department of Transportation

**Phil Erickson**

Community Design + Architecture



# Proposed Charrette Schedule

- Charrette #3 end of February and early March
  - Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
  - Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
  - Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
  - Session 4: Friday, March 7<sup>th</sup> 3-6pm
- Allows more time for
  - Planning Team to present information
  - CTF to digest and receive clarifications
  - CTF to discuss, gain understanding of benefits and disbenefits of alternatives, and to have in-depth discussion to reach a consensus

# Goals for Charrette

- Foster CTF dialogue to achieve consensus on
  - Street Design Concept Alternatives to take to the public workshop
    - Revisions to those presented at charrette
    - New and hybrid alternatives
  - What does CTF want to hear from the public to help the CTF in selecting their Recommended Street Design Concept
    - Key questions to ask the public
    - Identification of public's preferences
    - Other...
  - Allow time for CTF members to meet with stakeholders during and between meetings

# Draft Charrette Agendas

- Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm—  
Study Session
- *Objective – Introduce Street Design and Assessment materials and methods to establish foundation for charrette work*
  - Phoenix LRT presentation and discussion  
(40 min. Wulf Grote, Valley Metro LRT Planning and Development Director)
  - Street Design Concept Alternatives /Q&A (65 min. including time for CTF @ large drawings)
  - Break
  - Performance Measures Quantitative and Qualitative Assessment of Concept Alternatives /Q&A (65 min.)
  - Call to the Audience
  - Next Steps/CTF Roundtable

# Draft Charrette Agendas

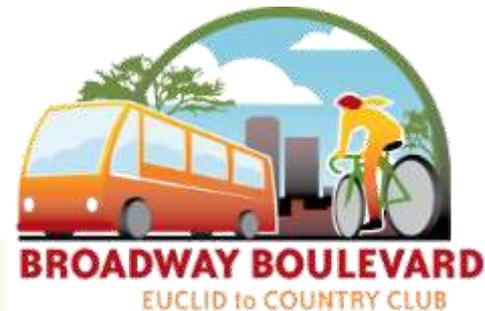
- Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm—Action Meeting
- *Objective – For CTF to reach a deeper understanding of Design Concepts and Performance Assessments and to begin dialogue*
  - Call to the Audience
  - Street Design Concept Alternatives and Performance Measure Assessment Discussion (140 mins., including breaks)
    - Address any additional technical and clarification questions
    - CTF Brainstorming process of questions, concerns, ideas, etc.
    - Organize and prioritize into topics for further discussion
    - Discussion amongst CTF, around drawings as needed
  - Call to the Audience
  - Next Steps/CTF Roundtable

# Draft Charrette Agendas

- Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm—  
Action Meeting
  - Call to the Audience
  - CTF Hands-on Working Session  
(2 hours with breaks)
  - Small group report out (1/2 hour)
  - Call to the Audience

# Draft Charrette Agendas

- Session 4: Friday, March 7<sup>th</sup> 3-6pm—Action Meeting
  - Call to the Audience
  - CTF Discussions and Decisions with breaks: Design concepts and performance measure assessments to advance to Public Meeting #4 (2 hours)
  - Review schedule and next steps
  - Call to the Audience



# CTF Discussion

## Verify Dates and Approach

- Move ahead with Charrette #3 and proposed agendas
  - Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
  - Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
  - Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
  - Session 4: Friday, March 7<sup>th</sup> 3-6pm

# 8. Introduction to Initial Analysis of Design Approaches and Tools to Help Mitigate Property Impacts & Acquisitions

**Mike Johnson**

Project Manager, HDR

**Jim Mazzocco**

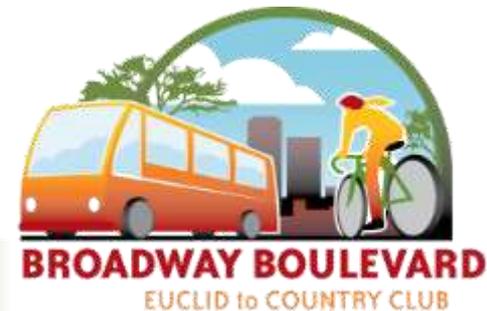
Deputy Director City of Tucson Planning and  
Development Services

**Laura Vertes, AIA**

Swaim Associates

**Donovan Durband**

Administrator, City of Tucson ParkWise



# Parking and Access Study

Broadway Corridor Study, Euclid to Country Club Road

Minimizing Acquisitions Resulting  
from Lost Parking and Access

Submitted to  
City of Tucson Department of Transportation

by  
HDR Engineering

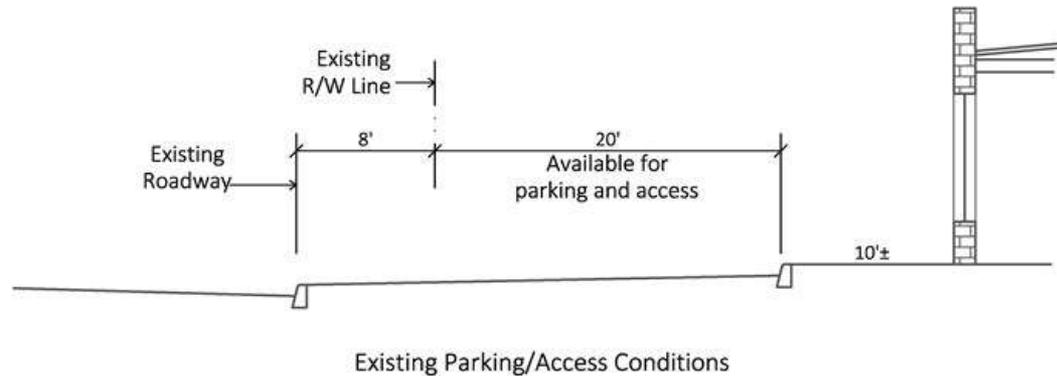
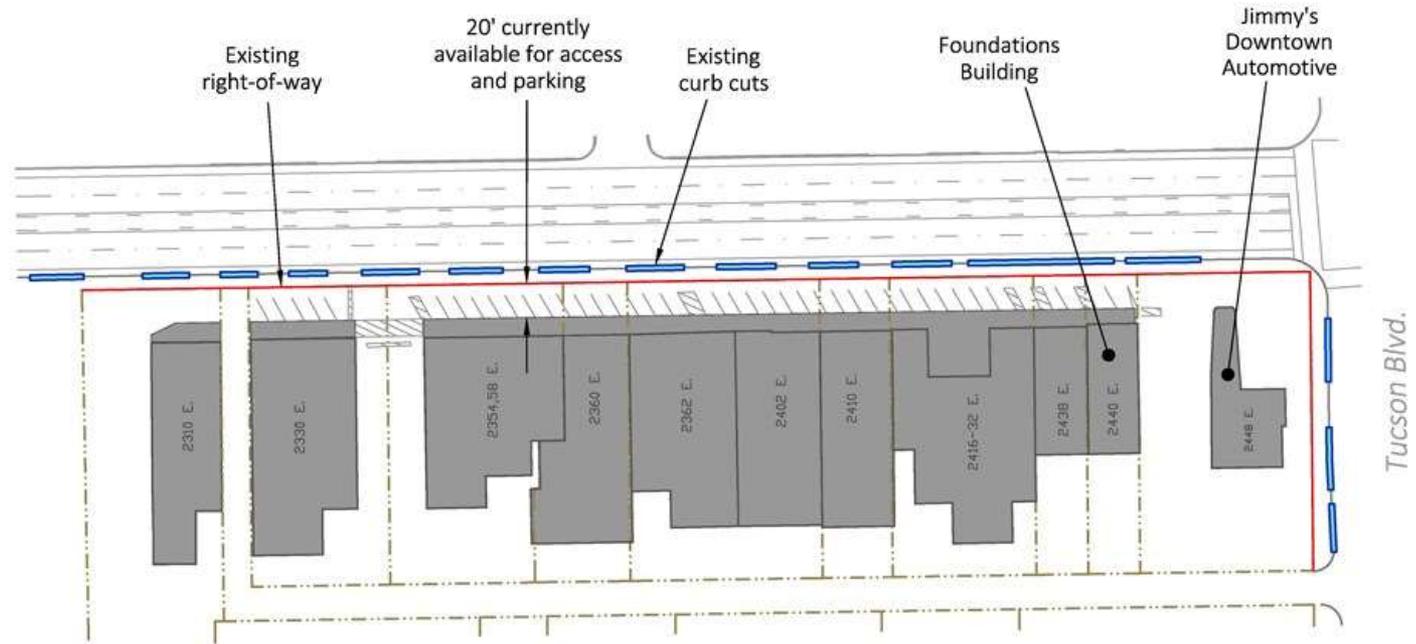
February 6, 2014

Draft - 2/6/14

# Purpose of Study

- Identify parking and access Impacts that could lead to full acquisition
- Identify plausible approaches for limiting these impacts
  - Maintain legal/physical access to existing parking
    - “Low Risk” offset
    - “Moderate Risk” offset
  - Provide offsite replacement parking (public or private)
  - Reduce parking requirements
- Examples along Broadway illustrating the issues and solution approaches
- Establish design approach for alignments

# Example 1 -- Strip Commercial Development with Front Parking



60° angled parking requires 20' of parking depth, 16' for access and maneuvering – a total of 36'

