

# Transportation and Feasibility Study

City of Tucson  
Department of Transportation  
08 August 2005

report volume 01 of 02  
Greyhound





## attention

This volume of the Transportation and Feasibility Study focuses on the Greyhound component and the analysis of alternative sites for the Greyhound facility. Please refer to volume 02 for the Sun Tran findings.



# letter of transmittal

08 August 2005

City of Tucson  
Department of Transportation  
Sixth Floor, Public Works Building  
Tucson, Arizona 85726-7210  
Attn: Kim McKay, Project Manager

Transportation and Feasibility Study

**City of Tucson  
Department of Transportation  
201 North Stone  
Tucson, Arizona 85726-7210**

**Attention: Kim McKay, Project Manager**

**Re: Transit Study Final Report and  
Recommendations - vol. 01 Greyhound**

Dear Kim McKay

Burns Wald-Hopkins Architects is pleased to submit volume 01 of this Final Report in accordance with the terms of our Contract No. 052041 dated 03 March 2005. We have enjoyed working with you and your Technical Advisory Committee and we trust that this report will assist the City of Tucson in making important decisions about Greyhound facilities in downtown Tucson.

We began our work with the Technical Advisory Committee by establishing goals for the project, which included "plan transit facilities to serve a future downtown as envisioned by the Rio Nuevo Master Plan" and "enhance long-term vitality of downtown."

Together with the Technical Advisory Committee we identified three alternative sites for the Greyhound facility, plus the existing City Council approved Sixth and Toole Avenues site.

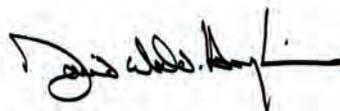
We analyzed the sites and their characteristics, and then developed concepts for each one.

Finally we evaluated the concepts for each site against a series of criteria established by the Planning Team. Our evaluation ranked the Sixth and Toole Avenues site first for Greyhound.

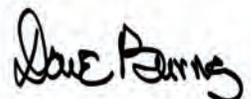
Thanks you for this opportunity to be of service to the City of Tucson and its transit needs.

Sincerely,

Burns Wald-Hopkins Architects



David Wald-Hopkins AIA  
Project Manager



Dave Dullis AIA  
Project Planner

## acknowledgments

Burns Wald-Hopkins Architects is grateful to the following for their participation in this study. We thank them for their enthusiasm and expertise.

City of Tucson Transportation Department  
Kim McKay [Project Manager](#)

### Project Management Team

Lucy Amparano [Rio Nuevo](#)  
Joan Beckim [Kaneen Advertising and Public Relations](#)  
Vince Catalano [Traffic Engineering](#)  
Aimee Ramsey [Sun Tran](#)  
Deanna Simsek [Greyhound](#)

### Technical Advisory Committee

Tom Fisher [Pima Association of Governments](#)  
Jim Glock [Department of Transportation](#)  
Katrina Heineking [Sun Tran](#)  
Greg Shelko [Rio Nuevo](#)  
John Updike [Real Estate](#)  
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### Planning Team

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Michael Barton

[Economics Research Associates](#)  
Bill Lee

## introduction

Burns Wald-Hopkins Architects and its planning team were retained in early March 2005 to prepare a Transportation and Feasibility Study addressing Sun Tran and Greyhound Facilities in downtown Tucson.

### Scope of Work

The scope of work described in the contract is as follows:

- Review existing circulation studies. The consultant will then make a recommendation for the circulation for Sun Tran and Greyhound vehicles. The scope of this work will include updating the Intermodal Center Area Circulation Study and will include a study of the impact of 2-way conversion on transit movements. This study will document infrastructure improvements to accommodate transit in this area, and projected costs to implement needed improvements
- Review the documents for the Ronstadt Transit Center Modifications Concept and make recommendations for circulation of transit vehicles. The consultant will verify routing and turning radii and will work with TDOT staff to identify potential projects and costs for required improvements
- Build on existing studies to determine needs of Sun Tran and propose solutions that will accommodate the Congress Street frontage mixed-use facility. Using footprint from the Depot Plaza Housing project and the Ronstadt Transit Center Modifications Concept Study, the consultant will identify conceptual layout for mixed-use space on the Congress Street frontage of the Transit Center site. This site will also include parking at street level (on the north side) and potential underground parking
- Investigate the opportunities for mixed use at the Greyhound facility. In particular the consultant shall look at the potential of retail space on the Toole Avenue frontage. The consultant will also be responsible for looking at ways to incorporate a multi-story facility for commercial space at the site in combination with Greyhound.

- The consultants shall work with City staff to identify potential locations for a Greyhound facility and/or the Ronstadt Transit Center. The consultant shall also compare the pros and cons of each site.
- Document each area of study and retain complete set of documents and notes

### Sequence of Work

Based on the scope of work, the Planning Team pursued a planning process that provided a structured, coherent framework for decision-making as it moved from the general to the specific in five steps:

- **goals** establish vision and goals for the project
- **facts** gather information on potential sites, two-way conversion, transit system and the commercial market
- **needs** confirm facility and route requirements
- **concepts** prepare a conceptual site plan for each site
- **recommendations** evaluate the proposed concepts and make a recommendation for Greyhound and Sun Tran

The Planning Team began work in early March with a commitment to deliver its final report five months later on 26 July 2005.

**Project Goals** Included under tab 01, the goals were established by the Project Management Team and the Planning Team. Generally they sought to balance the needs of transit riders and downtown stakeholders. The overall goal was to contribute to the long-term vitality of downtown.

**Project Facts** With input from the Project Management Team and Technical Advisors, three potential sites for Greyhound were identified in addition to the planned

Greyhound location at Sixth and Toole Avenues. The sites studied were as follows:

- **Greyhound sites**
  - 01 Sixth and Toole Avenues
  - 02 Millstone property
  - 03 Fifth Ave. and Seventh St.
  - 04 Civic Plaza site

Each of these sites were analyzed for zoning, adjacency to neighborhoods, access, convenience, etc. The findings are included under tab 02.

**Project Needs** We met with representatives of Greyhound to document their space and functional requirements for new facilities – building area, number of bays, security, site size, etc. These Needs are documented under tab 03.

**Project Concepts** We then married the Goals, Facts and Needs to create concepts for each of the four Greyhound sites. We attempted to meet the Project Goals at each site, locating the new facilities to maximize the potential of each. These concepts are documented under tab 04.

**Project Recommendations** Having developed concepts for the four Greyhound sites, the Planning Team evaluated the pros and cons of each concept and created a matrix for quantifying the success of each site in meeting goal driven criteria.

The Planning Team found that the City Council approved Sixth and Toole Avenues site previously proposed for Greyhound was its preferred location. The concepts for these sites can be found under tab 05.

## assumptions

The list below calls out the assumptions that were necessarily made during the analysis of the report. They were made at the direction of the Management Team or are well founded upon commissioned studies and reports (cited in the appendix)

The completion of the Stevens Avenue Alignment between Sixth Street and Barraza - Aviation Parkway. This is necessary to permit the effective circulation of the Greyhound coaches under certain scenarios. While a general path has been determined, the configuration of the linkage with Sixth Avenue has not been selected.

The completion of the two-way conversion of all of the streets in the Downtown area. This greatly affects the circulation of Sun Tran buses.

Installation of a modern streetcar whose route would include portions of Congress Street through downtown, making bus service there redundant.

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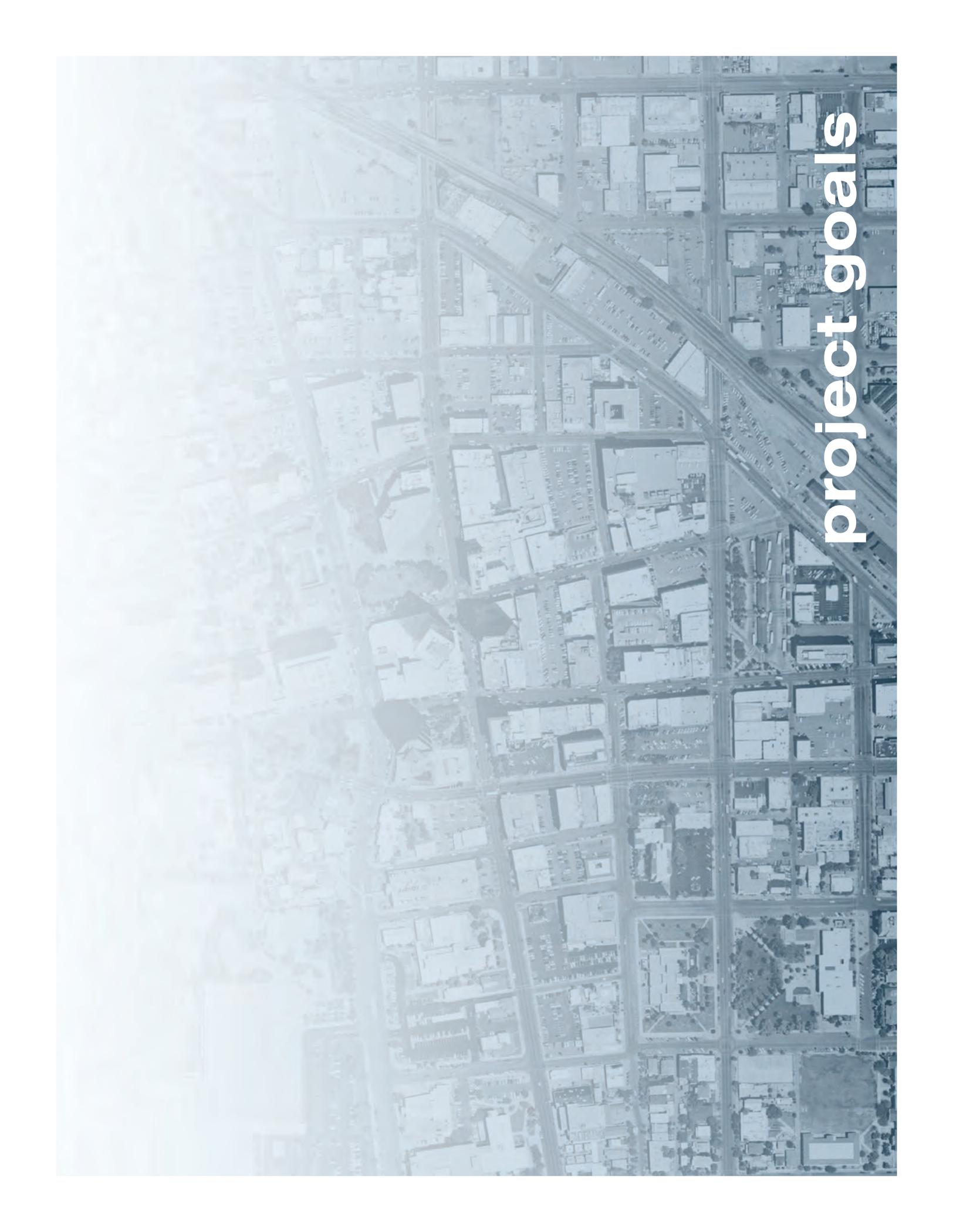
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An aerial photograph of a city street grid, showing a regular pattern of rectangular blocks. A prominent diagonal road cuts through the grid from the upper left towards the lower right. The buildings are mostly rectangular and light-colored, with some darker roofs. The overall scene is a dense urban environment.

# project goals

## project goals

The Project Management Team and the Planning Team established goals for the relocation of the Greyhound bus facilities in the Tucson downtown area.

Include Sun Tran and Greyhound ridership in the planning process

Accommodate future growth in planning for new facilities

Coordinate with other downtown planning activities - Stevens Alignment, Warehouse District MP, Congress Street MP, etc.

Plan transit facilities to serve a future downtown as envisioned in the Rio Nuevo Master Plan

Consider long term regional transportation issues

Enhance safety and security, both real and perceived

Maximize commercial opportunities associated with transit

Improve pedestrian accessibility and enhance way finding

Balance needs of ridership with interests of downtown stakeholders

Identify specific goals of Greyhound Corporation and take into consideration during the planning process

Develop a plan to best serve Greyhound passengers, making travel safe, convenient, and efficient

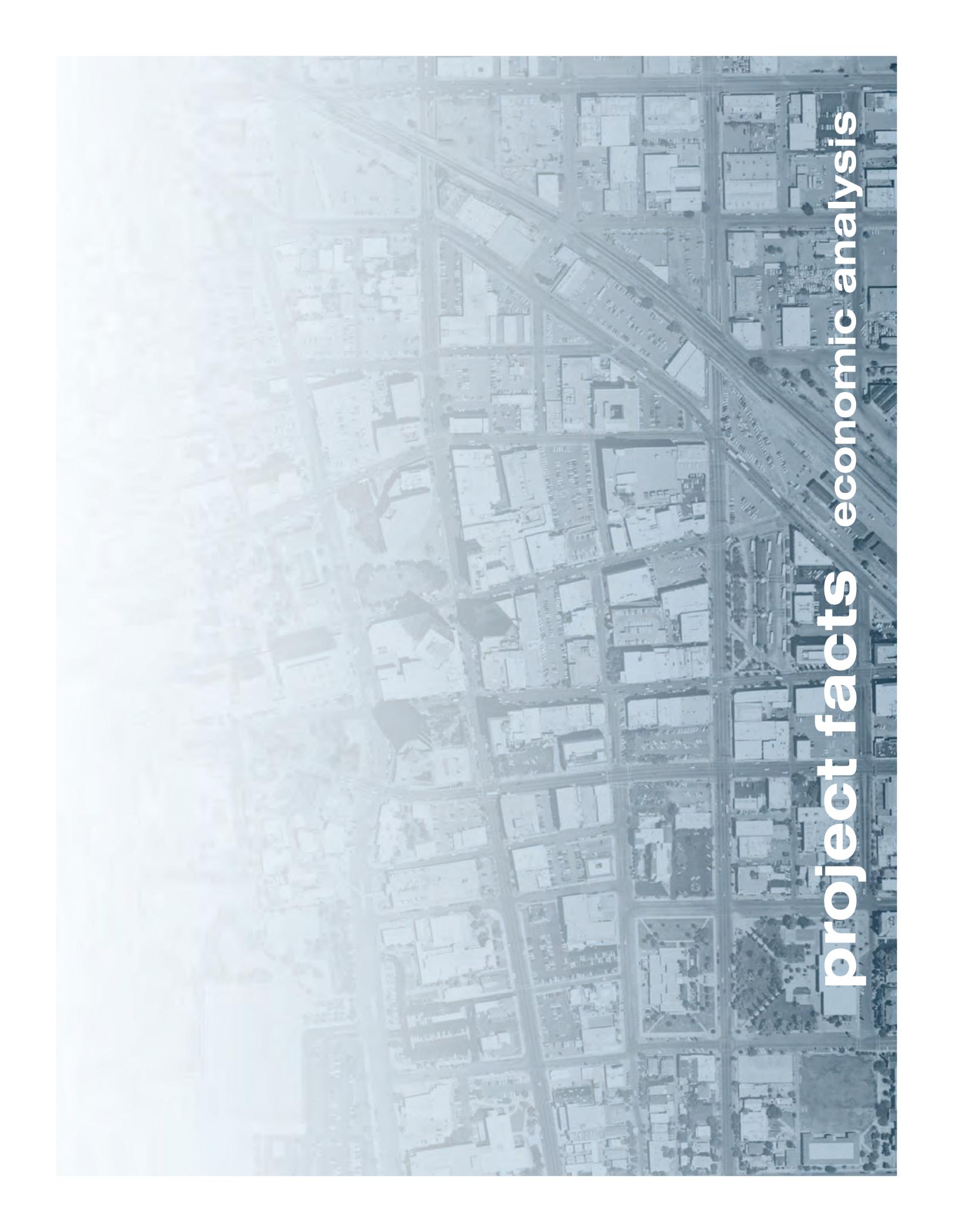
Provide Greyhound passengers with proximity and connectivity to other modes of transportation

Locate Greyhound facilities in close proximity to I-10, allowing for easy on and off access for coaches

Enhance multi-modal transportation system

Contribute to the long-term vitality of downtown (economic, social, etc.)

Provide connectivity to Alternatives Analysis Recommendations



**project facts** economic analysis

## Regional Economic Context and Market Overview

The demographic and economic trends in the metropolitan area provide the real estate market context for development opportunities at the Ronstadt Transit Center site and at the proposed Greyhound site in Downtown Tucson. This section reviews some of the more important economic and demographic trends in the Tucson region.

### Regional Economic Base

Non-farm employment growth in the Tucson MSA has generally followed national economic cycles. However, the region’s historic reliance on a few key industrial sectors such as defense, aerospace, leisure services (generated by seasonal visitors), and certain niche technology sectors, have caused the impact of economic cycles to be more severe. As seen in Table II-1, the Arizona Department of Economic Security estimates 2004 total non-farm employment in Pima County to be 351,500 workers.

**Table II-1  
Tucson MSA (Pima County) Sectoral Employment Trends**

	1990	1995	2000	2004	CAGR 1990-04
Average Annual Employment (000s)					
Total Non Farm	251.6	302.6	349.9	351.5	2.4%
Natural Resources and Mining	2.2	2.2	1.8	1.2	-4.2%
Construction	14.9	20.6	22.9	23.3	3.2%
Manufacturing	25.5	27.4	32.9	28.4	0.8%
Trade, Transportation, and Utilities	45.3	51.6	55.0	54.3	1.3%
Wholesale Trade	5.9	6.7	7.5	7.3	1.5%
Retail Trade	33.7	37.2	38.7	39.3	1.1%
Transp., Warehousing, and Utilities	5.7	7.7	8.8	7.7	2.2%
Information	5.1	6.5	7.9	7.7	3.0%
Financial Activities	11.9	11.6	14.8	15.4	1.9%
Professional and Business Services	21.4	33.8	43.5	41.4	4.8%
Professional and Tech. Services	9.4	12.8	15.6	14.2	3.0%
Management of Companies	1.2	3.2	2.6	2.3	4.8%
Administrative and Waste Services	10.8	17.8	25.3	24.9	6.1%
Educational and Health Services	30.0	35.5	42.0	47.5	3.3%
Leisure and Hospitality	29.5	34.8	39.9	37.8	1.8%
Arts, Entertainment, and Recreation	5.0	5.3	5.1	5.2	0.3%
Accommodation and Food Services	24.5	29.5	34.8	32.6	2.1%
Other Services	10.0	10.2	13.0	14.7	2.8%
Government	55.9	68.4	76.3	80.0	2.6%

Notes:

- 2004 Data reflects average of monthly employment between January and May 2004.

- CAGR is Compounded annual growth rate between 1990 and 2004

Source: Arizona Department of Economic Security and Economics Research Associates

The Tucson MSA has added approximately 100,000 non-farm jobs during the 1990-2004 period with a compounded annual growth of 2.4 percent. Most of this growth can be attributed to service providing employment sectors, especially Professional and Business Services, and (private) Educational and Health Services, which experienced an annual growth of 4.8 percent and 3.3 percent respectively during the 1990-2004 period. Other strong growth sectors were Construction, Information, Other Services, and Government. While the Manufacturing sector grew between 1990 and 2000, it has dropped sharply since. The share of manufacturing jobs has fallen from 10 percent in 1990 to 8 percent in 2004.

Table II-2 presents sectoral employment forecasts by the Tucson Planning Department – Economic Business Research Project. Note that these forecasts are from the 3<sup>rd</sup> quarter of 2001 and are classified as unofficial projections. However, they present a relative comparison of sectoral employment growth and their shares of total employment over the long term.

**Table II-2  
Tucson MSA (Pima County) Employment Growth Projections**

	2000	2010	2020	2030	Absolute Change	Percentage Change	CAGR 2000 -30
Thousands of Workers							
Mining						124.8%	2.7%
Construction	1.9	2.1	3.1	4.3	2.4	55.9%	1.5%
Manufacturing	21.9	23.9	29.6	34.1	12.2	59.9%	1.6%
T.C.P.U.	33.0	40.2	46.2	52.8	19.8	10.0%	0.3%
Trade	12.0	13.1	13.3	13.2	1.2	95.9%	2.3%
F.I.R.E.	72.6	85.8	112.3	142.3	69.7	70.2%	1.8%
Services	13.8	16.0	19.8	23.5	9.7	123.4%	2.7%
Government	119.2	159.9	208.8	266.2	147.1	52.3%	1.4%
<b>Total</b>	<b>76.2</b>	<b>89.0</b>	<b>103.3</b>	<b>116.0</b>	<b>39.8</b>	<b>86.1%</b>	<b>2.1%</b>
Notes:	350.5	430.0	536.3	652.4	301.8		

- The above projections are based on unofficial 3rd Quarter 2001 projections
- CAGR. = Compounded Annual Growth Rate
- T.C.P.U. = Transportation, Communication, and Public utilities
- F.I.R.E. = Finance, Insurance, and Real Estate

Source: Tucson Planning Department and Economics Research Associates

As seen in the table, the Tucson MSA is expected to add approximately 301,800 jobs during the 2000-2030 period, or approximately 10,000 jobs annually. The Services and Trade sectors are expected to experience the strongest growth, with the Services sector projected to increase from 34 percent in 2000 to approximately 40 percent in 2030. However, the realization of these projections is dependent on the economic recovery of the national and regional economies.

**Population and Household Growth Trends**

The City of Tucson and Pima County continue to grow at a healthy pace. Both the City of Tucson

and Pima County experienced cumulative growth rates of just over 20 percent during the past decade. From 1990 to 2000, the County ranked 27<sup>th</sup> greatest in the nation in terms of absolute population growth. Pima County is forecast to add 192,000 residents from 2000 to 2010.

**Table II-3  
Population Growth Trends**

	1980	1990	2000	2010 Forecast		
				Low	Middle	High
Total Population (000's)						
City of Tucson	331	405	487	na	596	na
Pima County	542	680	848	975	1,040	1,090
Arizona	2,785	3,747	5,169	6,175	6,735	6,965
Ten Year Change						
City of Tucson	--	22.4%	20.2%	na.	22.4%	na.
Pima County	--	25.5%	24.7%	15.0%	22.6%	28.5%
Arizona	--	34.5%	38.0%	19.5%	30.3%	34.7%
10 Year CAGR						
City of Tucson	--	2.0%	1.9%	na.	2.0%	na.
Pima County	--	2.3%	2.2%	1.4%	2.1%	2.5%
Arizona	--	3.0%	3.3%	1.8%	2.7%	3.0%

CAGR = Compounded Annual Growth Rate  
Source: US Census, L. William Seidman Research Institute, College of Business, Arizona State University, Economics Research Associates

As seen in Table II-3, during the 1990-2000 period, population in Pima County grew by 24.7 percent, compared to statewide population growth of 38 percent. The City of Tucson grew by 20.2 percent during this period, somewhat slower than Pima County or Arizona as a whole.

Table II-4 presents dwelling units permitted within the City of Tucson. During the past 10 years, the city has added just over 3,600 per year. When mobile homes are excluded, the average number of units added is just over 3,100 with 74 percent of those being single-family units. It is interesting to note over these same ten years, the City of Tucson added approximately 7,100 people per year or one new residential unit for every two new persons. The high ratio of new housing units to new population suggests that some of the new housing is second homes or fractional ownership units typically associated with resort communities.

**Table II-4  
Tucson Building Permit Trends in Units**

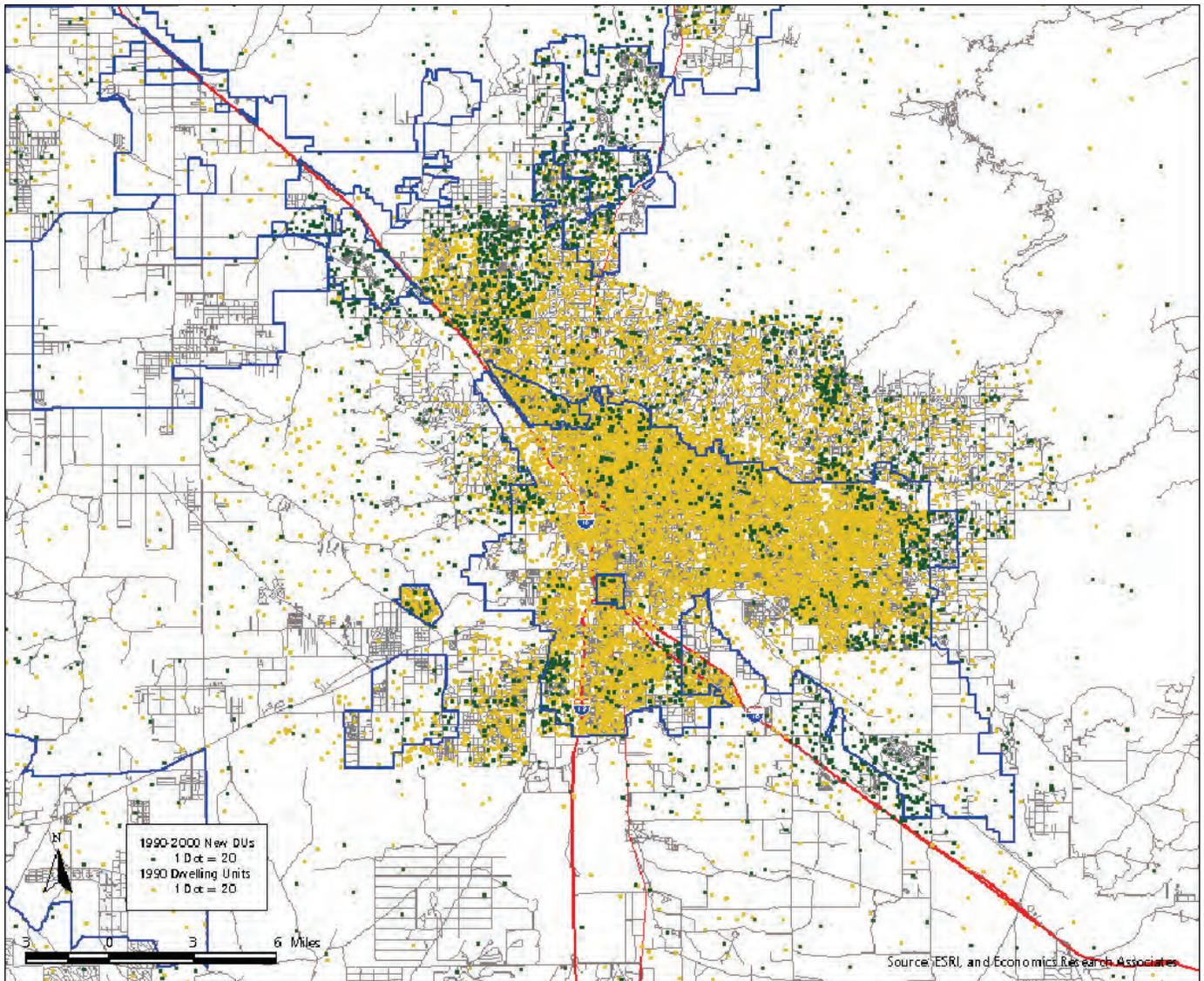
Year	Single Family	TH	Duplex	Tri-& Four-Plex	Apts	Total Excluding MH	Mobile Home	Total
1995	1,731	0	50	20	1,175	2,976	544	3,520
1996	1,957	8	68	6	358	2,397	525	2,922
1997	2,055	10	56	20	507	2,648	390	3,038
1998	2,550	31	81	76	797	3,535	644	4,179
1999	2,657	58	118	67	641	3,541	615	4,156
2000	2,876	41	104	90	612	3,723	559	4,282
2001	2,534	42	88	77	703	3,444	611	4,055
2002	2,355	52	146	29	475	3,057	547	3,604
2003	2,353	72	156	33	207	2,821	373	3,194
2004	2,137	106	160	33	714	3,150	372	3,522
Avg	2,321	42	103	45	619	3,129	518	3,647

Source: City of Tucson Department of Planning and Design

New residential construction in Tucson continued to escalate in 2004, fueled by low interest rates, economic recovery and population growth. The total number of housing units permitted within Tucson increased from 3,194 in 2003 to 3,522 in 2004, or an increase of ten percent. While single-family construction has declined steadily in recent years, the number of apartments is up substantially over last year.

Exhibit II-1 presents a dot density overlay of dwelling units in the Tucson area during 1990 and incremental units between 1990 and 2000. The exhibit shows that the distribution of new dwelling unit growth is more scattered about the downtown, which is unlike the decades of the 1970s and 1980s, when new development concentrated almost exclusively to the northwest of downtown. The more recent development pattern suggests that downtown Tucson is regaining some of its centrality relative to the regional population, and that centrality bodes well for future downtown retail and office development.

### Exhibit II-1 City of Tucson Dwelling Unit Growth 1990-2000



#### Household Income Characteristics

Table II-5 presents comparative median and average income growth between 1990 and 2000 for the City of Tucson, Pima County, Arizona and United States. The median household income in Pima County in 1999 was \$36,758. Though this is lower than the national median of \$41,994, Pima County's median household income experienced 7.7 percent growth (in real terms) between 1990 and 2000 compared to only 4.0 percent growth nationally. The average household income in Pima County in 1989 was \$44,507 (in adjusted 1999 dollars), increasing 11 percent in 1999 to \$49,415. Note that both the City of Tucson and Pima County have relatively lower median as well as mean average household incomes compared to the state of Arizona as a whole.

Table II-5 also shows distribution of households by income category. The Tucson Metropolitan area has a relatively higher share of low-income households and a lower share of high-income households compared to the state and the nation as a whole. A larger share of leisure and hospitality service jobs, student households, and retirees, which have lower wages, are often cited as the reasons for the relatively lower income levels in the Tucson Metropolitan area.

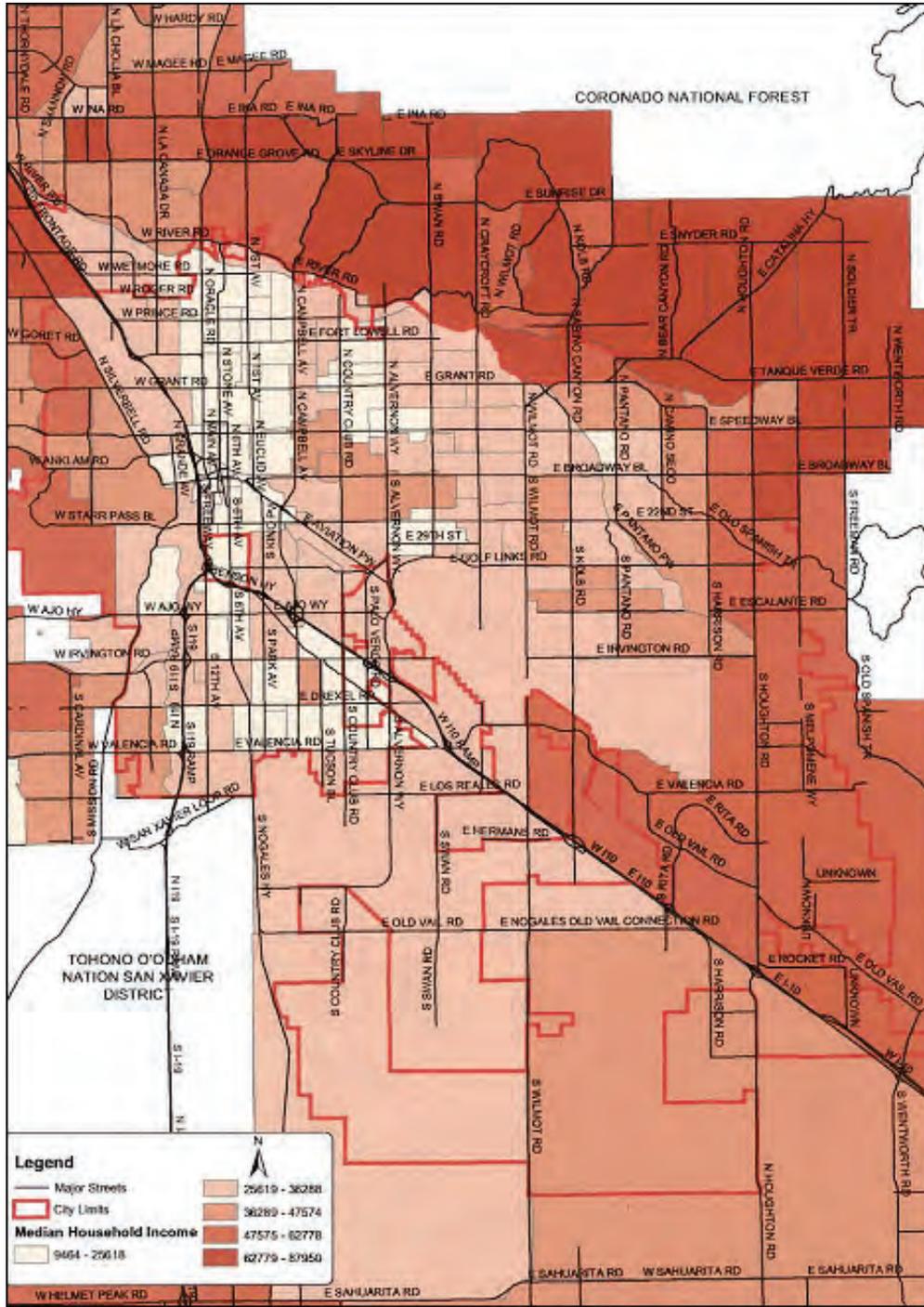
Median household income by census tract is reflected in Exhibit II-4. The darker shades represent higher median household incomes. As can be seen, income levels are generally highest in the north and eastern portions of the metro area near the Catalina Mountains. The downtown and the older areas tend to have the lowest income.