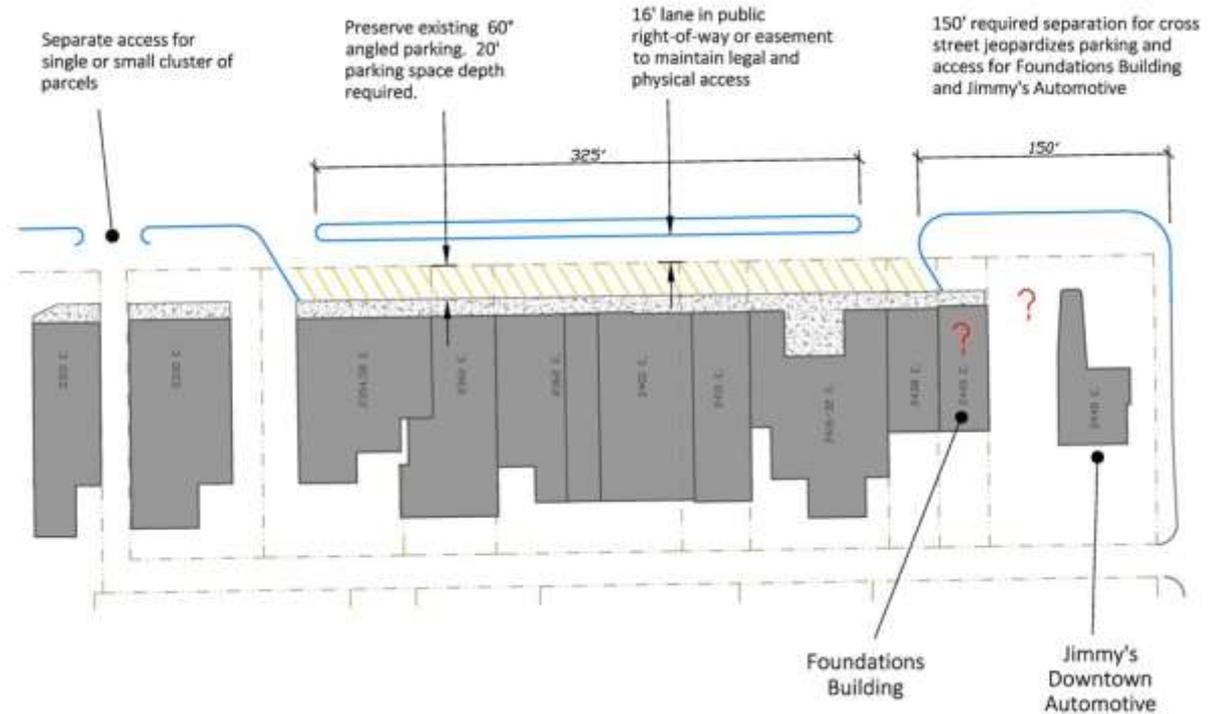
# Example 1 -- Strip Commercial Development with Front Parking



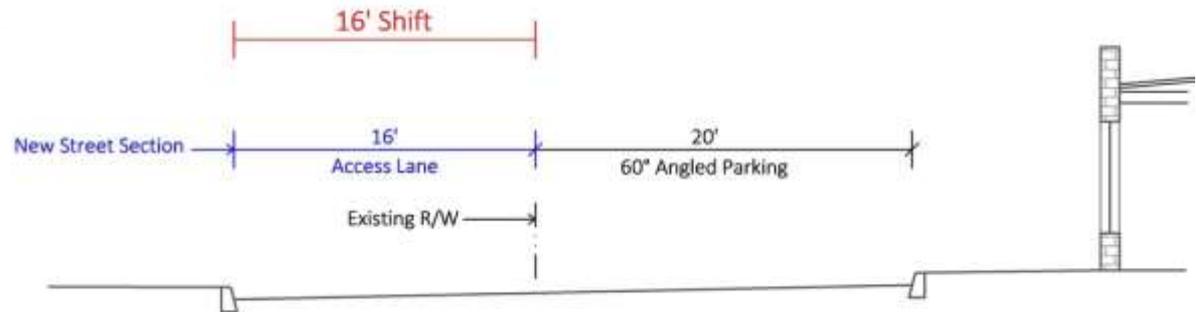
# Access Management Guidelines

- The City of Tucson's "Access Management Guidelines" (Ordinance 9823 revised December 2011):
  - Driveways limited to two per 300' of frontage
  - Driveways at least 80' apart
  - No driveway closer than 150' from an arterial or collector intersection
  - No direct residential lot access from arterials
  - Promotes cross-access agreements for new development with multiple lots
  - A local access lane can used for multiple parcels have direct access to a collector or arterial roadway.
- *How flexible are these? What sort of flexibility would be helpful?*

# One plausible approach -- access lane entirely in existing right-of-way – requires 16' shift to north

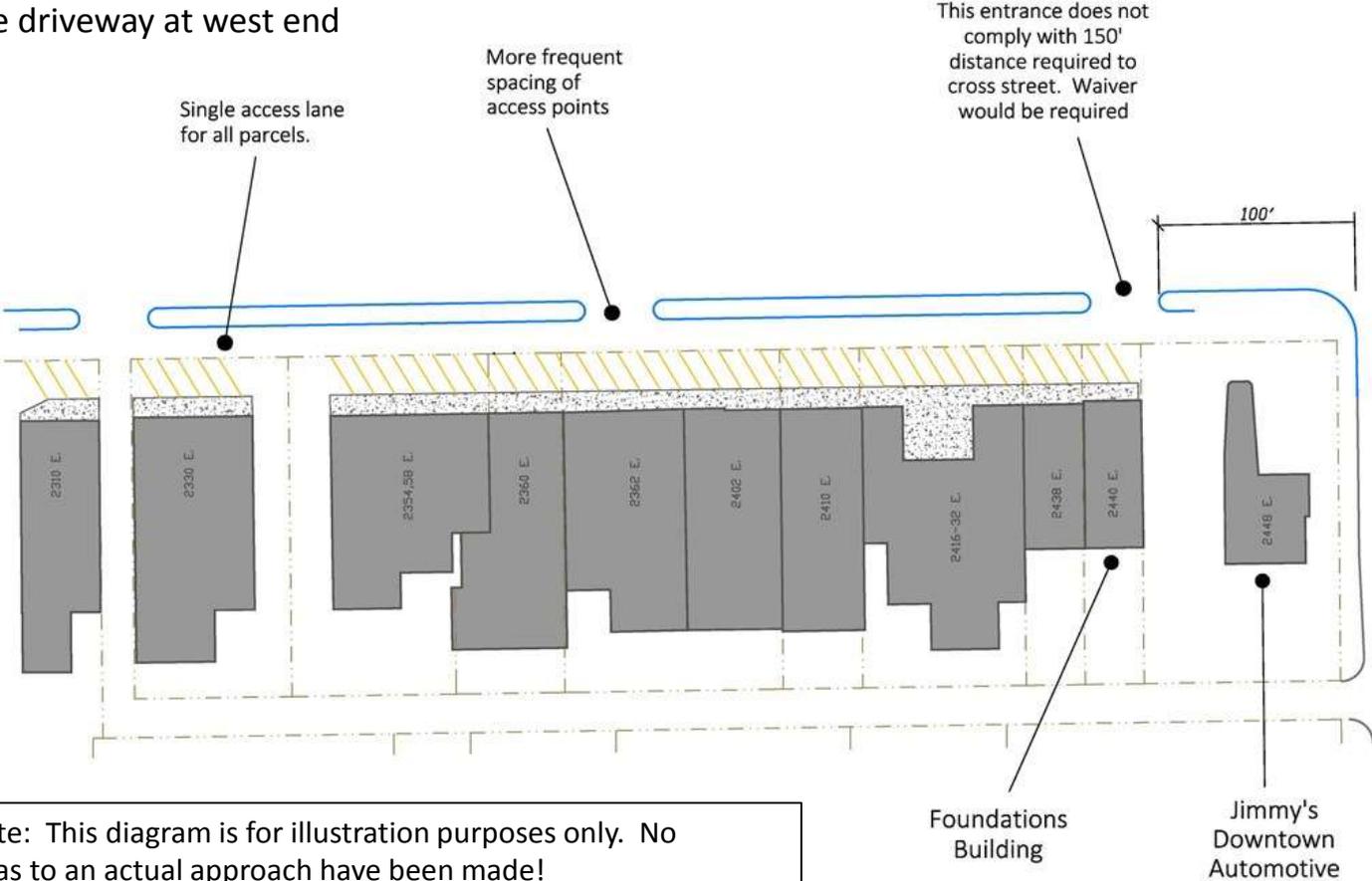


Please Note: This diagram is for illustration purposes only. No decisions as to an actual approach have been made!