**Table II-5**  
**Household Income Growth**

	Tucson Pima County	Arizona	United States	
Median Household Income (1999 dollars)				
1989	\$29,219	\$34,127	\$37,001	\$40,382
1999	\$30,981	\$36,758	\$40,558	\$41,994
Growth	\$1,762	\$2,631	\$3,557	\$1,612
% Growth	6.0%	7.7%	9.6%	4.0%
CAGR	0.6%	0.7%	0.9%	0.4%
Mean Average Household Income (1999 dollars)				
1989	\$36,859	\$44,507	\$47,596	\$51,664
1999	\$40,133	\$49,415	\$53,926	\$56,644
Growth	\$3,273	\$4,908	\$6,330	\$4,980
% Growth	8.9%	11.0%	13.3%	9.6%
CAGR	0.9%	1.1%	1.3%	0.9%
Households Distribution by Income (1999)				
<\$15,000	21.7%	17.5%	14.9%	15.8%
\$15,000 - \$29,999	26.4%	22.8%	21.0%	19.3%
\$30,000 - \$44,999	20.3%	19.5%	19.2%	17.9%
\$45,000 - \$59,999	12.8%	13.7%	14.3%	14.0%
\$60,000 - \$74,999	7.6%	9.1%	10.1%	10.4%
\$75,000 - \$99,999	6.2%	8.4%	9.7%	10.2%
>\$100,000	5.0%	9.0%	10.8%	12.3%

Source: US Census, and Economics Research Associates

Exhibit II-4  
Median Household Income Distribution by Census Tract (1999)



Source: City of Tucson and Economics Research Associates

**Citywide Housing Market**

Based on data provided by the Tucson Association of Realtors Multiple Listing Service, as presented in Table II-6, total residential home sales in the metropolitan area increased ten percent from 2002 to 2003 and then another 16 percent from 2003 to 2004. The northwest market continues to lead the region in terms of number of units listed and sold. The average sales price for all property types increased from \$169,063 in 2002 to \$205,188 in 2004, an increase of 21 percent in two years. The average days on the market dropped from 53 to 49 days over the past two years indicating a strong owner housing market.

**Table II-6  
Tucson Metropolitan Area – Housing Sales Trends**

	1997	1998	1999	2000	2001	2002	2003	2004
Total Unit Sales	8,472	10,020	11,244	11,077	12,142	13,251	14,618	17,016
Single Family	6,650	8,013	9,018	8,927	9,984	10,971	12,192	14,559
Townhouse/Condo	1,444	1,572	1,721	1,715	1,842	1,985	2,168	2,245
Mobile Home	378	435	505	435	316	295	258	212
Average Sales Price	\$132,096	\$137,323	\$147,180	\$155,907	\$160,300	\$169,063	\$178,171	\$205,188
Average Days on Market	78	71	62	55	52	53	54	49

Source: Tucson Association of Realtors, Economics Research Associates

As mentioned, the apartment market was affected by the robust increase in home sales propelled by low mortgage rates. According to RealFacts, which surveys 82 apartment projects in Tucson ranging in size from 96 to 826 units, absorption was negative for 2001 and 2002. It turned positive in 2003 and 2004, as shown in Table II-7. The average occupancy rate for these properties climbed from a low point of 89.7 percent in 2002 to 92.3 percent by 2004, suggesting a gradually improving apartment market.

Table II-8 presents average monthly rental trends for apartment units in the Tucson market. Note that these include both new and existing apartment units. The rent increases have been very moderate indicating that Tucson is still one of the more affordable communities in the country for renters. The modest rent increases and the steep sales price jumps indicate that the strength of the Tucson housing market is on the ownership side. This is typical of most markets given the historically low mortgage rates.

**Table II-7  
Tucson Apartment Market Trends – Major Projects**

	Units Built	Total Units	Occupancy Rate	Occupied Units	
1999	252	19,904	na	na	na
2000	0	19,904	94.9%	18,888	na
2001	200	20,104	93.2%	18,736	-152
2002	500	20,604	89.7%	18,481	-255
2003	0	20,604	90.7%	18,687	206
2004	0	20,604	92.3%	19,017	330

Source: Realfacts, Economics Research Associates

**Table II-8  
Average Rents – Tucson Apartment Market Major Projects**

	Ave. Monthly Rent	% Change	Ave. Rent/SF/ Month
2000	\$568	na	na
2001	\$584	2.8%	na
2002	\$604	3.4%	\$0.80
2003	\$611	1.2%	\$0.81
2004	\$620	1.5%	\$0.81
2005	\$626	1.0%	\$0.81

Source: Realfacts, Economics Research Associates

Table II-9 presents a summary of the midsize apartment market (20 to 100 units) by submarket. As shown, the northern Tucson markets typically generate the highest rent levels, with an average 2002 rent of \$749. Average rents in the southern submarket are the lowest in the region (\$470 in 2002). The central submarket also had fairly low rents (\$518 in 2002) but also below average vacancy rates. The highest vacancy rate was reported in the north central and east submarkets at 12.5 percent and 12.4 percent, respectively. Not surprisingly, the university submarket

reported the lowest vacancy rate in 2002 (6.9 percent).

**Table II-9**  
**Tucson Rental Market – Midsize Apartments**

Submarket	Average Rent		Change	Vacancy 2002
	2002	2001		
Northeast	\$749	\$749	0.0%	8.1%
Northwest	\$693	\$683	1.5%	10.9%
North	\$654	\$658	-0.6%	11.1%
North Central	\$473	\$475	-0.4%	12.5%
University	\$590	\$605	-2.5%	6.9%
Central	\$518	\$510	1.6%	8.7%
East	\$529	\$523	1.1%	12.4%
South	\$470	\$464	1.3%	9.8%
West	\$617	\$613	0.7%	10.5%
Average	\$556	\$552	0.7%	10.7%

1/ Midsize properties are defined as properties with 20 to 100 apartments.

2/ Average rent includes new and existing apartments

Source: The Waterfall Group, Economics Research Associates

## Retail Market

During the past six years, the Tucson Metropolitan Area has absorbed over 3.5 million square feet of retail space. With the strong absorption of nearly 1.6 million square feet during the past year, the total vacancy has dropped from 11.1 percent in 2003 to 9.5 percent in 2004. As shown in Table II-10, the average annual absorption for this six-year period was 591,000 square feet.

As indicated in Table II-11, the total square feet of retail space per capita has remained relatively consistent over the past several years at about 43 to 44 square feet. In other words, it does not appear that retail space has been overbuilt with respect to population growth. The Tucson Mall area (northwest) saw increased vacancies while the area near Park Place Mall (east) experienced an increase in absorption. The increase in vacancy in the retail market from 2002 to 2003 was due to poor performance in older properties as newly constructed properties entered the market. In 2003 Wal-Mart, Kohl's and La Encantada (a new pedestrian-oriented shopping center) accounted for all of the positive absorption. La Encantada was 97 percent pre-leased upon opening and is targeted in part at the high-end tourist market with in-line tenants such as BeBe Sport, Williams Sonoma, and Apple Computer.

**Table II-10**  
**Tucson Metropolitan Area - Retail Trends**

Year	Vacancy	Net Absorption
1999	10.16%	176,091
2000	10.04%	592,502
2001	10.75%	415,395
2002	10.35%	305,309
2003	11.06%	469,675
2004	9.47%	1,586,442
Average		590,900

Source: CB Richard Ellis, Economics Research Associates

**Table II-11**  
**Tucson Metropolitan Area - Retail Market Trends**

Time Period by Quarter	Total Retail Space (sq ft)	Vacancy Rate	Absorption (sq ft)	Total Sq Ft per Capita
2nd, 1999	35,853,340	10.58%	354,779	43.72
4th, 1999	36,469,190	9.90%	797,291	43.94
2nd, 2000	36,750,385	9.44%	422,242	43.61
4th, 2000	37,188,632	8.74%	657,589	43.68
2nd, 2001	37,755,832	10.03%	32,083	43.62
4th, 2001	38,296,240	9.97%	507,048	43.88
2nd, 2002	38,534,269	10.34%	72,787	43.65
4th, 2002	38,846,119	10.12%	363,222	43.42
2nd, 2003	39,268,351	11.27%	(70,575)	43.18
4th, 2003	39,847,030	11.23%	551,530	43.28
2nd, 2004	40,355,569	9.80%	1,005,045	43.30
4th, 2004	40,701,283	9.14%	581,397	43.17

Source: Pima County Real Estate Research Council,  
Economics Research Associates

The retail market is currently very strong in the Tucson metropolitan area. This strength is powered by local and national economic recovery and rising home equity due to value appreciation. According to the Arizona Bankers Association, total bank deposits in Tucson have jumped from \$5.0 billion in 2000 to \$7.6 billion in 2004. This 50 percent increase in bank deposits in four short years foreshadows a continued strong retail market for several more years.

Table II-12 presents retail market indicators in the Tucson area by major submarkets. The Southeast, Southwest and Central submarket all showed strength during the last quarter of 2004. The southern parts of the Tucson metropolitan area are beginning to receive more attention from both residential and retail developers. This bodes well for downtown Tucson to become more of a hub to the entire region.

**Table II-12**  
**Retail Market Indicators by Submarket- Tucson Area, 4Q 2004**

	Total Space	Vacancy Rate	Net Absorption	New Construction
Northwest	5,897,778	7.0%	16,427	59,669
West	573,719	6.1%	3,918	0
Southwest	3,063,579	8.1%	66,958	0
Southeast	3,734,379	14.2%	272,681	194,675
Northeast	1,001,241	16.5%	-16,999	0
Central	3,136,635	10.5%	69,305	34,760
<b>TOTAL</b>	<b>17,407,321</b>	<b>9.9%</b>	<b>412,290</b>	<b>289,100</b>

Source: CB Richard Ellis, Economics Research Associates

### Hotel Market

According to the Metropolitan Tucson Convention & Visitors Bureau, the Tucson metropolitan area currently has approximately 10,000 hotel units in 61 properties. Since there is a very strong correlation between hotel demand and air passenger volume, the Tucson Airport passenger volume shown below is very revealing.

**Table II-13**  
**Passenger Volume at Tucson Airport**

Year	Passengers	Change
1996	3,513,443	na
1997	3,541,116	0.8%
1998	3,477,422	-1.8%
1999	3,514,110	1.1%
2000	3,592,188	2.2%
2001	3,627,798	1.0%
2002	3,507,883	-3.3%
2003	3,508,868	0.0%
2004	3,770,445	7.5%
2004 1stQ	969,795	3.8%
2005 1stQ	1,049,535	8.2%

Source: Tucson Municipal Airport

**Table II-14**  
**Transient Rental Tax and Hotel Revenue in Tucson**

Fiscal Year	Transient Tax Collected (\$1,000)	Tax Rate	Hotel Room Revenue (\$1,000)	Percent Increase
1994-95	\$4,083	4.0%	\$102,075	na
1995-96	\$4,046	4.0%	\$101,150	-0.9%
1996-97	\$4,421	4.0%	\$110,525	9.3%
1997-98	\$4,572	4.0%	\$114,300	3.4%
1998-99	\$4,758	4.0%	\$118,950	4.1%
1999-00	\$4,927	4.0%	\$123,175	3.6%
2000-01	\$5,058	4.0%	\$126,450	2.7%
2001-02	\$4,549	4.0%	\$113,725	-10.1%
2002-03	\$4,636	4.0%	\$115,900	1.9%
2003-04	\$7,019	5.0%	\$140,380	21.1%

Source: City of Tucson Finance Department

From 1996 to 2003, the hotel market in Tucson showed virtually no demand growth. The total passenger volume was 3.51 million in 1996, and it was still 3.51 million in 2003 as shown in Table II-13. In the intervening years, this number never dropped below 3.48 million and never rose above 3.63 million. The hotel revenue information from City Transient Room Tax data provides an identical picture. As shown in Table II-14, the Tucson hotel market experienced no real demand increase from fiscal year 1994-95 to 2002-03 when inflation is considered. Because of this lack of demand growth and increasing competition, many of the local properties have struggled and have not been able to invest in order to maintain competitive position. Some of the downtown properties fall into this category.

**Table II-15**  
**Tucson Area Hotel Statistics**

	Avg Room Rate			Occupancy Rate		
	2003	2004	Change	2003	2004	Change
Airport	\$57.66	\$59.03	2.4%	63.13%	65.29%	3.4%
Downtown	\$72.20	\$75.30	4.3%	58.77%	63.41%	7.9%
East	\$60.92	\$62.08	1.9%	70.81%	75.05%	6.0%
Resort	\$138.95	\$131.94	-5.0%	59.85%	65.11%	8.8%

Source: PKF Consulting

## economic context (continued)

Since 2003, the Tucson hotel market has shown strong growth as indicated in Table II-15 above. Hotel room revenue increased by over 20 percent over the past fiscal year. From 2003 to 2004, downtown hotel occupancy rates have climbed 7.9 percent, and room rates climbed 4.3 percent. Resort occupancy rates climbed 8.8 percent during this same period, and airport passenger volumes were up 7.5 percent. The first quarter 2005 statistics indicate a continuation of this strong demand growth trend. Air passenger volume during the first quarter of 2005 is up 8.2 percent over the same period in 2004. Tucson may be in for a period of hotel and resort demand growth as its value relative to other similar destinations becomes more apparent.

### Office Market

The Tucson office market has expanded notably over the past few years, mostly as a result of the development of build-for-sale projects throughout the region. This movement from leasehold to ownership space appears to be continuing with most of the new product being delivered in mid size office condominiums developed at the city's northern perimeter. The vacancy rate in Tucson rose to 13.3 percent by year-end 2003, the highest vacancy rate reported in several years. With strong regional demand increase, it has dropped back to 11.7 percent by year-end 2004. As shown in Table II-16 below, office absorption has averaged approximately 235,000 square feet per year over the past six years.

Table II-16  
Tucson Metropolitan Area - Office Trends

Year	Vacancy	Net Absorption
1999 3Q	10.9%	134,693
2000 3Q	9.9%	404,783
2001 3Q	12.9%	45,991
2002 3Q	15.0%	323,909
2003 4Q	13.3%	153,000
2004 4Q	11.7%	346,848
Average		234,900

Source: CB Richard Ellis, Pima County Real Estate Research

Mid year 2003 Class A lease rates ranged from \$18.50 per square foot in the Northeast submarket to \$24.00 per square foot in the East Central, North Central, and Downtown submarkets.

**Table II-17**  
**Office Lease Rates by Submarket, Mid Year 2003**

	Lease Rates	
	Class A	Class B/C
Northwest	\$19.50	\$18.99
West Central	--	\$22.10
East Central	\$24.00	\$17.45
Northeast	\$18.50	\$17.49
North Central	\$24.00	\$19.58
Downtown	\$24.00	\$21.18

(1) Based on full service lease.

(2) Market coverage: includes buildings 10,000 square feet and larger.

Source: CB Richard Ellis, Economics Research Associates

The current office inventory of buildings over 10,000 square feet in size by submarket is reflected in Table II-18. As shown, the East Central corridor (centered along Broadway east of Alvernon Way, south of Speedway and north of Golf Links) currently contains the largest inventory of office space. Absorption was strongest in the Northwest and North Central submarkets. The highest vacancy rate was reported in the East Central area (15.1 percent) followed by the West Central submarket (14.5 percent). The downtown submarket vacancy was third highest (14.1 percent).

**Table II-18**  
**Office Market Indicators by Submarket, Year End 2004**

	Total Bldg	Vacancy Rate	Net Absorption	
Northwest	1,428,281	7.4%	152,670	54,281
West Central	471,300	14.5%	49,631	65,200
East Central	2,142,876	15.1%	(19,995)	42,244
Northeast	774,348	9.7%	43,384	11,744
North Central	1,393,405	8.8%	75,750	49,996
Downtown	1,245,680	14.1%	45,368	32,277
TOTAL	7,455,890	11.7%	346,848	255,742

Source: CB Richard Ellis, Economics Research Associates

## **Downtown Potential and Site Evaluation**

### **Downtown Tucson Housing Market**

Due to steady population growth, a gradual recovery of the regional economy and continued low mortgage rates, the strength of the downtown Tucson housing market is coming from the ownership sector. The West University neighborhood is moving up market with rental units converting back to owner occupancy. Attractive units in the Armory Park neighborhood are now bringing high prices with the top unit selling for \$550,000. The John Wesley Miller 98-unit single-family development, named Amory Park del Sol and located on the western border of this federally registered residential historic district, is selling in the \$250,000 to \$450,000 range. The project is apparently more than half sold.

**Table III-1**

#### **Downtown Tucson Housing Demand Forecast**

	<b>2005-2015</b>
Projected Tucson Dwelling Unit Increase	48,500
Increase Excluding Mobile Homes	42,500
Downtown Market Share @ 5% - Low	2,100
Downtown Market Share @ 8% - High	3,400

*Source: Economics Research Associates*

According to the 2000 Census, Downtown Tucson had 8,500 housing units of which 1,700 were in the Downtown Core the remaining 6,800 in the Downtown Neighborhoods. Assuming sites can be created, ERA forecasts that Downtown Tucson has the market potential to absorb between 2,100 and 3,400 additional residential units over the next decade (2005 to 2015). Given the recent success of projects like Amory Park del Sol, a number of developers are proposing residential projects in the downtown. Within the Downtown, there are currently eleven housing projects in various stages of planning, design or contraction. If all these were to proceed to completion, over 700 new units would be added. The housing developers are responding to market demand, which consists of locals moving out of smaller and older units, outsiders finding Tucson to be a good value, and empty nesters or young professional households seeking a more urban living environment.

### **Downtown Hotel Market**

Downtown Tucson has four hotels, and they include: 1) The Radisson Tucson City Center of 307 units located at 181 West Broadway, 2) The Innsuites Tucson City Center with 260 units located at 475 North Granada Avenue, 3) The 161-unit Clarion Hotel & Suites at 88 East Broadway, and 4) the Congress Historic Hotel with only 40 rooms. The four properties total 768 rooms and constitute about seven to eight percent of the Tucson market. Several of these properties are in need of significant reinvestment to become competitive business hotels.