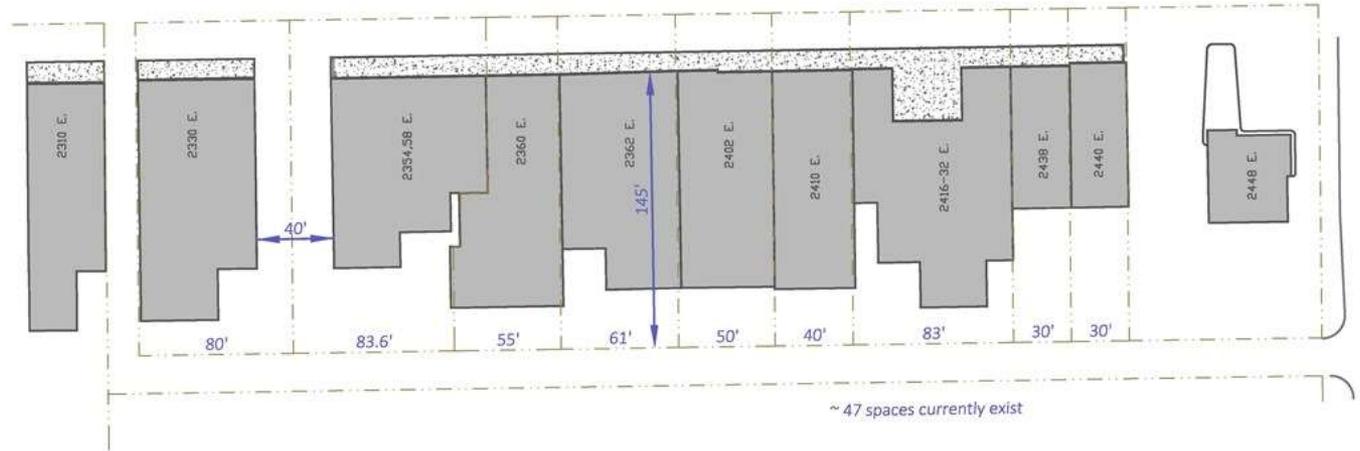
# Alternate Access Approach

- 1. Reduce 150' requirement
- 2. Replace separate driveway at west end



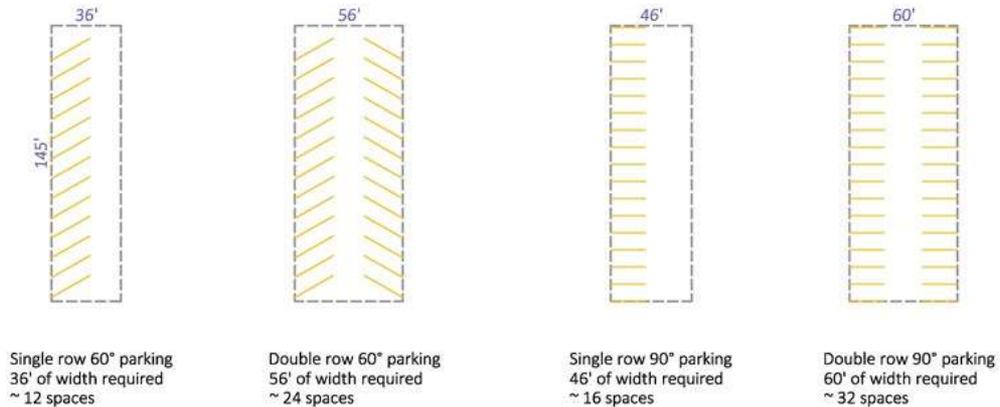
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# Eliminate Front Parking?

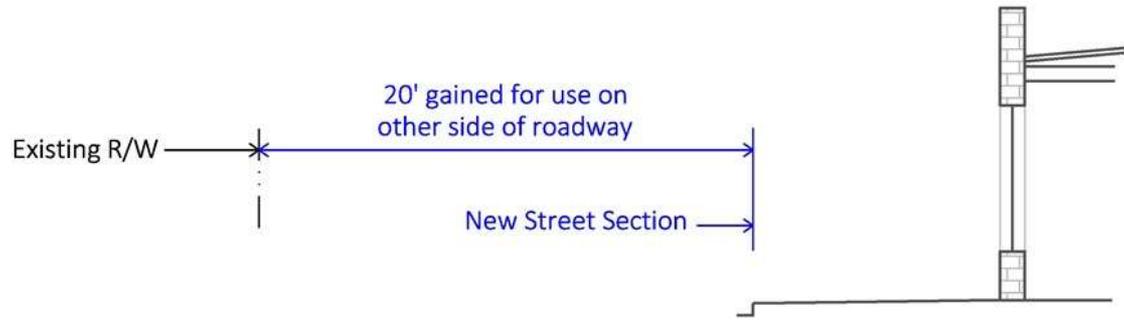


Total width needed to replace 47 spaces --  
 112' for 60° Parking  
 106' for 90° Parking  
 At least two parcels would be needed.

Fig 3 in report.



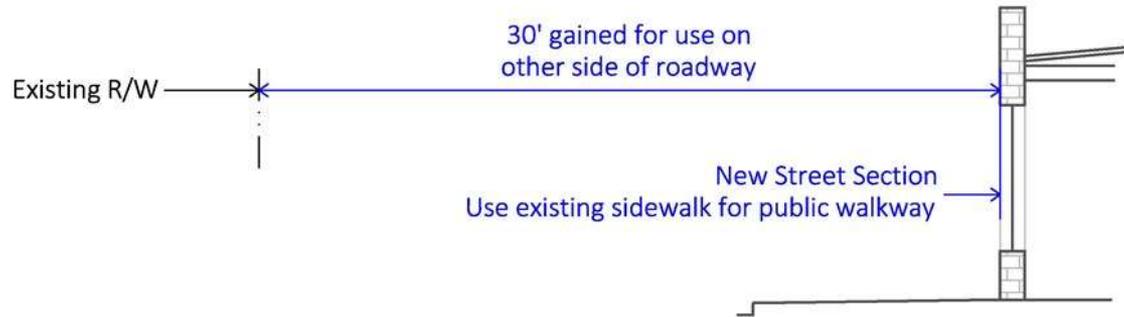
# Potential Benefit of Eliminating Front Parking



Replace Existing Front Parking with Offsite Parking  
Existing sidewalk remains private

Potential gains to other side  
20' without incorporating private sidewalks  
30' if private sidewalks are incorporated

*This is from edge of street section, not from existing right-of-way*



Replace Existing Front Parking with Offsite Parking  
Incorporate existing sidewalk in street section

## Rear Parking?

Owners would have to be motivated

Could lead to redevelopment



Please Note: This diagram is for illustration purposes only. No decisions as to an actual approach have been made!

*Colors reflect common ownership*

## Example 2 – Two Concepts

Combining private and public right-of-way for access lane reduces shift from 24' to 12'

Using existing City-owned property for offsite parking

These considered moderate risk since property owners would have to agree



Please Note: This diagram is for illustration purposes only. No decisions as to an actual approach have been made!



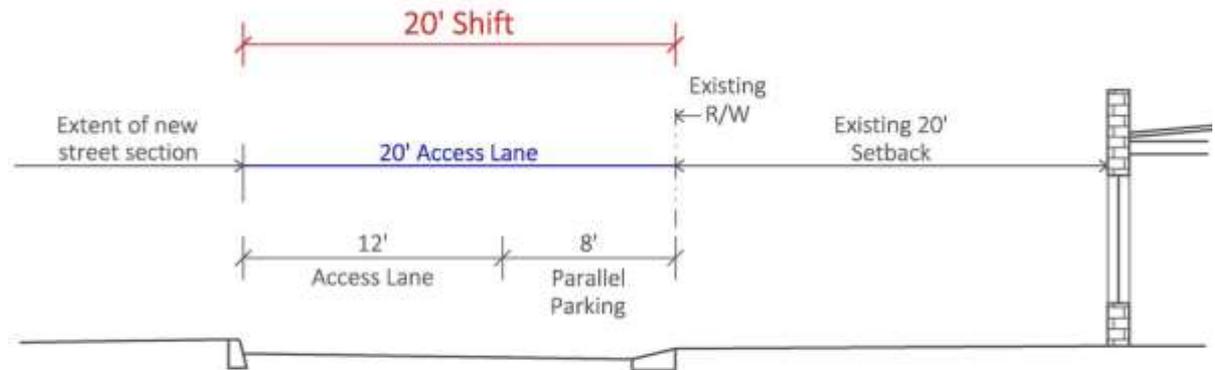
### Example 3. Commercial /Residential uses with and without alley access

#### Maintaining Viability

1. Can residential convert to commercial with only alley access?
2. Can residential remain with only Broadway access?

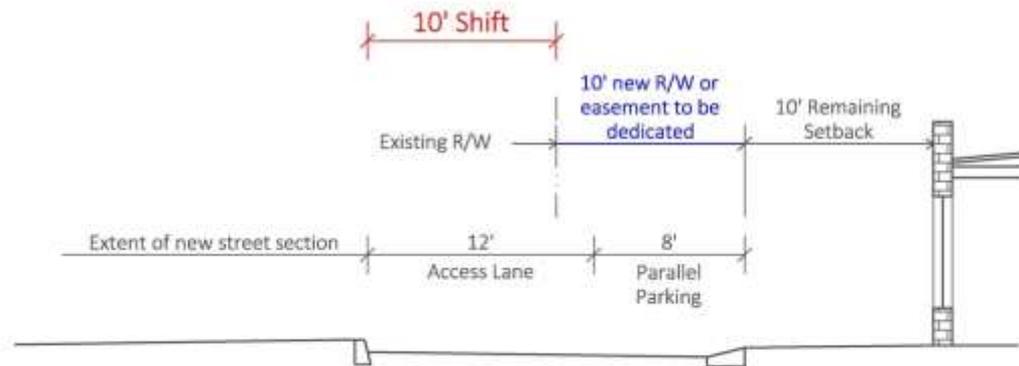
An access lane can solve these issues but involves a 20' shift

Low Risk of unintended acquisition



Option 1. Provides access and additional parallel parking with no acquisition required from parcels. Parallel parking would be eliminated if 20' fire lane is required.

Reducing the shift to 10' by combining private property and public right-of-way



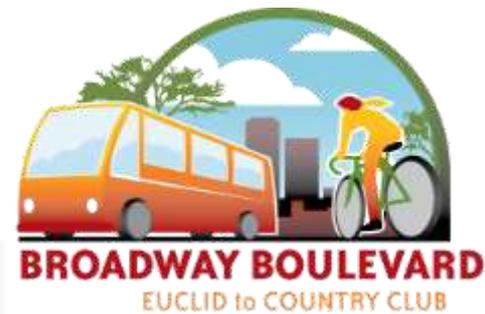
Option 2. Provides same access and parking but shifted 10' into existing parcel. Would require additional easement or right-of-way to be acquired. Could be considered if an additional 10' would be significantly beneficial to other side of the roadway.