Assuming that the upward trend detected for 2004 and 2005 continues for several years, the 2005 to 2015 demand growth will be stronger than that experienced during the past ten years. Using a current inventory of 10,000 rooms and a slightly less than 3.0 percent annual growth rate, ERA estimates that the metropolitan area will be able to support an additional 3,200 hotel rooms by 2015. This analysis includes the recently opened Starr Pass Marriott Resort, which has 585 guest units.

**Table III-2**  
**Downtown Tucson Hotel Market Demand Forecast**

	<b>2005-2015</b>
Projected Metropolitan Area Hotel Demand Increase in Units	3,200
Downtown Market Share @ 6% - Low	190
Downtown Market Share @ 12% - High	380

Source: Economics Research Associates

ERA estimates that the downtown potential is 6 to 12 percent of the total Tucson metropolitan market growth or 190 to 380 units. Considering both the demand growth and the current competition, downtown Tucson is likely to add one or two new hotel by 2015. The expansion of an existing property is also a possibility. This new competition will spur renovation of the existing hotels and contribute to the upgrading of the overall downtown environment. Both the Ronstadt Transit Center site and the Civic Plaza site are attractive locations for future downtown hotel development. Developers, however, are likely to time the completion of these new hotels to follow the reconstruction of Congress Street and the widening of I-10 through downtown Tucson.

### **Downtown Retail Market**

Downtown Tucson currently has in excess of 4.5 million square feet of total space. Of this total, which is estimated from information provided by the Tucson Downtown Alliance, only 7.0 percent or 319,000 is occupied retail space. The major tenant types include restaurants, cafes, nightclubs and art/craft galleries. Some of the occupied retail space, particularly the space in the vicinity of the Ronstadt Transit Center, appears to be fairly weak and have financially marginal tenants. In addition, the downtown has 151,000 square feet of vacant ground floor space, much of which could be retail or restaurant space. The challenges to more successful retail in Downtown Tucson include: 1) Intense through traffic on Congress and Broadway, 2) The lack of a strong corporate employment base, 3) Limited on-street parking, and 4) Facilities that cater to the socially needy population with limited incomes. Because of these challenges, downtown has not participated in the very strong regional retail growth of the past five or six years.

**Table III-3**  
**Inventory of Downtown Space**

<b>Type of Space</b>	<b>Sq Ft</b>	<b>Percent</b>
Ground Floor Retail	319,067	7.0%
Vacant Ground Floor	151,477	3.3%
Ground Floor Office/Theater/Institutional	533,601	11.8%
Vacant Upper Floor	280,847	6.2%
Occupied Office Space 2nd floor & up	1,211,220	26.7%
Occupied Social & Institutional	295,657	6.5%
Government Buildings	1,442,969	31.8%
Hotels or Events Facility	302,047	6.7%
<b>Total</b>	<b>4,536,885</b>	<b>100.0%</b>

Source: Tucson Downtown Alliance

In the decade ahead, a number of actions will strengthen Downtown Tucson retailing. These include: 1) The addition of local residential population due to housing construction; 2) The redesign of Congress Street into two way traffic flow to reduce traffic speed and volume, add on-street parking and widen sidewalks; 3) The replacement of the aging Martin Luther King public housing project with a new Depot Plaza development; 4) The possible relocation of the Ronstadt Transit Center away from Congress Street; 5) The completion of a 790-space public garage located at Pennington Street and Sixth Avenue; and 6) Completion of the new Fourth Street underpass. Developers are poised to invest in downtown mixed-use projects, typically with residential built over retail or restaurant uses, should most of the above action proceed to implementation.

**Table III-4**  
**Downtown Tucson Retail Market Demand Forecast**

	<b>2005-2015</b>
Projected Metropolitan Area Retail Demand Increase in SF	5,200,000
Downtown Market Share @ 1.5% - Low	75,000
Downtown Market Share @ 3.0% - High	150,000

*Source: Economics Research Associates*

Depending upon the effectiveness of the new Congress Street design and of the relocation and more vigorous management of the Ronstadt Transit Center, ERA projects the new 2005 to 2015 Downtown Tucson retail development potential to be in the 75,000 to 150,000 square feet range. In addition, the market should be of sufficient strength to allow existing space to upgrade.

The Tucson office market is currently on an upward trend with vacancies falling and absorption increasing. However, in the decade ahead a number of disruptive construction projects are likely to cause tenants to delay coming downtown until they are completed. These include the widening of I-10, the reconstruction of Congress and Broadway into two-way streets, and the construction of the new Fourth Avenue underpass.

Considering the recent market interest, condominium office development in the downtown neighborhoods could prove to be popular, especially in historic districts like the El Presidio or Armory Park. Relocation of County offices into the new Criminal Justice complex could create some secondary vacancies that would compete for tenants.

ERA projects that the Tucson Metropolitan Area will absorb approximately 3.3 million square feet of office space between 2005 and 2015. We estimate that downtown will attract 4.0 to 7.5 percent of the total market or 130,000 to 250,000 square feet over this next ten-year period.

**Table III-5**  
**Downtown Tucson Office Market Demand Forecast**

	<b>2005-2015</b>
Projected Metropolitan Area Office Demand Increase in SF	3,300,000
Downtown Market Share @ 4.0% - Low	130,000
Downtown Market Share @ 7.5% - High	250,000

*Source: Economics Research Associates*



# project facts site analysis

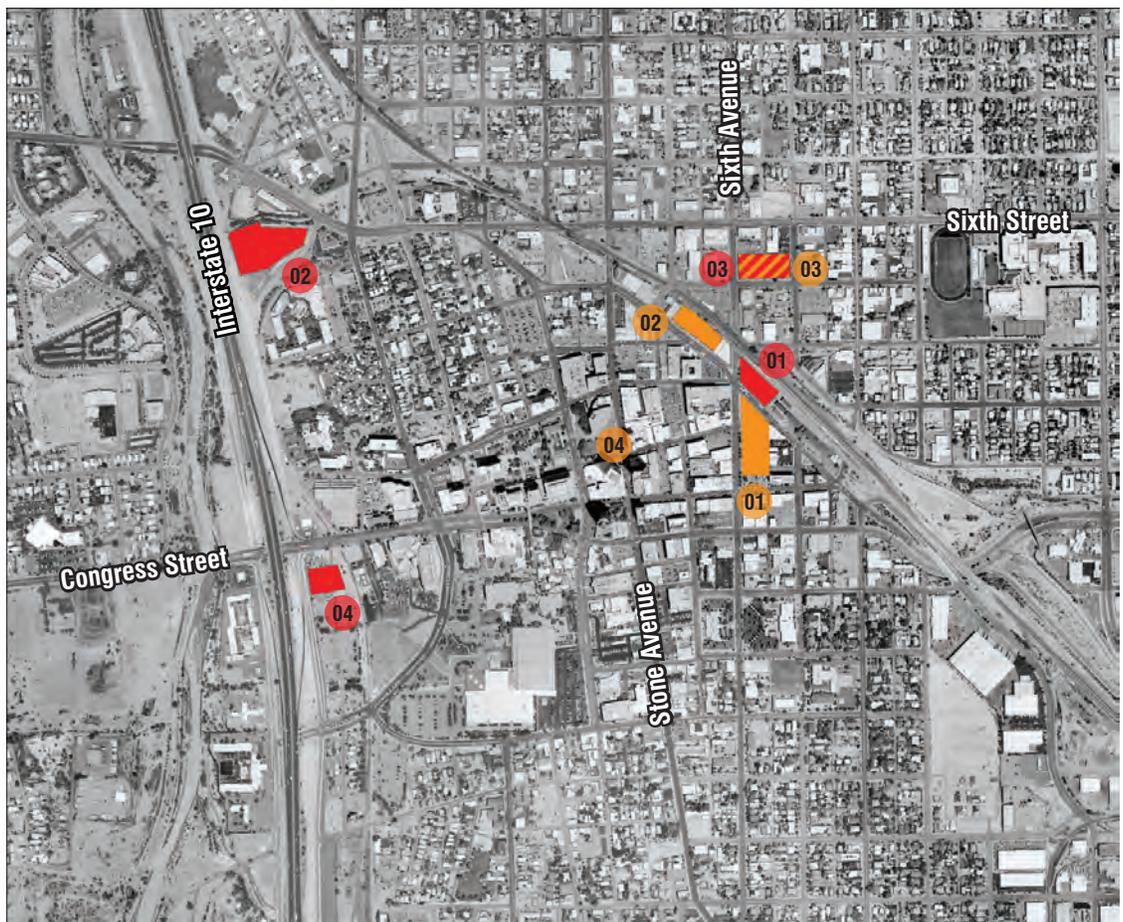
# analysis introduction

After a broad review of the downtown area of Tucson the Planning Team along with the Project Management Team and the Technical Advisory Committee focused the study on seven prospective sites: four for Greyhound, and four for Sun Tran. While there were a great many of sites that could have been chosen, it was the studied opinion of the team members that these sites possessed the greatest potential. None of the site proposals involve locating the Sun Tran and Greyhound facilities simultaneously on the same site.

NOTE: As one of the goals of the relocation of both the Sun Tran and Greyhound facilities was to further integrate the various modes of mass transit, the facilities were not considered in exclusion of each other. Sites for both of the facilities appear together in the following large scale analysis while the detailed examinations of the individual sites is relegated to the specific volumes (i.e. Greyhound sites in this volume, Sun Tran sites in volume 02).

### image key

- proposed Greyhound sites
- 01 Toole Avenue
- 02 Millstone property
- 03 Fifth Ave./Seventh St.
- 04 Civic Plaza site
  
- proposed Sun Tran sites
- 01 Ronstadt Transit Center
- 02 Toole Avenue
- 03 Fifth Ave./Seventh St.
- 04 dispersed downtown



proposed Greyhound and Sun Tran sites

## analysis combined sites

This portion examines the sites as a totality with respect to many of the larger issues at hand.

One of the goals of this project is to increase the connectivity between the various modes of mass transit in Tucson, making each more viable and the entire system more efficient for the ridership. Sun Tran routes should complement the routes taken by the modern street car as well as offering convenient transit options to Greyhound and heavy rail (Amtrak) riders.

The image below shows these related modes of transit along with all of the proposed sites. The Millstone property in particular lacks a practical connection to both the modern street car and the heavy rail lines. At this time those sites nearest to the existing facilities have the greatest connections.

### image key

-  proposed sites  
GH and ST
-  heavy rail routes
-  heavy rail depot
-  modern street car
-  street car stops  
aka stations



related modes of transport

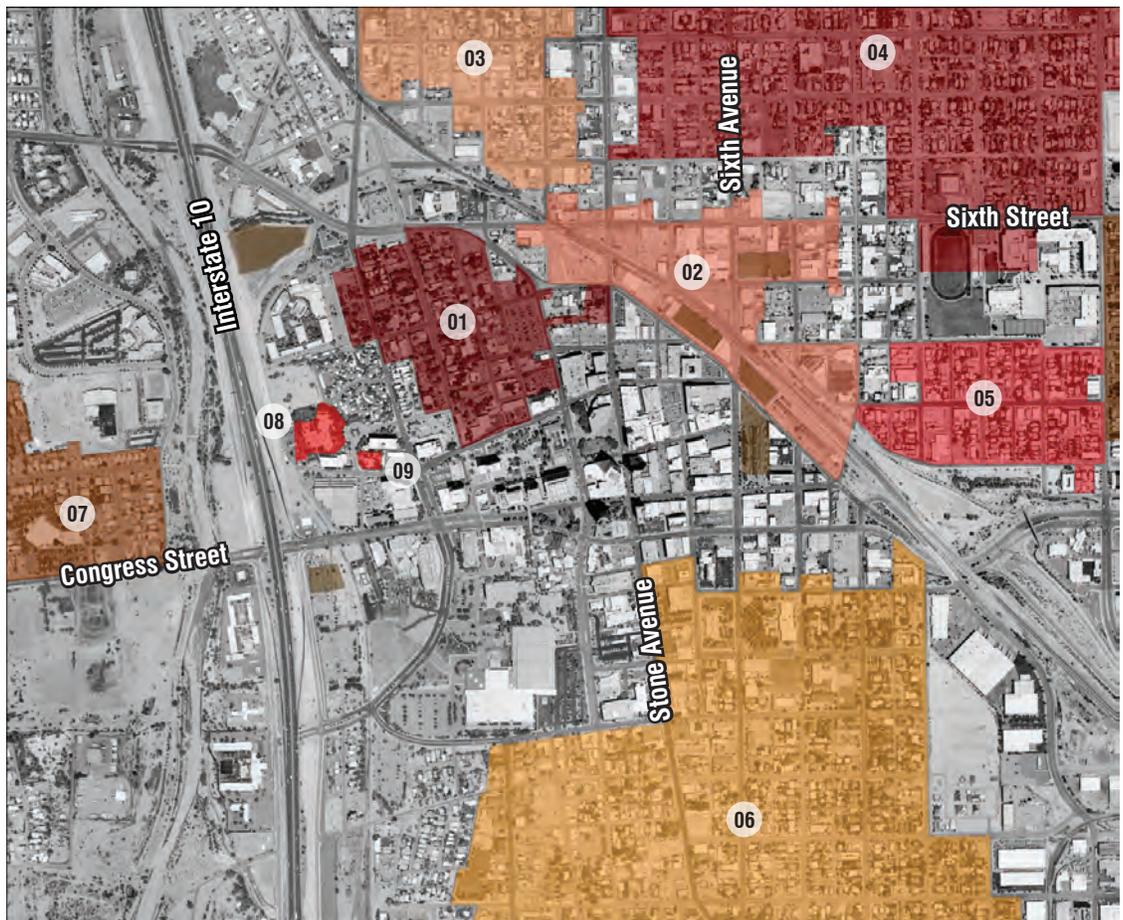
## analysis combined sites

The image below shows the location of the potential Sun Tran and Greyhound sites with respect to the recognized historic districts in the area.

While their status does not preclude the locating of a facility within their bounds, there is a certain level of review that a design must pass in order to be built, ensuring appropriate sensitivity to the cultural significance of the area.

### image key

- proposed sites  
GH and ST
- 01 El Presidio  
Historic District
- 02 Warehouse  
Historic District
- 03 John Spring  
Neighborhood  
Historic District
- 04 West University  
Historic District
- 05 Iron Horse  
Expansion  
Historic District
- 06 Armory Park  
Historic District
- 07 Menlo Park  
Multiple Re-  
source Area
- 08 historic structure
- 09 historic structure



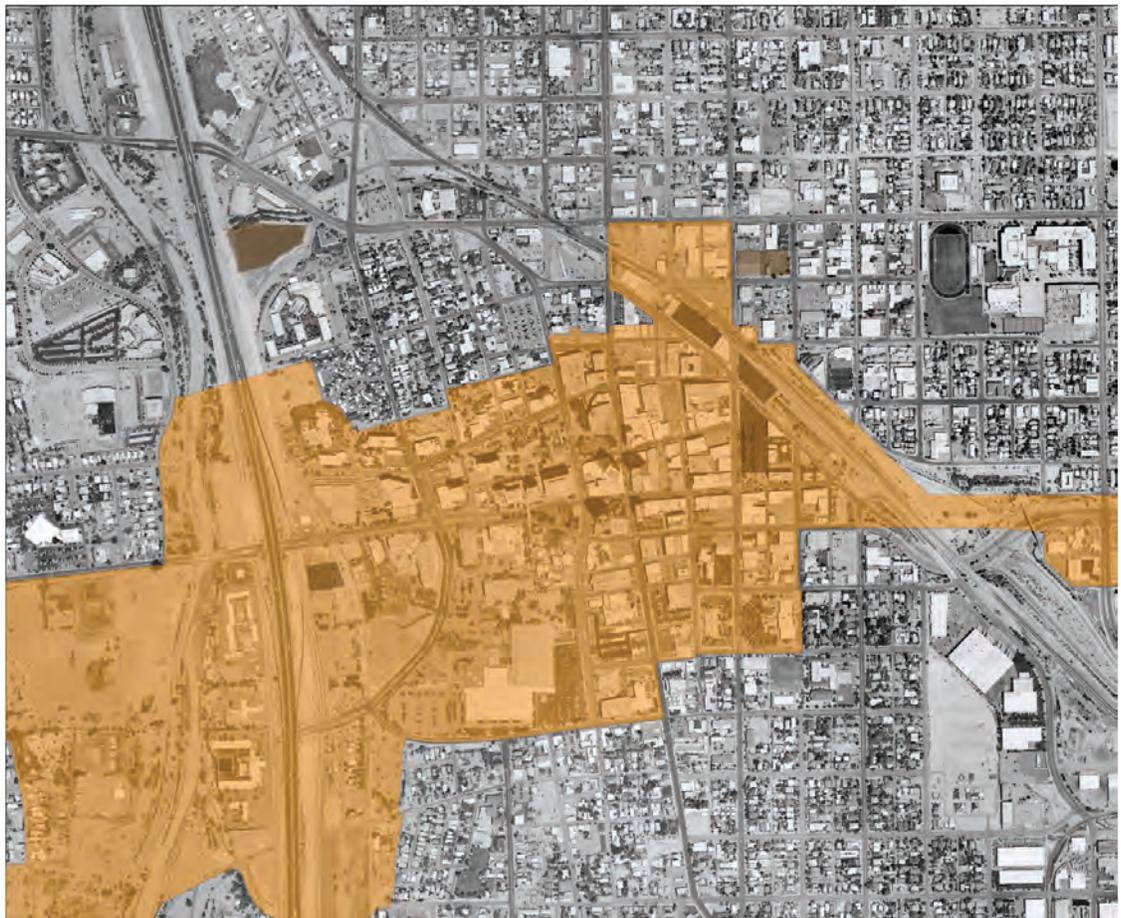
historic districts and structures

## analysis combined sites

The image below shows the relationship between all of the proposed sites and the Rio Nuevo MPF District overlay. Note that one of the goals of the Transportation and Feasibility Study is to reinforce preexisting plans etc. and both the Millstone site and the Fifth Avenue and Seventh Street sites are outside the current Rio Nuevo Multi-Purpose Facilities District bounds, and therefore public investment in either site would not qualify as local match expenses toward expenditure of Rio Nuevo funds.

### image key

-  proposed sites  
GH and ST
-  Rio Nuevo Multi-Purpose Facilities District



Rio Nuevo Multi-Purpose Facilities District

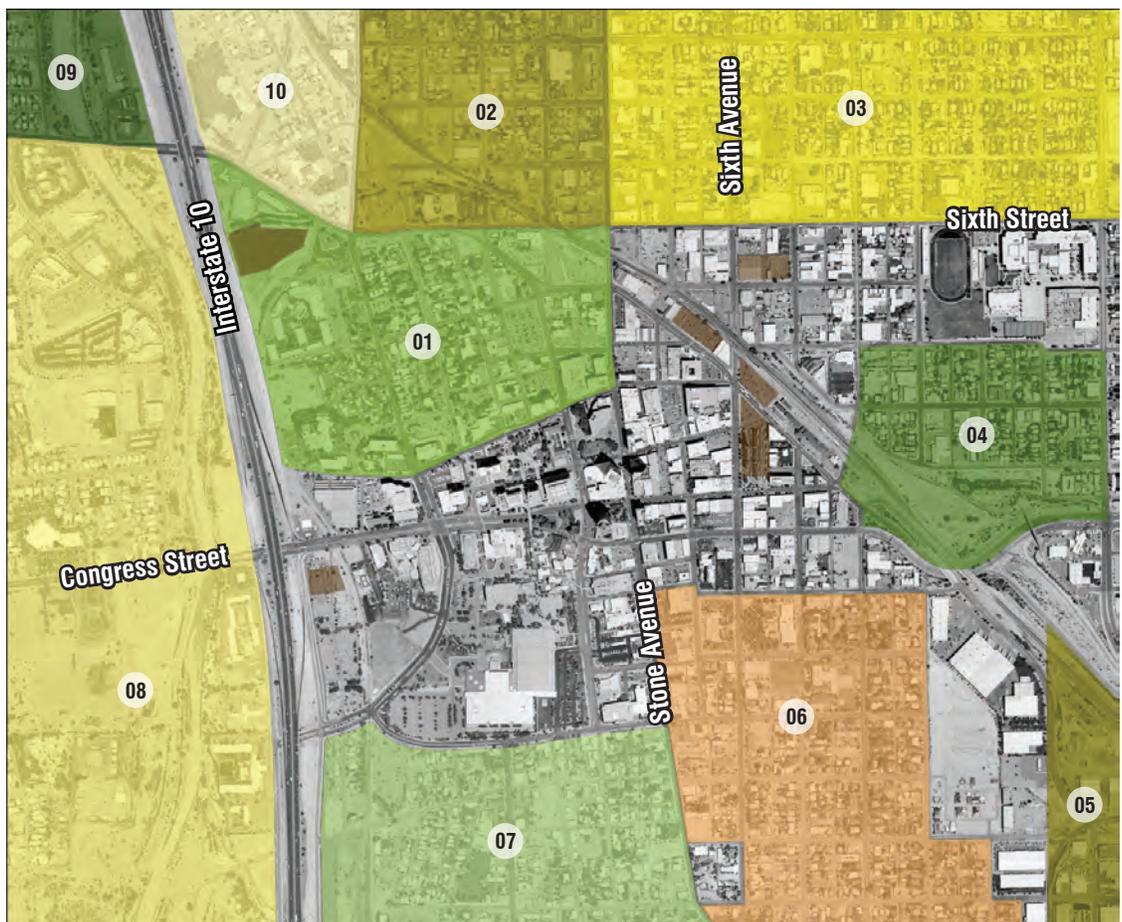
## analysis combined sites

The image below shows the neighborhood associations in the vicinity of the potential sites. Note that only the Millstone property is actually within the bounds of an association (El Presidio).

Neighborhood opposition to facilities such as Greyhound is often based upon noise pollution and safety concerns. With respect to the first, it can be seen from the image below that all of the sites are located in zones already affected by transit generated noise: two sites flank Interstate 10 and the remainder are near the rail lines. Where safety is concerned, representatives of TPD have indicated (see appendix 02 - meeting minutes 10) that these facilities are not the problem that public perception would make them out to be.

### image key

- proposed sites  
GH and ST
- 01 El Presidio N.A.
- 02 Dunbar Spring N.A.
- 03 West University N.A.
- 04 Iron Horse N.A.
- 05 South Park N.A.
- 06 Armory Park N.A.
- 07 Barrio Viejo N.A.
- 08 Menlo Park N.A.
- 09 Barrio Hollywood N.A.
- 10 Barrio Anita N.A.



neighborhood associations

# Greyhound existing site and route

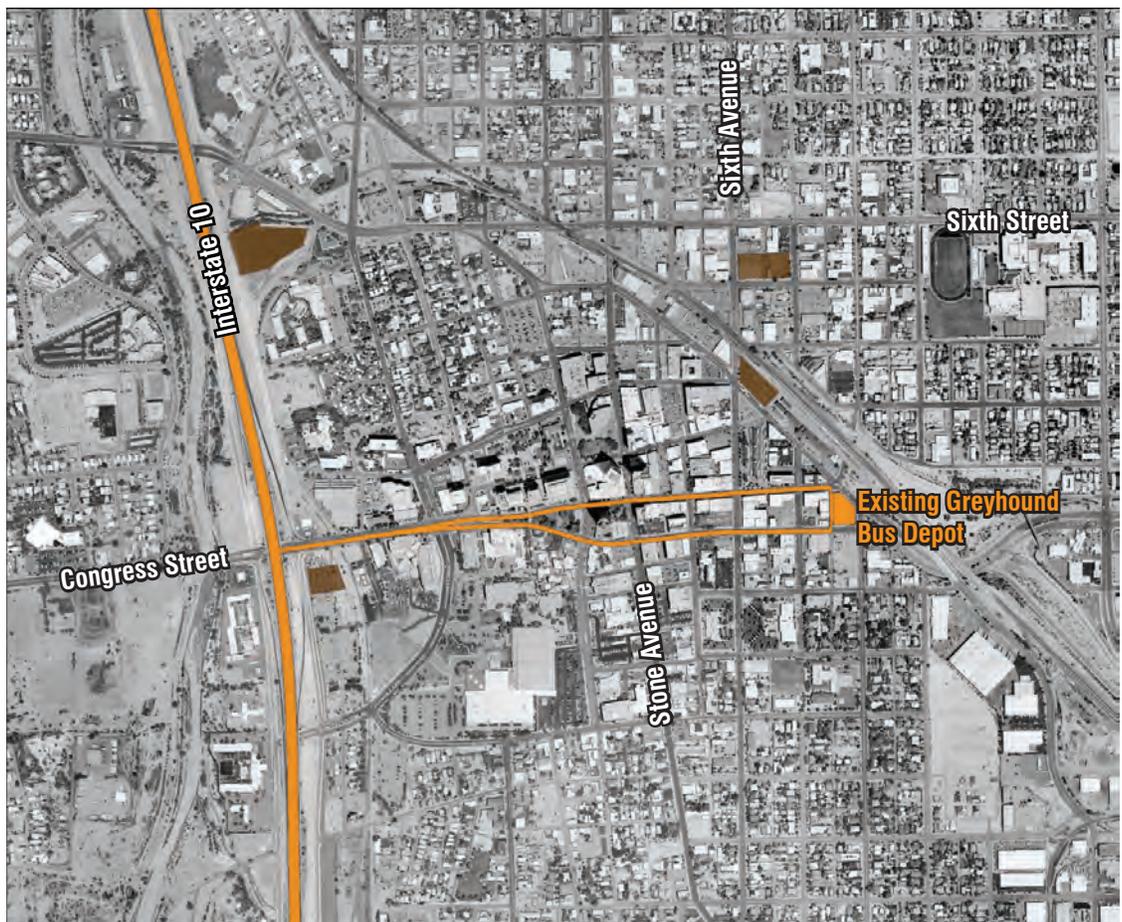
analysis of the existing Greyhound site and current coach routes

The current Greyhound terminal is approximately 14,355 square feet and occupies a corner site that spans between Broadway Boulevard on the South and Congress Street on the north. The site is 39,330 square feet or just under one acre. The facility is provided with 10 bus bays, no bus storage bays and 19 parking spaces in an on-site lot on the eastern portion of the site.

Greyhound currently accesses its Congress/Broadway Tucson terminal by exiting the Freeway at the Congress Street exit. Coaches proceed eastbound on Broadway Boulevard and then turn north into the terminal on the alignment of Herbert Avenue. After loading passengers, coaches exit the terminal turning left (west) onto Congress Street and then proceeding west on Congress to the westbound or eastbound Freeway entrances to I-10.

## image key

-  proposed Greyhound sites
-  existing Greyhound site
-  existing Greyhound routes



Existing Greyhound Site and Coach Routes

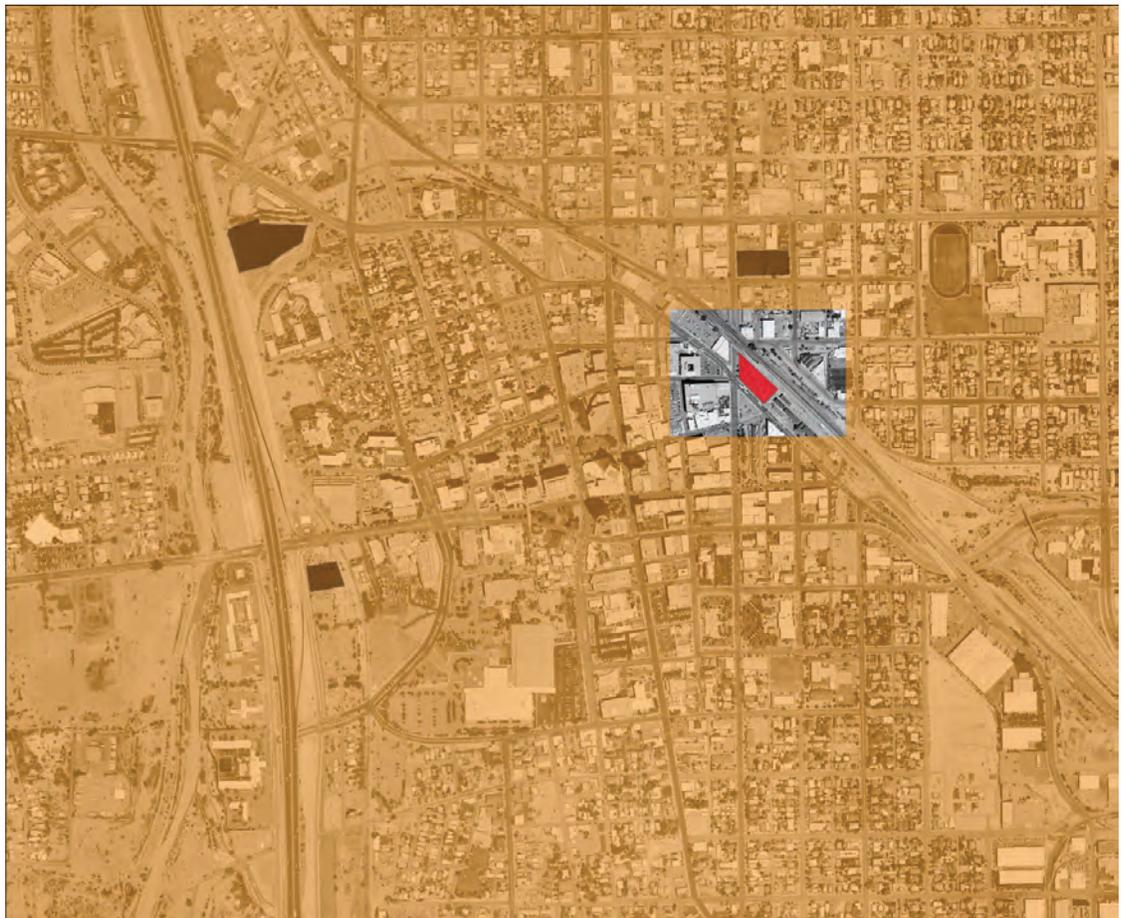
## Sixth and Toole Avenues

The Sixth and Toole Avenues Greyhound site is located at the northeast edge of downtown in the northeast quadrant of the intersection of Sixth Avenue and Toole Avenue, immediately south of the Union Pacific active rail line. The site is located in close proximity to the Ronstadt Transit Center and near to other transit modes including Amtrak, the Fourth Avenue trolley, the proposed future modern streetcar, and the TICET downtown circulator.

The area of the site is approximately 60,000 square feet. Historically, this site has been Greyhound's preferred location for a permanent bus terminal. The site had previously been identified as the "permanent site" for the future Greyhound terminal by the Tucson Mayor and City Council in 2004, but that designation is now subject to the conclusions of this report. The site had been studied in 2003 and a site design, prepared by Poster Frost Associates, was proposed by Greyhound to the Mayor and Council. That proposed site plan used approximately 20 feet of Union Pacific Railroad land as an easement to accomplish on-site bus maneuvering. At the present time, acquiring that easement from Union Pacific seems unlikely.

### image key

- proposed Greyhound sites
- site 01 - Toole Avenue
- limits of enlargement



enlargement key - Greyhound site 01

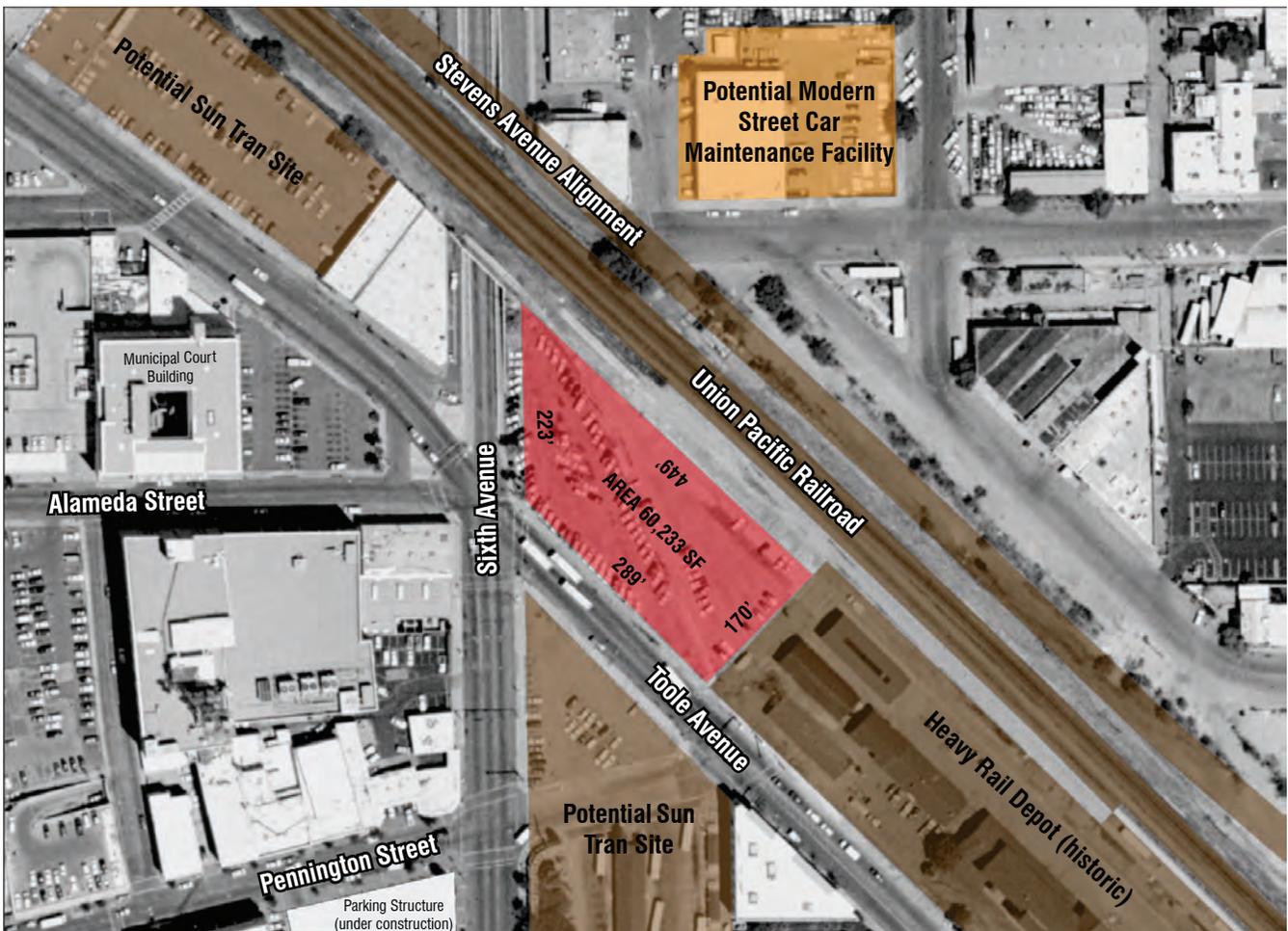
**analysis**  
**Greyhound site 01**

**Sixth and Toole Avenues**

The Sixth and Toole Avenues Greyhound vacant site is about 60,233 square feet; with approximate perimeter dimensions of 170' (east), 449' (north), 223' (west) and 289' (south). It is currently used as an unpaved surface parking lot. The site is owned by the City of Tucson.