## Application of These Results

Formulation of street configuration alternatives --

- o “*Low Risk*” offset lines
- o “*Moderate Risk*” offset lines

This approach best deals with uncertainties inherent in anticipating acquisition needs



# Appendix – Calculations and Tabulation

DETERMINATION OF RIGHT-OF-WAY SHIFT NEEDED TO AVOID IMPACTING PARCELS  
 Broadway Corridor Study  
 February, 2014 -- mtj

Setbacks Needed to Maintain Parking Functionality

Feb 03, 2014 10:36 AM

Parking	Buffer Width	Access Width	Mnvr Width	Parking Depth	Total Setback Needed
90°	3'	16'	8'	18'	45'
60°	3'	16'	—	20'	39'

## NORTH SIDE

Address	Current Setback	Front Parking	Total Setback Needed	Mnvr/ Parking Width	Buffer + Access Width	Case 1 or 2?	Low Risk Shift	High Risk Shift	Comment
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### 13. Norton Algmt - Tucson Blvd

#### North Side

2419 E.	14.6'	—	—	—	—	—	—	—	
2439 E.	27.7'	—	—	—	—	—	—	—	
2445 E.	40.6'	—	—	—	—	—	—	—	

Max: — —  
 Use: — —

### 14. Tucson Blvd - Forajous Algmt

#### North Side

2525 E.	144.3'	—	—	—	—	—	—	—	
2545 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2549 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2551 E.	27.1'	90°	45'	26'	19'	2	19.0'	17.9'	
2555 E.	27.0'	90°	45'	26'	19'	2	19.0'	18.0'	
2559 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2563 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2575 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	

Max: 19.0' 18.1'  
 Use: 19.0' 18.1'

### 15. Esquivas Algmt - Sawtelle Algmt

#### North Side

2605 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2615 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2627 E.	26.8'	90°	45'	26'	19'	2	19.0'	18.2'	
2629 E.	26.9'	90°	45'	26'	19'	2	19.0'	18.1'	
2631 E.	23.3'	90°	45'	26'	19'	1	21.7'	—	
2635 E.	17.7'	90°	45'	26'	19'	1	27.3'	—	
2675 E.	14.8'	—	—	—	—	—	—	—	

Max: 27.3' 18.2'  
 Use: 28.0' 18.1'

### 16. Sawtelle Algmt - Triunf

#### North Side

2707 E.	20.2'	90°	45'	26'	19'	1	24.8'	—	
2711 E.	61.8'	—	—	—	—	—	—	—	
2719 E.	20.1'	90°	45'	26'	19'	1	24.9'	—	
2725 E.	18.0'	90°	45'	26'	19'	1	26.4'	—	
2731 E.	22.0'	90°	45'	26'	19'	1	23.0'	—	

Max: 26.4' —  
 Use: 27.0' 18.1'

## SOUTH SIDE

Address	Current Setback	Front Parking	Total Setback Needed	Mnvr/ Parking Width	Buffer + Access Width	Case 1 or 2?	Low Risk Shift	High Risk Shift	Comment
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### South Side

2402 E.	20.2'	60°	39'	20'	19'	2	19.0'	18.8'	
2410 E.	20.2'	60°	39'	20'	19'	2	19.0'	18.8'	
2416 E.	20.2'	60°	39'	20'	19'	2	19.0'	18.8'	
2438 E.	20.3'	60°	39'	20'	19'	2	19.0'	18.7'	
2440 E.	20.3'	60°	39'	20'	19'	2	19.0'	18.7'	
2448 E.	20.1'	—	—	—	—	—	—	—	

Max: 19.0' 18.8'  
 Use: 19.0' 18.8'

### South Side

2510 E.	120.3'	—	—	—	—	—	—	—	
2526 E.	27.4'	—	—	—	—	—	—	—	
2530 E.	23.7'	90°	45'	26'	19'	1	21.3'	—	
2536 E.	23.6'	60°	39'	20'	19'	2	19.0'	15.4'	

Max: 21.3' 15.4'  
 Use: 22.0' 15.4'

### South Side

2610 E.	26.6'	60°	39'	20'	19'	2	19.0'	12.4'	
2612 E.	26.7'	60°	39'	20'	19'	2	19.0'	12.3'	
2616 E.	26.6'	60°	39'	20'	19'	2	19.0'	12.4'	
2620 E.	185.7'	—	—	—	—	—	—	—	
2626 E.	155.9'	—	—	—	—	—	—	—	
2634 E.	31.4'	—	—	—	—	—	—	—	
2636 E.	29.3'	90°	45'	26'	19'	2	19.0'	15.7'	
2644 E.	50.1'	90°	45'	26'	19'	2	19.0'	—	

Max: 19.0' 15.7'  
 Use: 19.0' 15.7'

### South Side

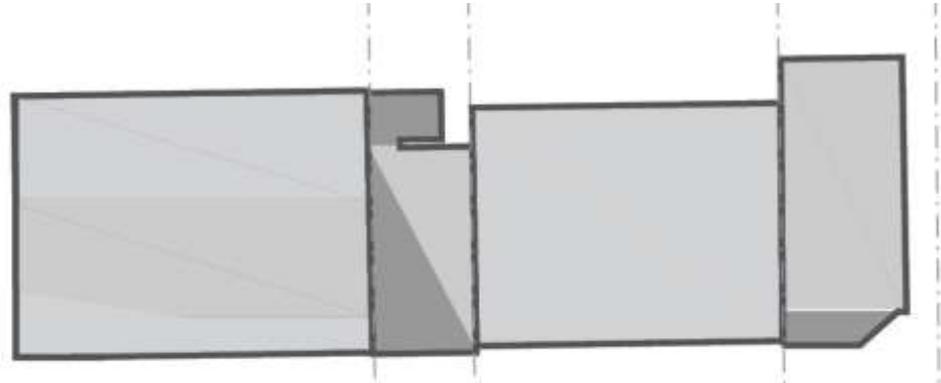
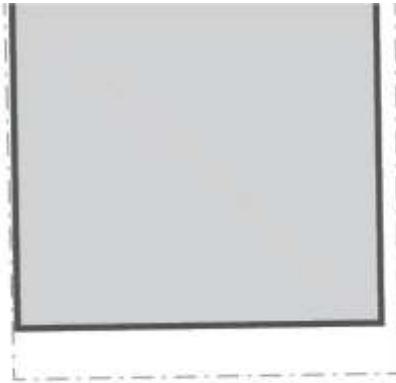
2720 E.	147.0'	—	—	—	—	—	—	—	
2736 E.	77.9'	—	—	—	—	—	—	—	
2744 E.	161.7'	—	—	—	—	—	—	—	

Max: — —  
 Use: — —

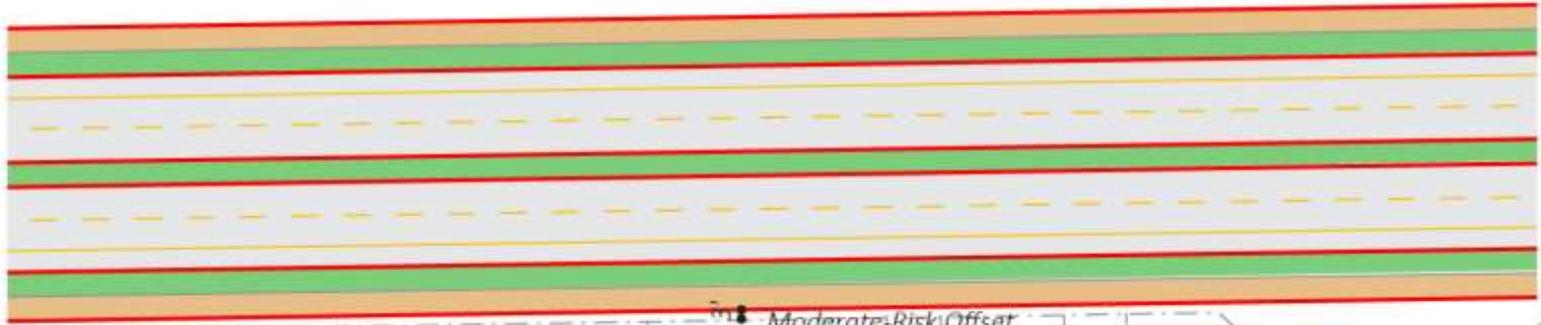
# Attachments – Data and Results



# Diagram of Moderate Risk Offset



Front Parking and Access

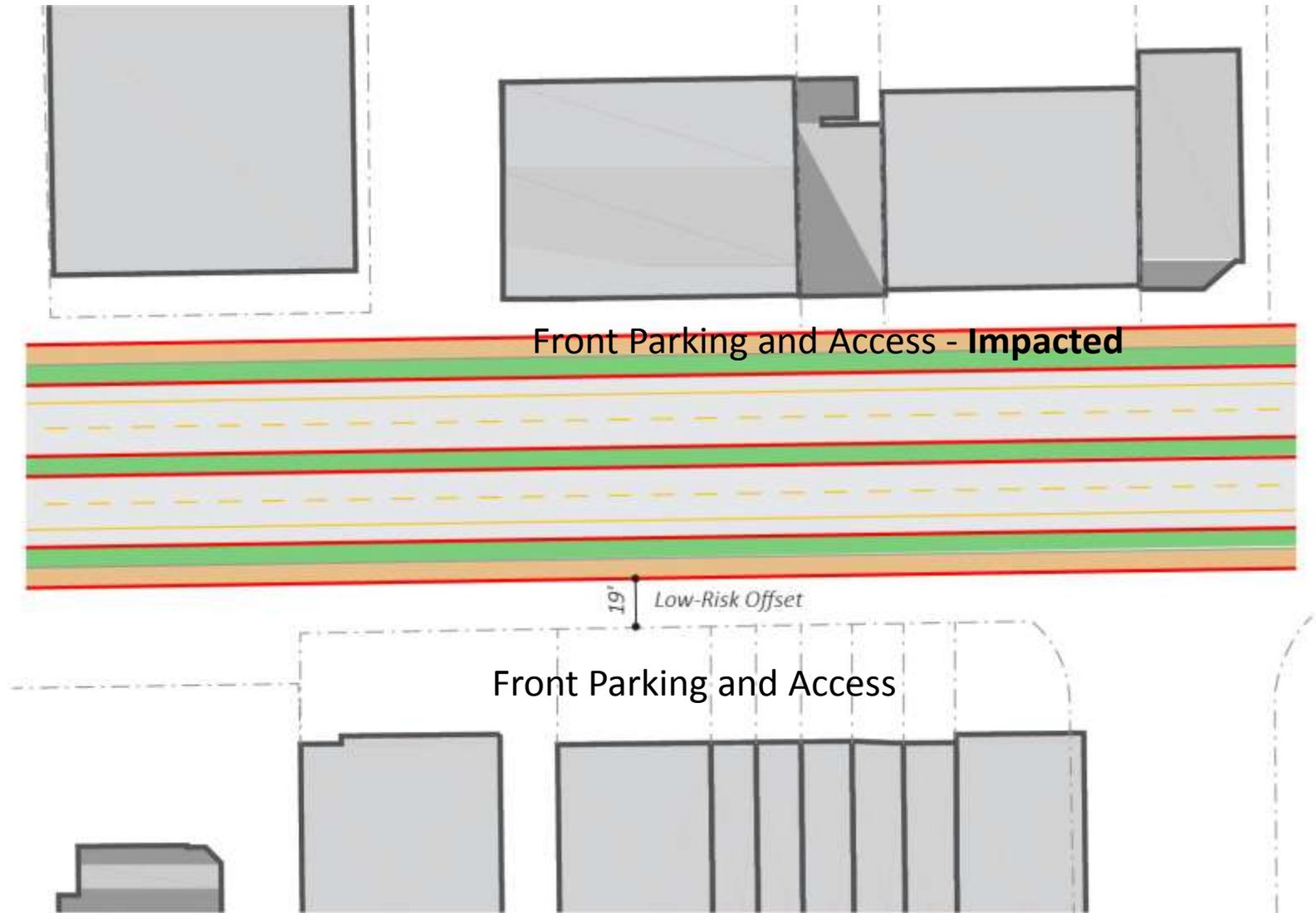


Moderate-Risk Offset



Front Parking and Access

# Diagram of Low Risk Offset



# Sidewalk-Only Improvement Study

Broadway Corridor Study, Euclid to Country Club Road

## The Sidewalk-Only Option

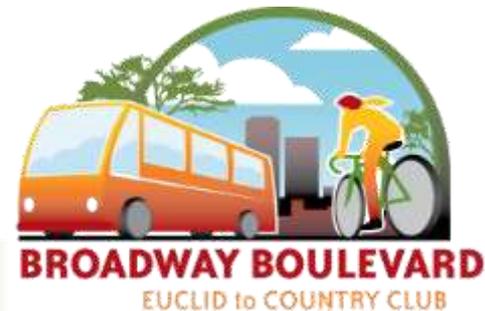
An Evaluation of the Impacts Associated with Constructing an ADA-Compliant Sidewalk System Without Widening the Existing Roadway.

Submitted to  
City of Tucson Department of Transportation

by  
HDR Engineering

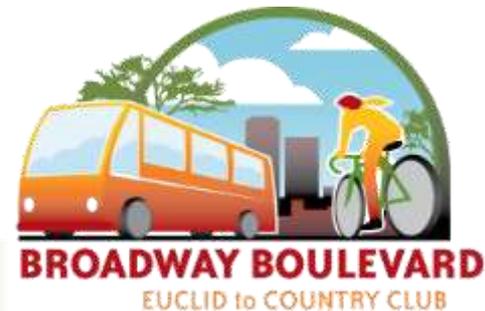
February 6, 2014

Draft - 2/6/14



# Sidewalk-Only Option

- Examines the acquisition impacts of constructing only a sidewalk system. Primary features are
  - Construct ADA-compliant sidewalk system
  - Hold existing curb lines (no widening of roadway)



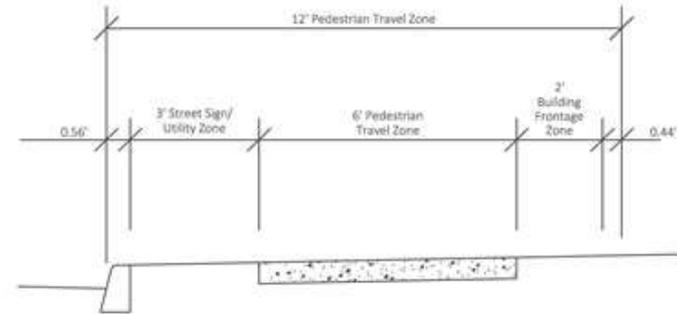
# Sidewalk and Driveway Crossing Widths

## Sidewalk Zone

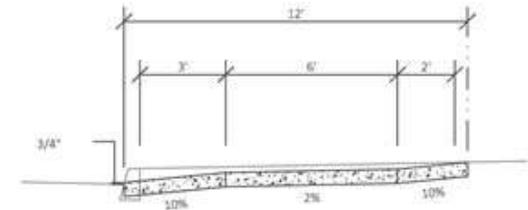
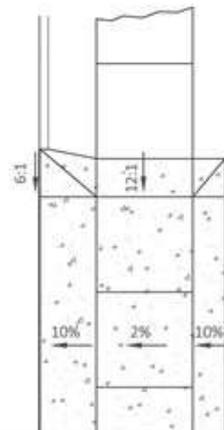
- Pedestrian Travel Zone - 6' minimum
  - Building Frontage Zone - 2' minimum
  - Street Sign/Utility Zone - 3' minimum
- 12' minimum from *face* of curb

## Sidewalk Slopes (controls driveways)

- Max Longitudinal slope - 12:1 for short distances
  - Max cross slope -- 2%
  - Max driveway slope -- 10%
- 12' minimum driveway length as well

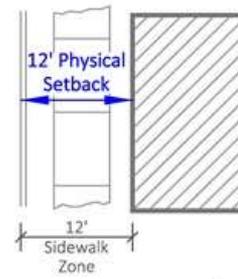


Minimum Sidewalk Zone per ADA and City Requirements

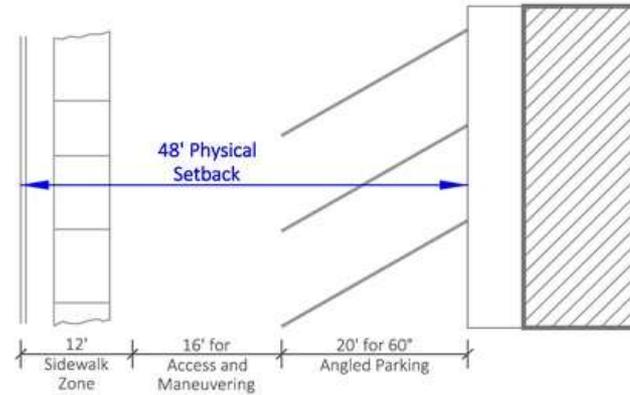


Minimum Driveway Crossing per ADA

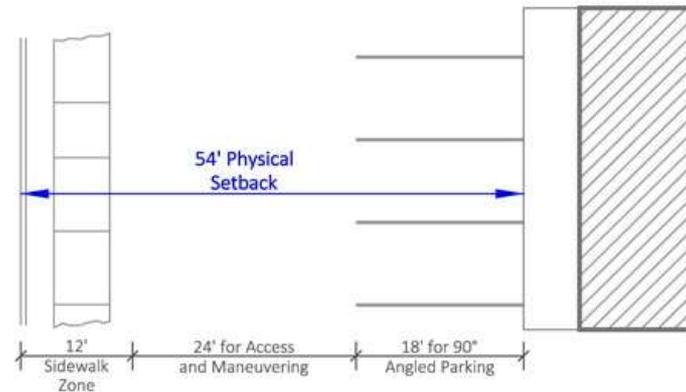
# Three Cases of Physical Setback



Case 1: No Front Parking



Case 2: 60° Angled Front Parking



Case 3: 90° Angled Front Parking

Figure 2.  
Three Cases of Physical Setbacks

# Appendix -- Calculation and Tabulation of Results

PROBABLY IMPACT OF SIDEWALK CONSTRUCTION ON EXISTING STRUCTURES  
 Broadway Corridor Study  
 January 10, 2014 -- nrtj

Width of Sidewalk Zone: 12'  
 Acquisition Cost Factor: 1.5

## NORTH SIDE

-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Address	Hstc Stat	Curb to Blg/ Sidwk	Curb to R/W	Sdwlk Zone Width	Front Parking	Parking/ Access Width	Side Parking Lost?

### 1. Park to Fremont

North Side		Sidewalk Zone Width: 12'					
1003 E	--	29.6'	5.0'	12'	--	--	--
1099 E	--	61.4'	5.0'	12'	--	--	--

### 2. Fremont to Santa Rita

North Side		Sidewalk Zone Width: 12'					
1101 E	--	21.0'	5.0'	12'	--	--	--
(Parking)	--	30.0'	30.0'	12'	--	--	--

### 3. Santa Rita to Mountain

North Side		Sidewalk Zone Width: 12'					
1101 E	2	51.9'	5.0'	12'	--	--	--
1215 E	2	55.7'	5.0'	12'	--	--	--
1221 E	1	57.6'	5.0'	12'	--	--	Yes

### 4. Mountain to Highland

North Side		Sidewalk Zone Width: 12'					
1303 E	1	39.2'	15.6'	12'	--	--	--
1309 E	2	43.4'	33.0'	12'	--	--	--
1315 E	--	39.8'	22.5'	12'	--	--	--
1327 E	--	38.5'	10.9'	12'	--	--	--
1333 E	1	39.3'	9.8'	12'	--	--	--
1339 E	1	43.3'	8.6'	12'	--	--	--
1349 E	1	32.7'	5.0'	12'	--	--	--

### 5. Highland to Vine

North Side		Sidewalk Zone Width: 12'					
1403 E	--	42.4'	30.0'	12'	--	--	--
1409 E	2	44.3'	17.2'	12'	--	--	--
1415 E	--	52.0'	7.0'	12'	--	--	--
1421 E	1	41.4'	31.3'	12'	90°	42'	--
1427 E	--	78.1'	81.5'	12'	--	--	--
1433 E	2	36.5'	31.9'	12'	90°	42'	--
1443 E	--	40.7'	11.5'	12'	60°	30'	--

### 6. Vine to Cherry

North Side		Sidewalk Zone Width: 12'					
1501 E	2	29.6'	15.3'	12'	90°	42'	--
1515 E	1	34.5'	5.0'	12'	90°	42'	--
1521 E	1	45.6'	25.5'	12'	90°	42'	--
1523 E	2	32.3'	27.5'	12'	--	--	--
1535 E	--	30.7'	26.1'	12'	--	--	--

## SOUTH SIDE

-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Address	Hstc Stat	Curb to Blg/ Sidwk	Curb to R/W	Sdwlk Zone Width	Front Parking	Parking/ Access Width	Side Parking Lost?