Toole Avenue adjoins the property to the south with one west-bound lane, one east-bound lane and a continuous center turn lane. Some portions of Toole near the site have on-street parking on the south side. The newly-restored Historic Train Depot is adjacent to the site to the southeast, with a landscaped pedestrian mall making a potential connection between the Depot and this site.

Sixth Avenue adjoins the property to the west, steeply sloping down to accomplish a tunnel passing north and south under the Union Pacific line. Sixth Avenue is currently one-way northbound, but a two-way conversion is likely in the near future. A proposed Stevens alignment roadway is tentatively being proposed along the north side and parallel to the rail line and as a continuation of the Aviation Highway.



site area and related transit modes

image key

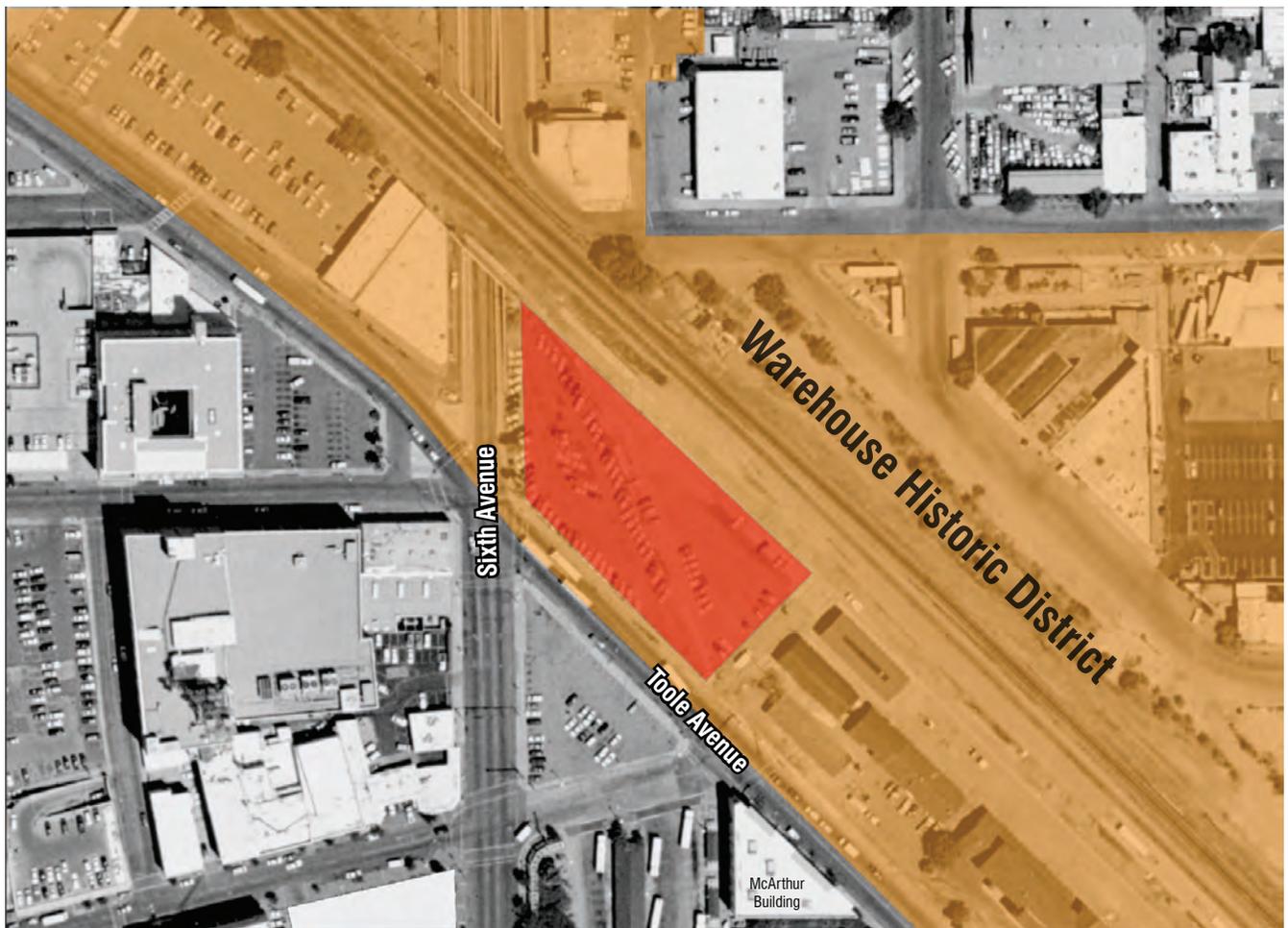
- proposed Greyhound site
- related transit modes

NOTE: All boundaries, dimensions and areas are approximate.

analysis  
Greyhound site 01

### Sixth and Toole Avenues

The Sixth and Toole Avenues site adjoins several important historic districts. It is located within the Tucson Warehouse Historic District (Federal) bounds. To the north and east is the Fourth Avenue Business District; further east on the north side of the rail line is the Iron Horse Historic District (Federal); further north is the West University Historic District (Federal and City); immediately to the south is the potentially historic Congress Street District; five blocks to the west is the El Presidio Historic District (Federal and City), finally, seven blocks to the northwest is the John Spring Historic District (Federal). El Presidio, Dunbar-Spring, Iron Horse and West University are all represented by active neighborhood associations.



historic districts and neighborhood associations

- image key
- proposed Greyhound site
  - historic district boundaries

**analysis**  
**Greyhound site 01**

**Sixth and Toole Avenues**

While the site is within the Rio Nuevo Multi-Purpose Facilities District, there is no current neighborhood association in its immediate vicinity. The site is adjacent to the Arts District Master Plan boundary which stops on the west side of Sixth Avenue while the Plaza Depot MP approaches the site from the southeast. To the northwest is the site for the Justice Court Project which is moving to architectural design. This site is within the Downtown Business District which is represented by the Tucson Downtown Alliance and is part of a special taxation district entitled the Business Improvement District (BID).



master plans and other overlays

image key

- proposed Greyhound site
- Justice Courts facility
- Rio Nuevo MPF District boundary
- Arts District Master Plan
- Plaza Depot Master Plan

# analysis summary

## Greyhound site 02

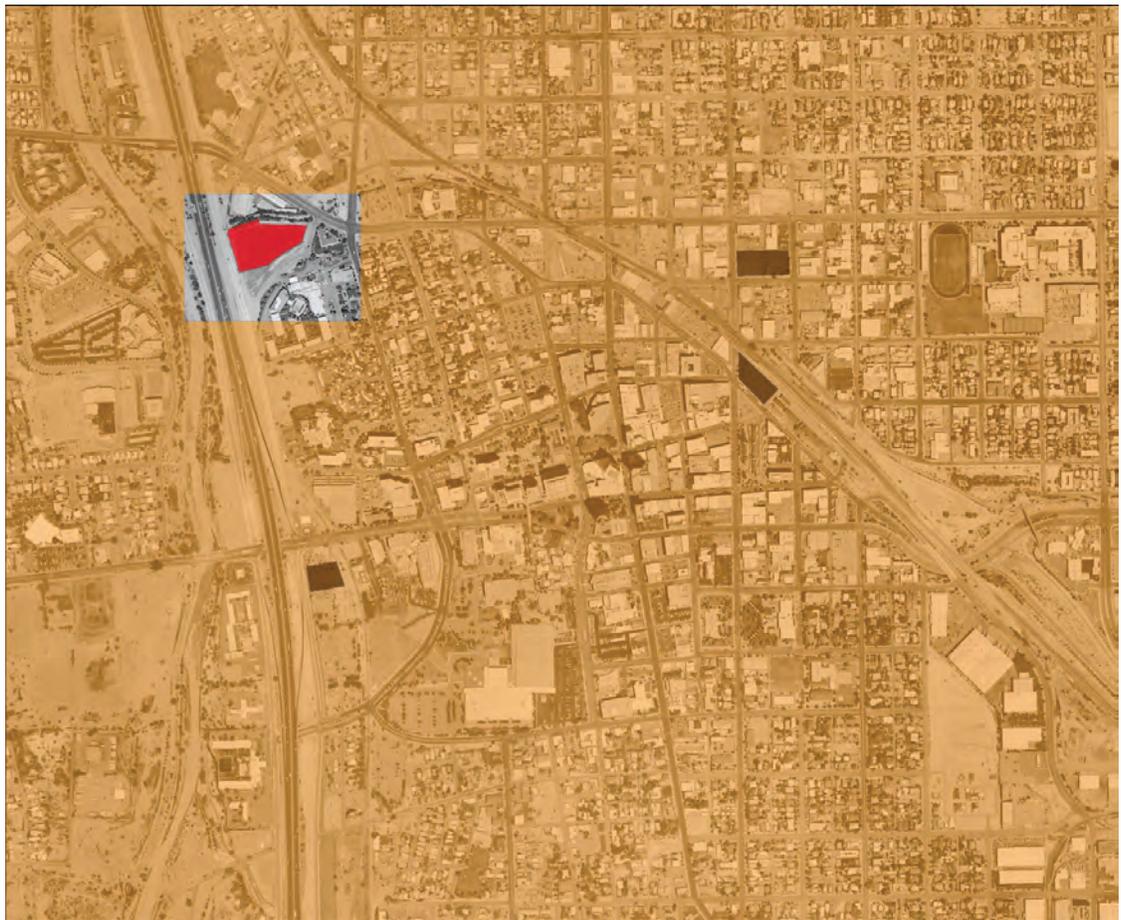
### Millstone property

The Millstone property Greyhound site is located south and east of the intersection of St. Mary's Road and the northbound Frontage Road of I-10. The area of the site is approximately 178,031 square feet or just under five acres. The site is immediately south of the Tucson Arroyo and a large metal building that formerly housed Arizona Sash and Door, and is now a mix of small retail and wholesale uses. Immediately to the east is the Tucson Chamber of Commerce; to the south across a dedicated roadway is the Inn Suites hotel/motel; to the west the site currently adjoins the northbound Frontage Road of I-10.

The site is located very close to I-10 and may provide easy on/off access for Greyhound bus traffic. Conversely, the site is a substantial distance from the other modes of transit: Sun Tran, TICET, Amtrak, modern streetcar etc.

#### image key

-  proposed Greyhound sites
-  site 02 - Millstone property
-  limits of enlargement



enlargement key - Greyhound site 02

# analysis

## Greyhound site 02

### Millstone property

The Millstone Greyhound site is 203,762 square feet; it is currently vacant. The site is owned by the First Family Limited Partnership (Millstone family).

An apparently un-named public right-of-way adjoins the property to the south. There is an early 1990's plan that would change the alignment of the roadway currently defining this southeast boundary and connect to the northbound Frontage Road of I-10. This isolates the southwestern corner of the site. Apparently this transaction has already taken place. The curb spandrels for this alignment are currently in place in the Frontage Road.

Recently, the Mayor and Council of the City of Tucson approved a El Paso and Southwestern Greenway Master Plan that proposes the dedication or easement of the western 19.5' of this property as a pedestrian and bicycle greenway path connecting to the north and south.

The Arizona Department of Transportation will likely limit any Greyhound Bus traffic from the site directly connecting to the Frontage Road.



site area and related transit modes

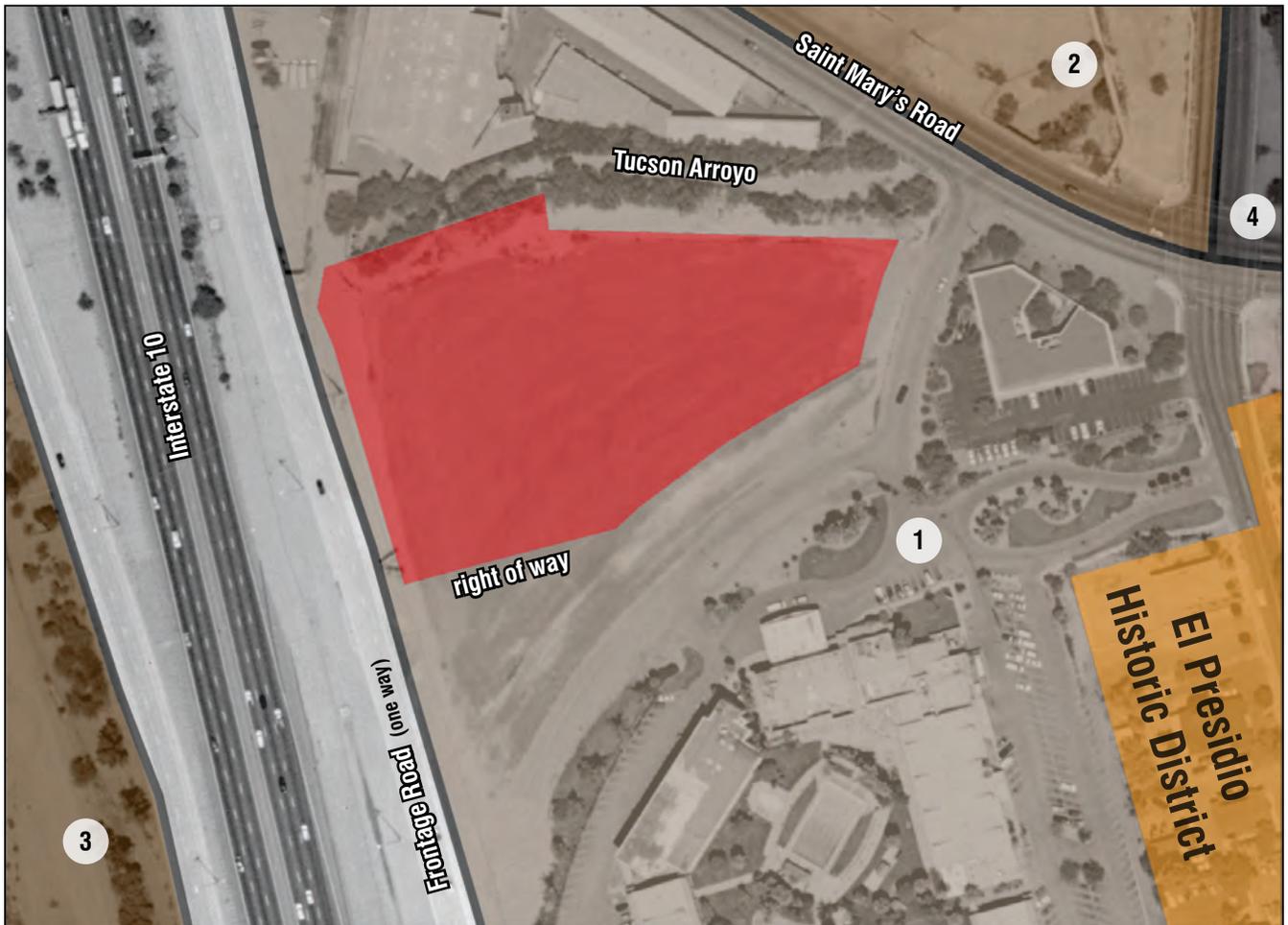
image key

proposed Greyhound site

NOTE: All boundaries, dimensions and areas are approximate.

### Millstone property

The Millstone site is proximate to four historic districts. It is located within the El Presidio Historic District (Federal and City); one block south of the potentially historic (federal) Barrio Anita; four blocks southwest of the John Spring Historic District (Federal); and seven blocks southwest of the West University Historic District (Federal and City). El Presidio, Dunbar-Spring, Barrio Anita and West University are all represented by active neighborhood associations.



historic districts and neighborhood associations

image key

- proposed Greyhound site
- historic district boundaries
- 1 El Presidio Neighborhood Association
- 2 Barrio Anita Neighborhood Association
- 3 Menlo Park Neighborhood Association
- 4 Dunbar Spring Neighborhood Association

analysis  
Greyhound site 02

**Millstone property**

This site is not currently contained within or adjacent to any of the master plans or overlays being considered. The fact that it is outside the Rio Nuevo Multi-Purpose Facilities District means that public investment in this site would not qualify as local match expenses toward the expenditure of Rio Nuevo funds.



master plans and other overlays

image key

proposed Greyhound site

# analysis summary

## Greyhound site 03

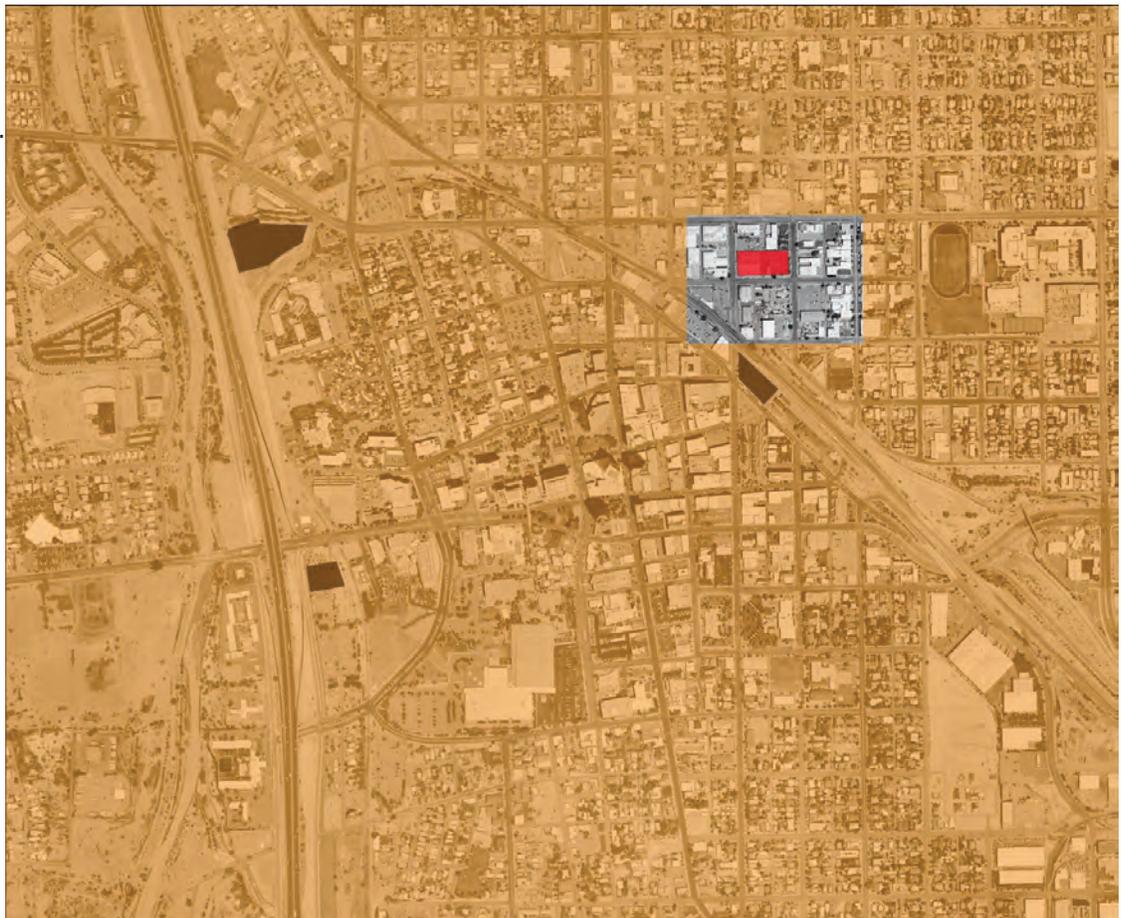
### Fifth Avenue and Seventh Street

The Fifth Avenue and Seventh Street Greyhound site is located on the north side of Seventh Street between Fifth and Sixth Avenue. The area of the site is approximately 85,000 square feet or just under two acres. The site is immediately south of Reproductions (a technical copying and printing company) and a vacant parcel; across the street to the west is Arizona Glass and Mirror; across the street to the south is the historic Corbett building, vacant parcels and the Twelve Tribes reggae shop; across the street to the east is a auto repair company. A block south is the potential location of the modern streetcar maintenance facility. The site itself has several buildings including the Miller Surplus building.

The site is located near the “commuter collector,” Sixth Street, which in turn becomes St. Mary’s to the west and connects to the I-10 Frontage Road. The site is a short distance from the other modes of transit: Sun Tran, TICET, Amtrak etc.

#### image key

- proposed Greyhound sites
- site 03 - Fifth Ave. and Seventh St.
- limits of enlargement



enlargement key - Greyhound site 03

**analysis**  
**Greyhound site 03**

**Fifth Avenue and Seventh Street**

The Fifth Avenue and Seventh Street Greyhound site is made up of four sites and Arizona Avenue for a total combined area of 85,385 square feet; with perimeter dimensions of 199' (east), 422' (north), 206' (west) and 420' (south). The site has several buildings; it is fully built out to the property lines on the western boundary and mostly a surface parking lot with several outbuildings on the eastern portion. The site is owned by three private owners; the eastern half (east of Arizona Avenue) is owned by City Center Holdings LLC; the southwest parcel is owned by Sloane S Enterprises; the northwest site is owned by Refrigeration Engineers, Inc. Arizona Avenue is a dedicated city street.

Access to the site is difficult. The western boundary street, Sixth Avenue is currently one way northbound. Access from the south occurs through an old narrow tunnel that is unsuitable for large buses. Therefore, access to the western boundary would have to be from 6th Street requiring a newly-created southbound component of Sixth Avenue to do so. This is a likelihood as Sixth Avenue is being seriously considered for conversion to two-way traffic. A further complication is the at-grade railway crossing at 6th Street west of this site. Greyhound buses arriving from the I-10 freeway would be impeded by the at-grade crossing of the current 60+ freight trains per day and the projected 90+ freight trains per day. A future grade-separated (railway/auto) interchange is likely here, but that is many years off. Finally, Arizona Avenue that would need to be officially abandoned by the City of Tucson to assemble this into a single parcel.



site area and related transit modes

image key

- proposed Greyhound site
- related transit modes
- modern street car route

NOTE: All boundaries, dimensions and areas are approximate.

site analysis  
Greyhound site 03

**Fifth Avenue and Seventh Street**

The Fifth Avenue and Seventh Street Greyhound site adjoins several important historic districts. It is located within the Tucson Warehouse Historic District (Federal). To the east is the Fourth Avenue Business District; further east on the north side of the rail line is the Iron Horse Historic District (Federal); due north is the West University Historic District (Federal and City); immediately to the south across the railway line is the Historic Warehouse Arts District Master Plan; five blocks to the west is the El Presidio Historic District (Federal and City), finally, five blocks to the northwest is the John Spring Historic District (Federal). El Presidio, Dunbar-Spring, Iron Horse and West University are all represented by active neighborhood associations.

The two buildings on the west side of the site are listed as contributing properties to the Tucson Warehouse historic district on the nomination to the National Register of Historic Places. Adaptive re-use of one or both of these buildings would be consistent with that historic designation.

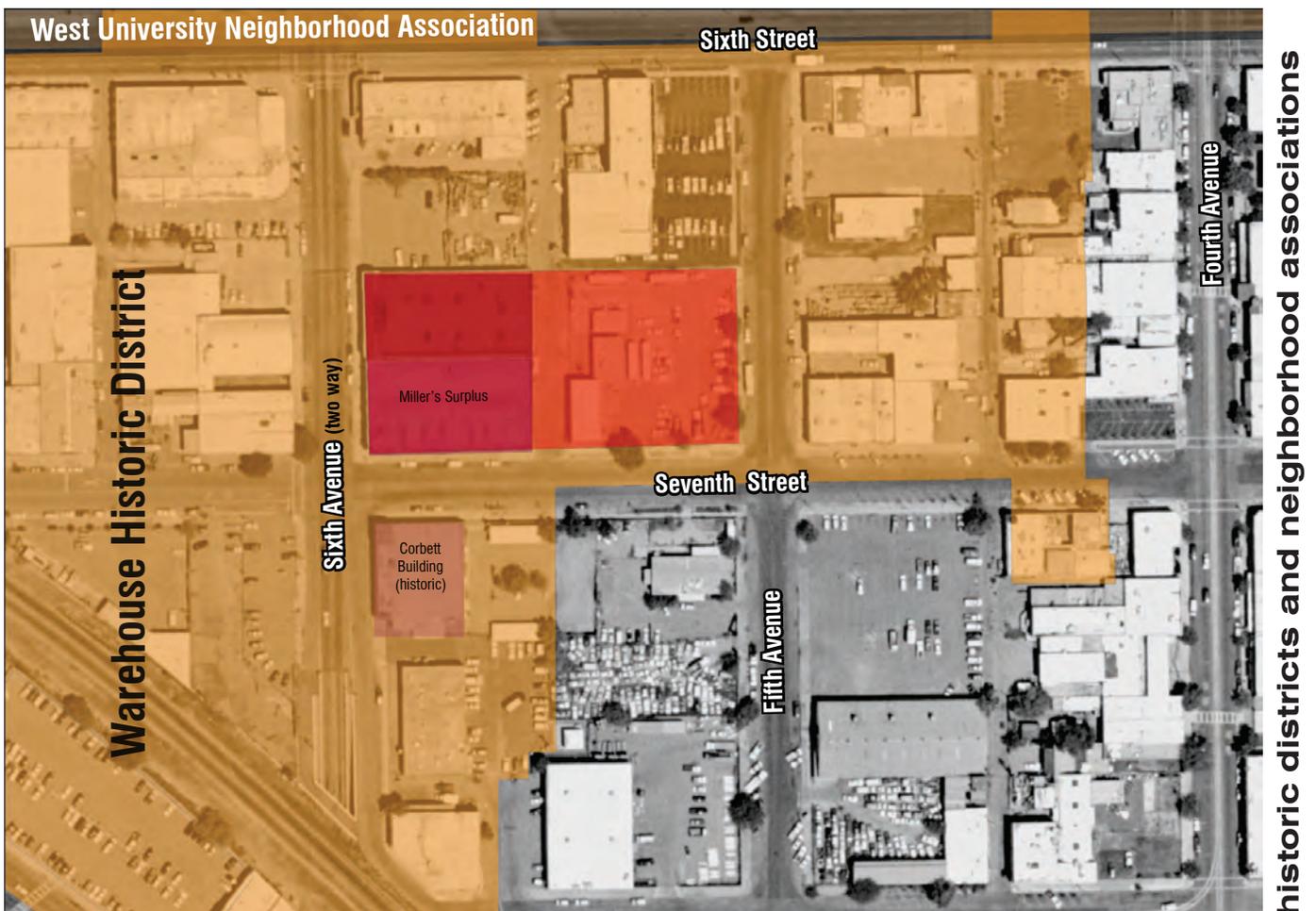


image key

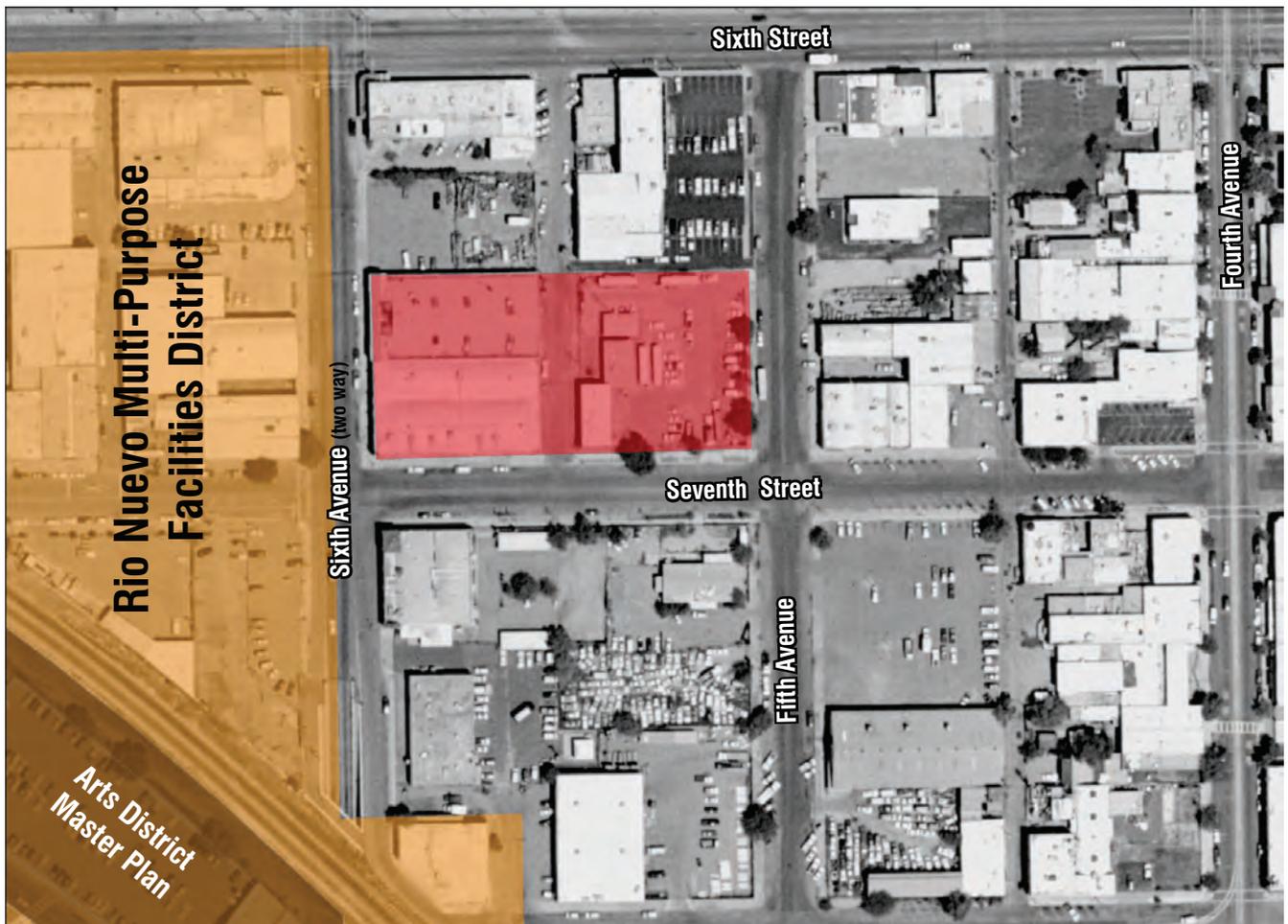
- proposed Greyhound site
- contributing structures
- neighborhood association boundaries
- historic district boundaries
- historic structure

site analysis  
Greyhound site 03

**Fifth Avenue and Seventh Street**

The Rio Nuevo Multi-Purpose Facilities District boundary lies to west and south of this site. The ramification of this is that any public investment in this site would not qualify as local match expenses toward the expenditure of Rio Nuevo funds.

The Arts District Master Plan is located to the southwest at some distance from this site and should therefore feel little impact from its development as a bus depot.



master plans and other overlays

- image key
- proposed Greyhound site
  - Arts District Master Plan boundary
  - Rio Nuevo MPF boundary

## site analysis Greyhound site 04

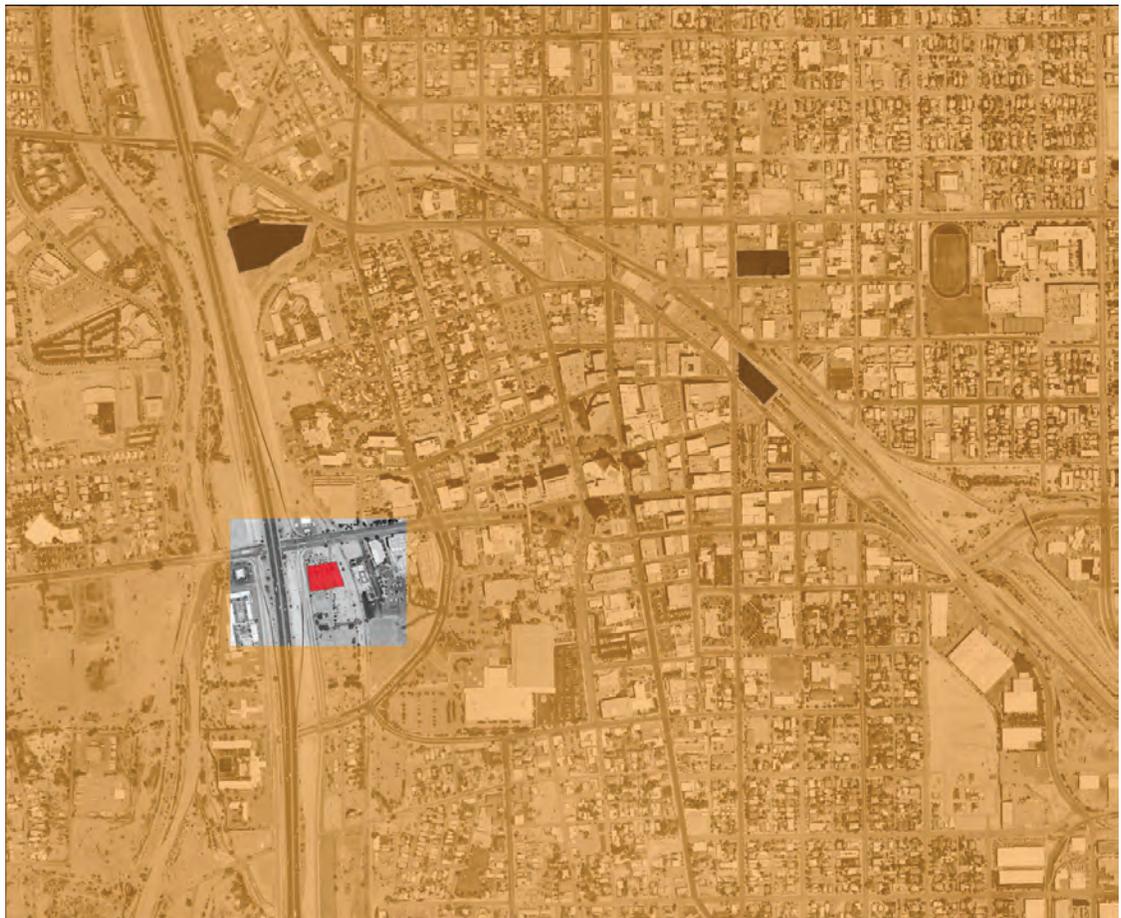
### Civic Plaza site

The Rio Nuevo Civic Plaza Greyhound site is located southeast of the intersection of Congress and the northbound Frontage Road of I-10. The area of the site is almost 50,000 square feet or just over 1.1 acres. The site is an integral part of the current planning of the proposed Rio Nuevo Civic Plaza, currently underway by Hargreaves Associates, Landscape Architects of San Francisco, California. Several alternatives are being considered. This site is based on the assumptions of one of those alternatives. The site is immediately east of the I-10 Frontage Road; west of the El Paso and Southwestern Avenue, the proposed location of the El Paso and Southwestern Greenway; south of Congress Street; and north of a proposed parking structure being designed to serve the activities of the Civic Plaza. The proposed University of Arizona Science Center will be one block to the south.