### South Side

South Side		Sidewalk Zone Width: 12'					
1010 E	2	15.2'	5.0'	12'	--	--	Yes
1018 E	2	24.7'	5.0'	12'	--	--	--
1034 E	--	5.1'	5.0'	12'	--	--	--
1040 E	--	38.8'	5.0'	12'	--	--	--
1046 E	2	26.5'	5.0'	12'	--	--	--

### South Side

South Side		Sidewalk Zone Width: 12'					
1100 E	2	48.4'	5.0'	12'	90°	42'	--
1120 E	2	22.1'	21.2'	12'	--	--	--
1124 E	2	21.6'	5.0'	12'	--	--	--
1128 E	2	31.9'	19.9'	12'	90°	42'	--
1148 E	2	25.7'	19.2'	12'	--	--	--

### South Side

South Side		Sidewalk Zone Width: 12'					
1202 E	4	89.5'	17.8'	12'	--	--	--
1222 E	--	26.0'	16.6'	12'	--	--	--
1230 E	2	32.6'	16.5'	12'	--	--	Yes

### South Side

South Side		Sidewalk Zone Width: 12'					
1316 E	--	33.0'	17.6'	12'	--	--	--
1324 E	2	35.1'	18.1'	12'	--	--	--
1328-32 E	2	35.6'	18.6'	12'	--	--	--
1340 E	2	36.3'	19.0'	12'	--	--	--
1350 E	--	106.7'	19.6'	12'	--	--	--

### South Side

South Side		Sidewalk Zone Width: 12'					
1400 E	3	67.4'	12.0'	12'	--	--	--

### South Side

South Side		Sidewalk Zone Width: 12'					
1502 E	--	34.1'	11.3'	12'	--	--	--
1518 E	--	47.1'	13.7'	12'	90°	42'	--
1530 E	2	46.1'	12.5'	12'	90°	42'	--
1540 E	--	82.6'	10.2'	12'	--	--	--

-9-	-10-	-11-	-12-	-13-	-14-	-15-
Physical Setback Needed	Physical Setback Avail	Full Acq?	Hstc Status	2014 FCV \$1,000s	Acq Cost \$1,000s	Addtl R/W Width

12'	29.6'	No	--	--	--	7.0'
12'	61.4'	No	--	--	--	7.0'

12'	21.0'	No	--	--	--	7.0'
12'	30.0'	No	--	--	--	--

12'	51.9'	No	--	--	--	--
12'	55.7'	No	--	--	--	7.0'

City-Owned

12'	39.2'	No	--	--	--	--
12'	43.4'	No	--	--	--	--
12'	39.8'	No	--	--	--	--
12'	38.5'	No	--	--	--	1.1'
12'	39.3'	No	--	--	--	2.2'
12'	43.3'	No	--	--	--	3.4'
12'	32.7'	No	--	--	--	7.0'

12'	42.4'	No	--	--	--	--
12'	44.3'	No	--	--	--	--
12'	52.0'	No	--	--	--	5.0'
54'	41.4'	Yes	1	80.3	120.5	--
12'	78.1'	No	--	--	--	--
54'	36.5'	Yes	1	178.5	267.8	--

City-Owned

54'	29.6'	Yes	2	371.3	557.0	--
54'	34.5'	Yes	1	141.5	212.3	7.0'
54'	45.6'	Yes	1	41.5	62.3	--
12'	32.3'	No	--	--	--	--
12'	30.7'	No	--	--	--	--

-9-	-10-	-11-	-12-	-13-	-14-	-15-
Physical Setback Needed	Physical Setback Avail	Full Acq?	Hstc Status	2014 FCV \$1,000s	Acq Cost \$1,000s	Addtl R/W Width

12'	15.2'	Yes	2	655.1	982.7	7.0'
12'	24.7'	No	--	--	--	7.0'
12'	5.1'	Yes	--	94.6	141.9	7.0'
12'	38.8'	No	--	--	--	7.0'
12'	26.5'	No	--	--	--	7.0'

54'	48.4'	Yes	2	245.0	367.5	7.0'
12'	22.1'	No	--	--	--	--
12'	21.6'	No	--	--	--	7.0'
54'	31.9'	Yes	2	69.5	104.3	--
12'	25.7'	No	--	--	--	--

12'	89.5'	No	--	--	--	--
12'	26.0'	No	--	--	--	--
12'	32.6'	Yes	2	446.8	669.5	--

12'	33.0'	No	--	--	--	--
12'	35.1'	No	--	--	--	--
12'	35.6'	No	--	--	--	--
12'	36.3'	No	--	--	--	--
12'	106.7'	No	--	--	--	--

12'	67.4'	No	--	--	--	--
-----	-------	----	----	----	----	----

12'	34.1'	No	--	--	--	0.7'
54'	47.1'	Yes	--	168.0	252.0	--
54'	46.1'	Yes	2	420.0	630.0	--
12'	82.6'	No	--	--	--	1.8'

# Attachments Example – Data and Results



Attachment 4  
Mountain to Highland -- 1300 E Block



# Anticipated Acquisitions – East of Campbell



## Table 2. Summary of Results

<b>Width of sidewalk zone:</b>	12'	9'	20'
<b>Full Acquisitions</b>			
<b>North Side:</b>	20	20	27
<b>South Side:</b>	37	32	42
<b>Total:</b>	57	52	69
<b>Change:</b>	--	-8.8%	21.1%
<b>Partial Acquisitions</b>			
<b>North Side:</b>	26	24	22
<b>South Side:</b>	21	20	29
<b>Total:</b>	47	44	51
<b>Change:</b>	--	-6.4%	8.5%

# Historic Impacts

<u>Historic Full Acquisitions</u>				
Width of sidewalk zone:				
		12'	9'	20'
Current Contributors (North):				
		4	4	4
Current Contributors (South):				
		--	--	--
Eligible Contributors (North):				
		13	13	15
Eligible Contributors (South):				
		30	25	34
Future Individually Eligible (North):				
		--	--	1
Future Individually Eligible (South):				
		--	--	--
Total:				
		47	42	54
Change:				
		--	-10.6%	14.9%

# Cost Comparison

## Cost of Full Acquisitions (\$Millions) \*

Width of sidewalk zone:	12'	9'	20'
North Side:	\$5.3	\$6.3	\$8.0
South Side:	\$15.2	\$13.5	\$16.5
Total:	\$20.6	\$19.8	\$24.5
Change:	--	-3.8%	19.1%

\*Acquisition costs are estimated based on publically available assessor data for the purpose of this analysis only.

- For 12' range of acquisition cost likely to be between \$17 and \$24 million
- Likely in the next 5 to 25 years that maintenance of Broadway would trigger the need to implement sidewalks



Main Gate District Massing

McM & Miss - Transition

Typical Building Massing and Height Legend:

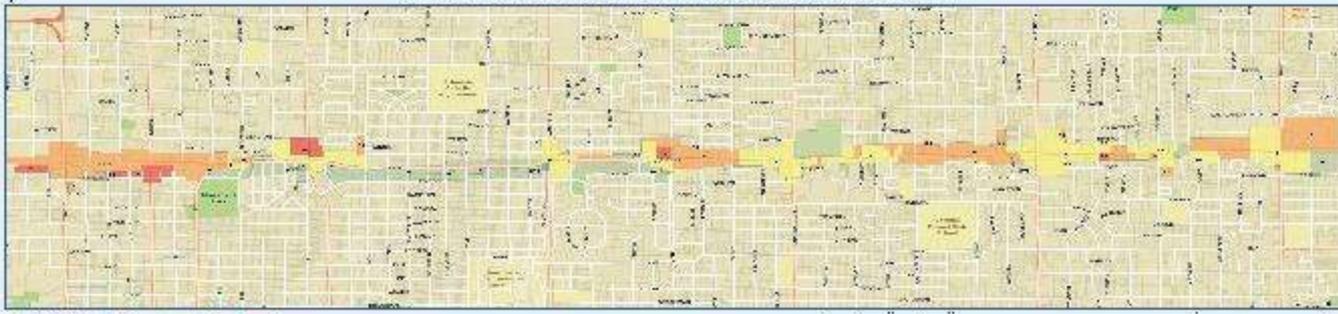
- 1. Main Gate District Transition
- 2. Main Gate District Transition
- 3. Main Gate District Transition
- 4. Main Gate District Transition
- 5. Main Gate District Transition
- 6. Main Gate District Transition
- 7. Main Gate District Transition
- 8. Main Gate District Transition
- 9. Main Gate District Transition
- 10. Main Gate District Transition



# Basics of the Tucson Urban Overlay District (UOD)



Grant Road Project Max Building Heights per City of Tucson Zoning



City of Tucson Zoning

City of Tucson Zoning

# Urban Overlay District (UOD) Basics

- UOD is initiated by Mayor and Council;
- May require a land use plan amendment first;
- Property owners may request amendments after adoption;
- Modeled on Planned Area Development Zone;
- Creates a zoning option but does not remove underlying zone unless activated.



# Urban Overlay (UOD) Basics

- May allow uses other than underlying zone's;
- May allow development standards flexibility for parking, landscaping, loading, alley access etc.;
- May allow re-use of historic residential structures;
- Requires a specific development document;
- Can accommodate form-based district, hybrid, or general flexible standards available;
- Usually implies an overall urban design vision.

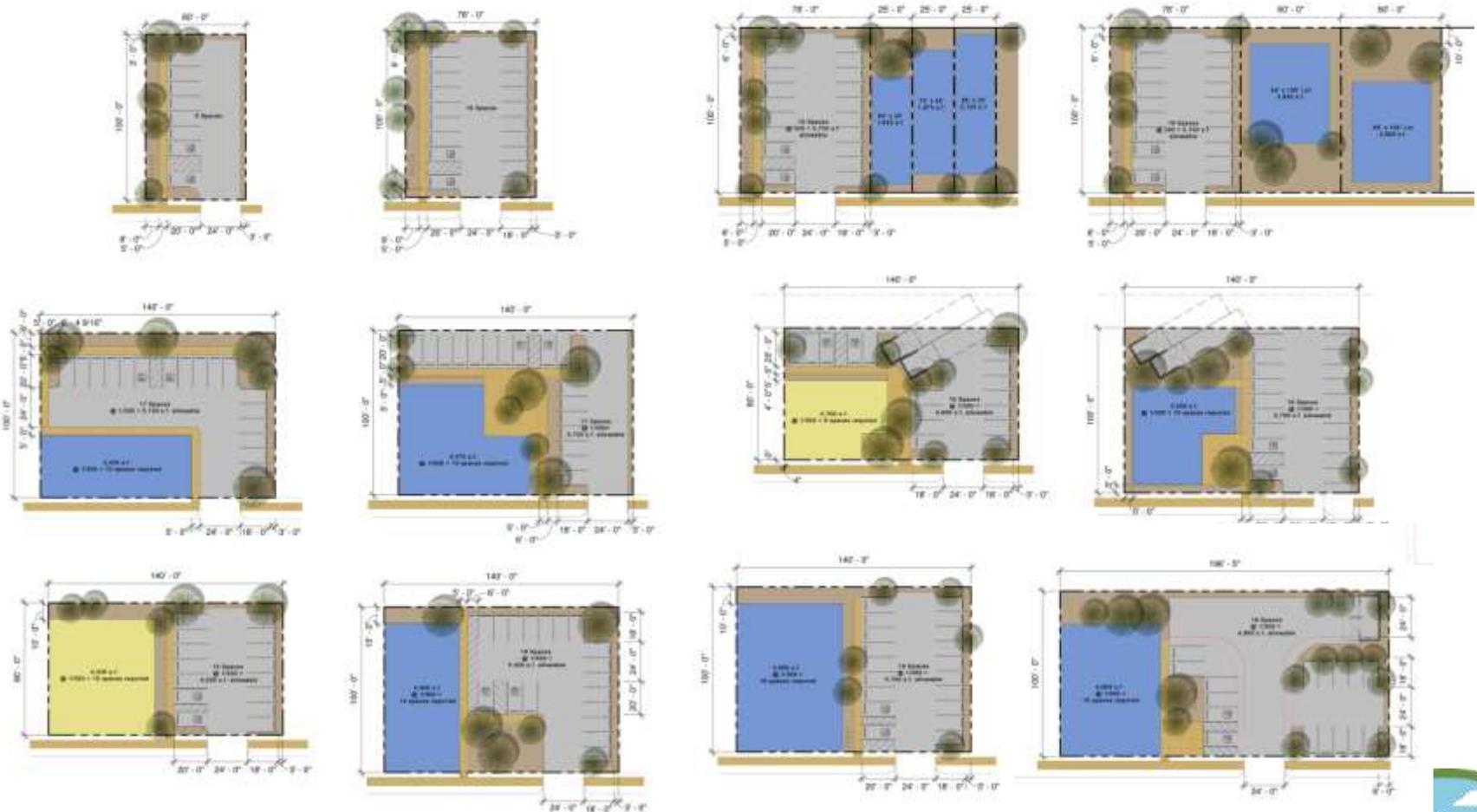


# Current State of Urban Overlay Districts in Tucson

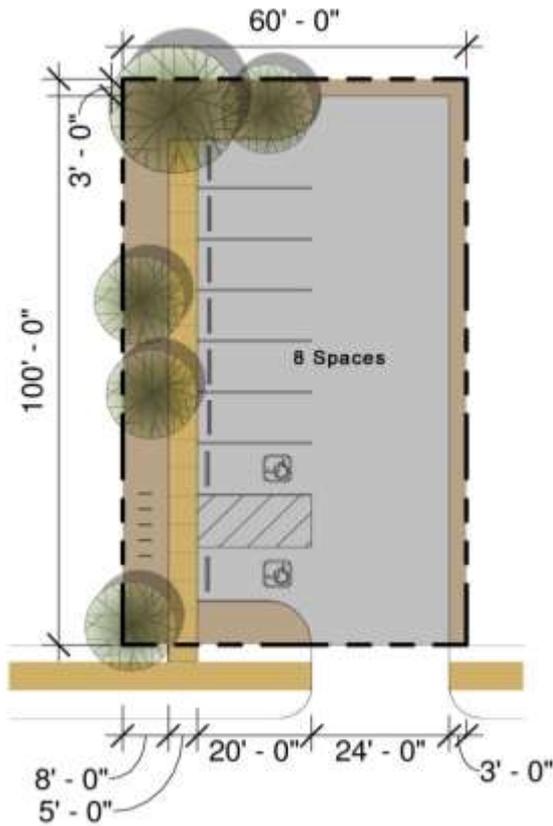
- Main Gate District adopted 2012
- Downtown Links initiated 2012 but on hold
- Grant Road initiated 2012 but on hold



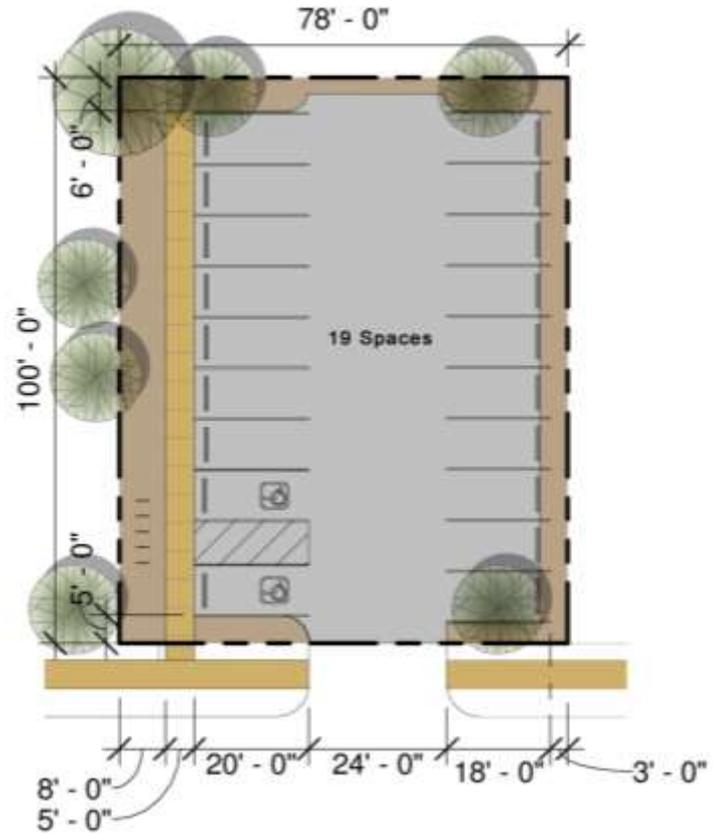
# Development diagrams



# Parking layout diagrams

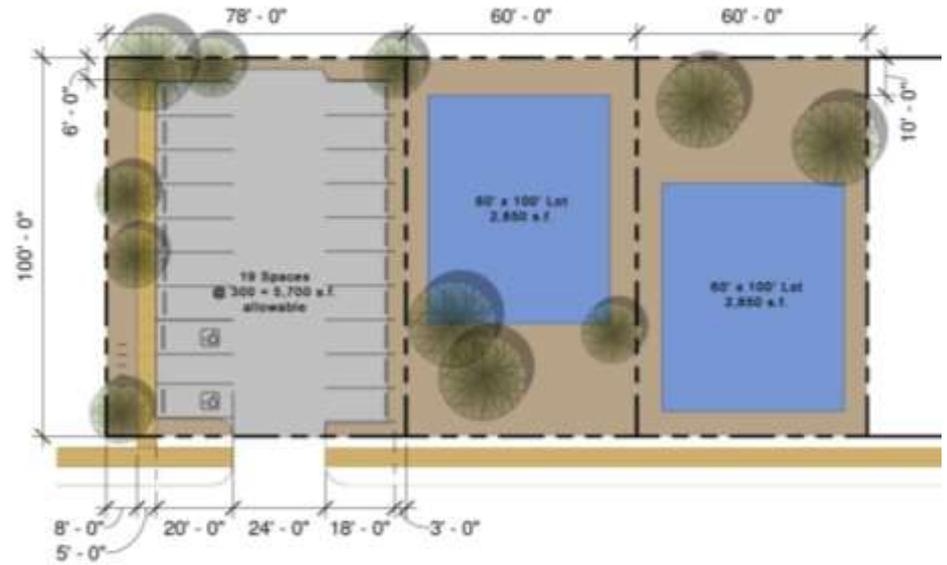
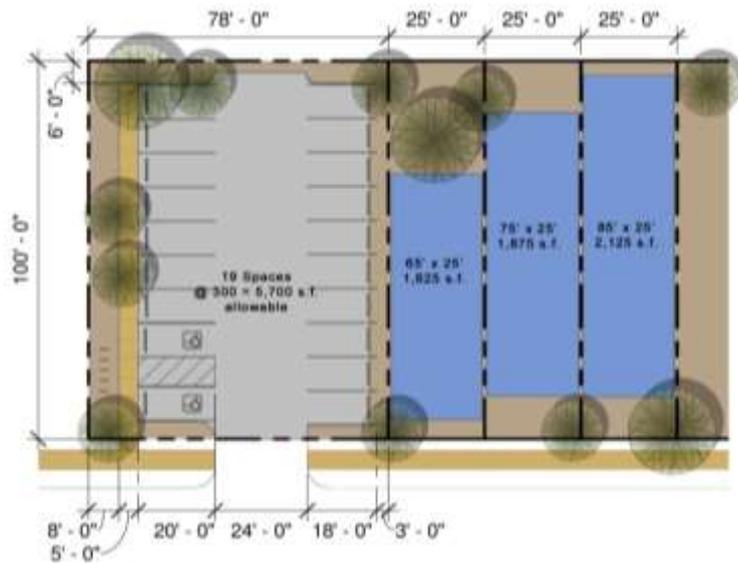


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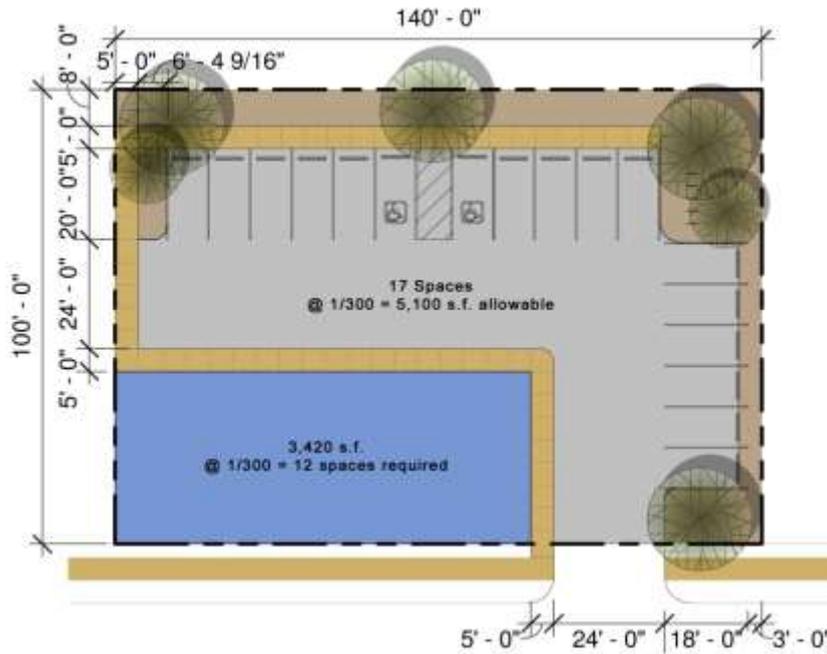


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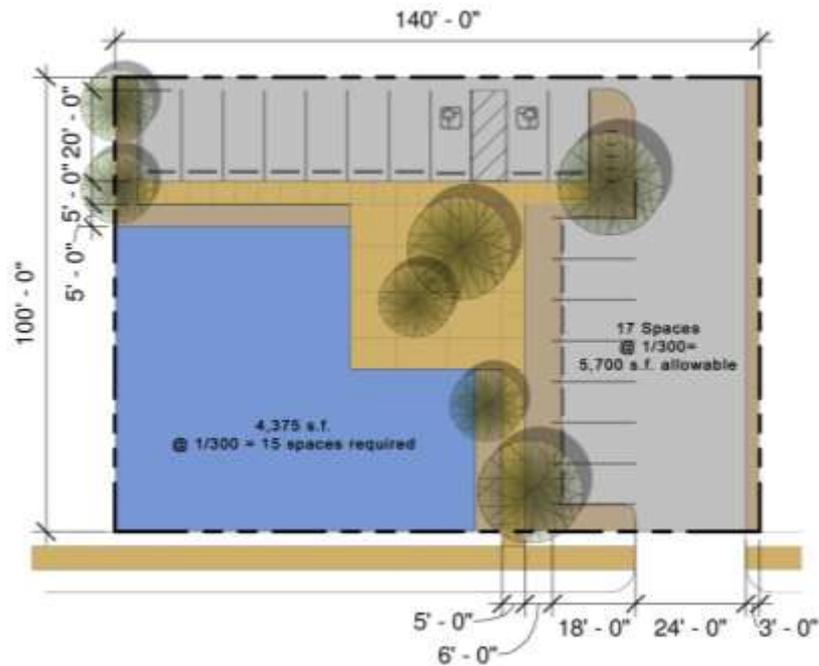
# 100' deep Lot layout diagrams



# 100' deep x 140' Lot layout diagrams



No alley access



Alley access

# Alley access layout diagrams

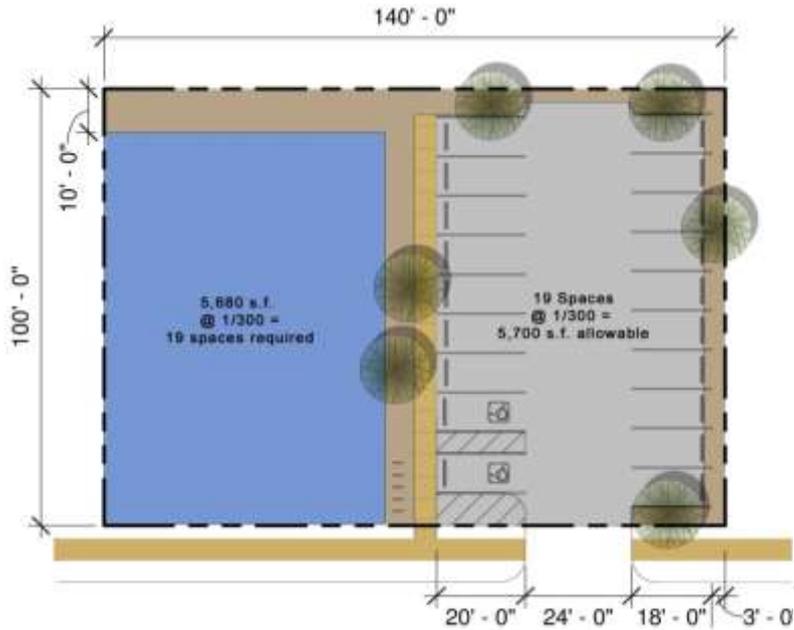


80' deep Lot

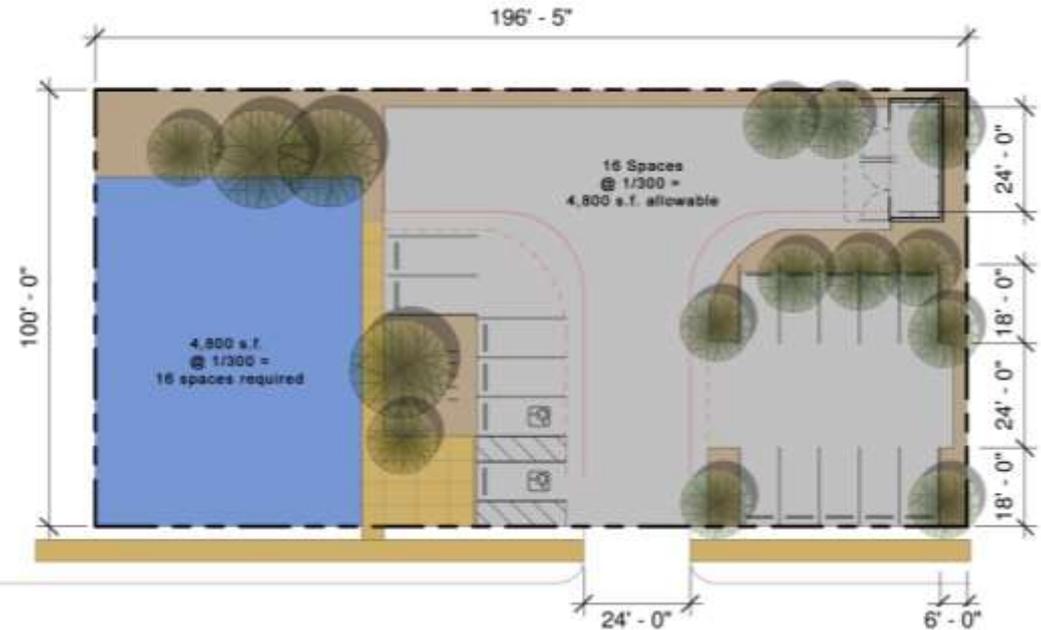


100' deep Lot

# Trash enclosure layout diagrams



*No onsite trash*



*With trash vehicle turn around*

# 2<sup>nd</sup> Call to the Audience

10 Minutes

**Please limit comments to 3 minutes**

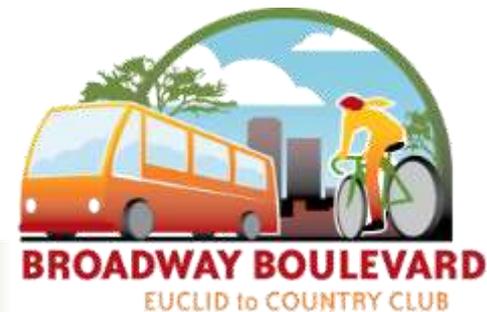
- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item

# Next Steps/Roundtable

*Jenn Toothaker*

## Next CTF Meeting Dates:

- Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
- Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
- Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
- Session 4: Friday, March 7<sup>th</sup> 3-6pm



# Thank You for Coming – Please Stay in Touch!

## Broadway: Euclid to Country Club

Web: [www.tucsonaz.gov/broadway](http://www.tucsonaz.gov/broadway)

Email: [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

Info Line: 520.622.0815

## RTA Plan

[www.rtamobility.com](http://www.rtamobility.com)