The site is located very close to I-10 and may provide easy on/off access for Greyhound bus traffic. The site is a substantial distance from Amtrak, but, given the future importance of this location, it will likely be served by Sun Tran, TICET, and a modern streetcar being planned for Rio Nuevo.

#### image key

- proposed Greyhound sites
- site 04 - Civic Plaza site
- limits of enlargement



enlargement key - Greyhound site 04

# site analysis

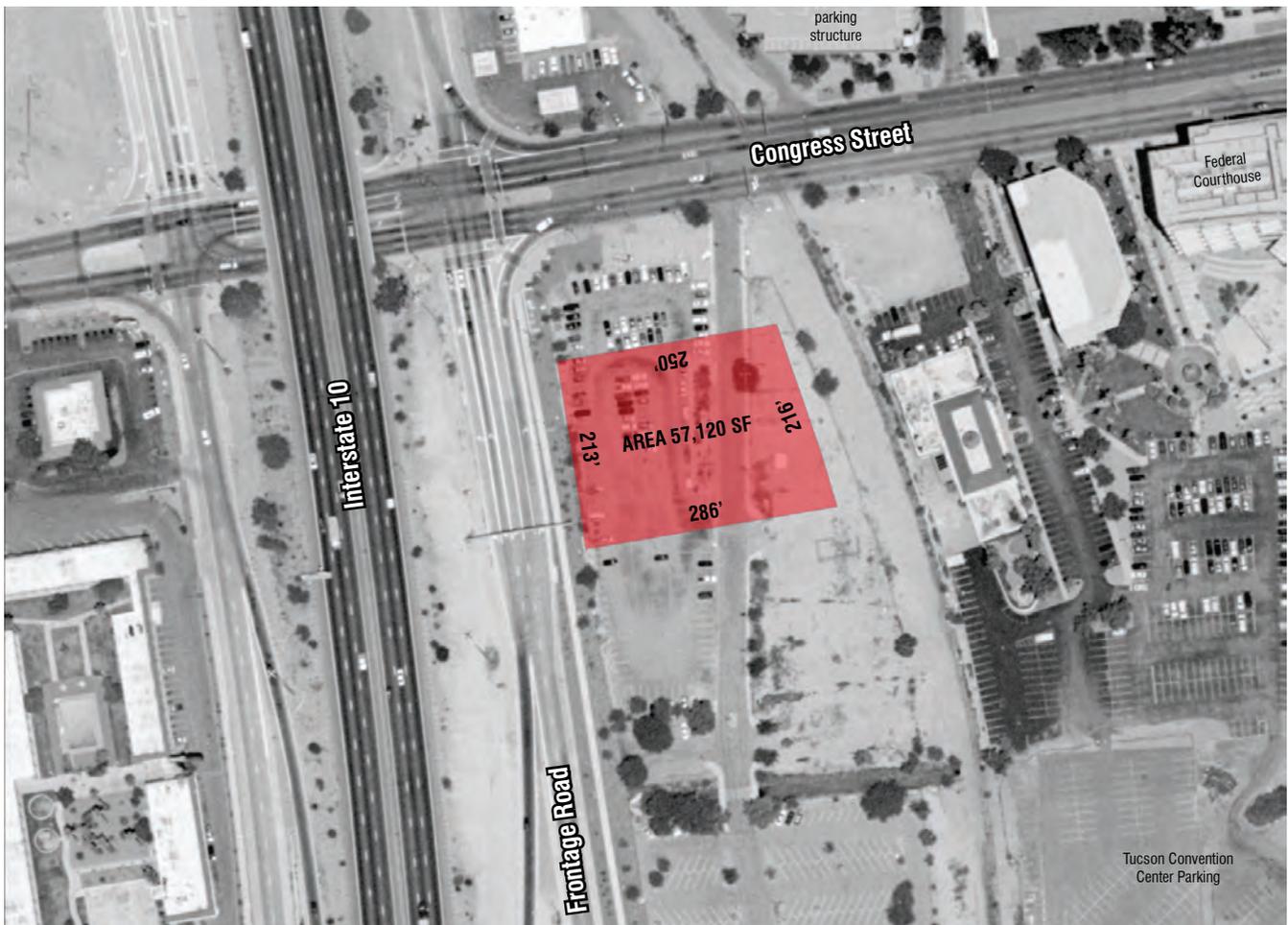
## Greyhound site 04

### Civic Plaza site

The Rio Nuevo Civic Plaza Greyhound site is assumed to be approximately 57,120 square feet; with perimeter dimensions of 216' (east), 250' (north), 213' (west) and 286' (south). It is currently vacant. The site is owned by the City of Tucson.

Although it adjoins the I-10 Frontage Road, the Arizona Department of Transportation will almost certainly prohibit, for safety reasons, any Greyhound Bus traffic from the site directly connecting to the Frontage Road. Recently, the Mayor and Council of the City of Tucson approved a El Paso and Southwestern Greenway Master Plan that proposes a pedestrian and bicycle greenway path running parallel and adjacent to El Paso and Southwestern Avenue. It is likely that buses will access the site via southbound El Paso and Southwestern Avenue and exit southbound via El Paso and Southwestern Avenue.

The eastern and northern portion of this site will likely include commercial uses other than the Greyhound Terminal, making this location part of a larger urban scale commercial district. The parking structure proposed immediately to the south of this site may also serve as the parking for the Greyhound Terminal and these related commercial uses.



site area and related transit modes

image key

proposed Greyhound site

NOTE: All boundaries, dimensions and areas are approximate.

## site analysis Greyhound site 04

### Civic Plaza site

This site makes the Greyhound Terminal part of an ambitious Civic Plaza that includes a new University Science Center, structured parking, commercial uses, a new Arena, an expanded Tucson Convention Center and possible other commercial and residential uses. Immediately across the street to the east is the historic El Paso and Southwestern Train Depot, most recently Garcia's Restaurant.

Three blocks to the south and to the east is the Barrio Historico District (Federal and City) represented by the Barrio Viejo Neighborhood Association. Three blocks to the north and to the east is the El Presidio Historic District (Federal and City) represented by the El Presidio Neighborhood Association. Five blocks to the east and to the south is the Armory Park Historic District (Federal; and City) represented by the Armory Park Neighborhood Association.



historic districts and neighborhood associations

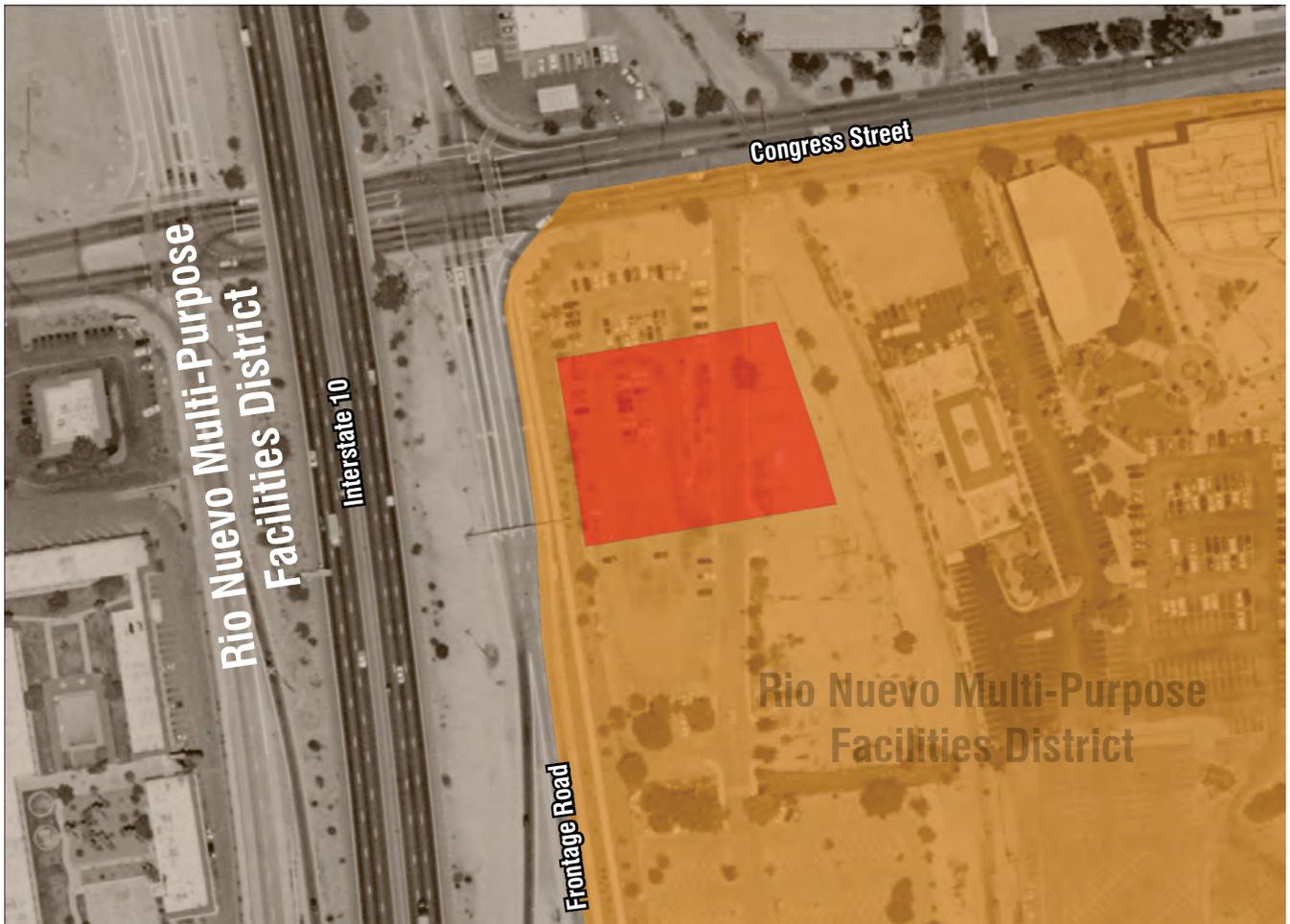
image key

proposed Greyhound site

site analysis  
Greyhound site 04

**Civic Plaza site**

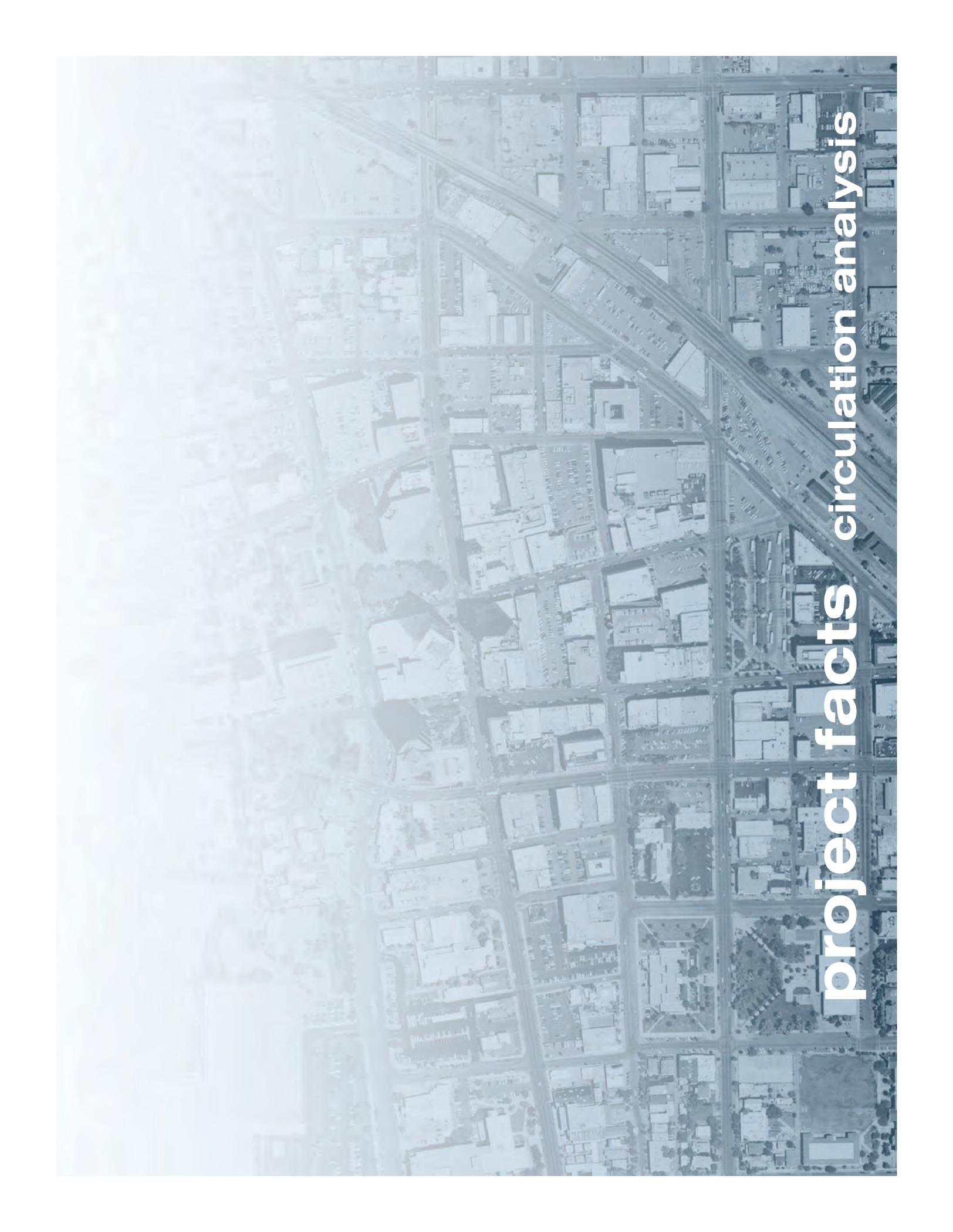
As the image below shows, this site is well within the Rio Nuevo Business District overlay and in the northwest corner of the Civic Plaza Master Plan. Congress Street to the north is part of the Congress Street Master Plan study currently in progress by the City of Tucson.



master plans and other overlays

image key

- proposed Greyhound site
- Civic Plaza Master Plan boundary
- Rio Nuevo MPF boundary

An aerial photograph of a city street grid, showing a dense network of roads and buildings. A semi-transparent blue overlay covers the entire image, with the text 'project facts' and 'circulation analysis' overlaid on the right side.

**project facts** circulation analysis

### **Transit Feasibility Discussion on Two-way Traffic**

Associated with the downtown revitalization efforts of Rio Nuevo downtown traffic issues have received much study and public discussion. From that study and discussion a concept for converting the existing downtown streets from one way traffic operations to two way traffic operations was developed. This concept is currently being integrated into planning and construction projects with the continued development of downtown. Although the concept will evolve to meet the needs of the numerous downtown stakeholders, the following reviews existing conditions and then presents the current concept.

#### **Congress Street**

Congress Street until recently consisted of three lanes operating one-way westbound through downtown. In late June 2005, a one way westbound two lane experimental concept was implemented along Congress Street. This cross-section consists of maintaining the two westbound lanes along the south curb line and creating additional parallel and angled parking along the north curb line. The two-way concept maintains the existing roadway cross-section with three lanes, however, with one lane in each direction and two-way center left-turn lane.

#### **Broadway Boulevard**

Broadway Boulevard, until recently, also consisted of three lanes operating one-way eastbound through downtown. In late June 2005, a one way eastbound two lane experimental concept was implemented along Broadway Boulevard. This cross-section consists of maintaining the two eastbound lanes along the north curb line and creating additional parallel and angled parking along the south curb line. The two-way concept for Broadway Boulevard also maintains the existing roadway section, which will accommodate Broadway Boulevard being converted to a five-lane section from Fourth Avenue to Sixth Avenue and a four-lane section between Scott Avenue to west of Church Avenue. The five-lane section consists of two lanes eastbound, two lanes westbound, and a two-way left-turn lane. Due to physical constraints, the four-lane section consists of two lanes eastbound and westbound.

#### **Sixth Avenue**

Sixth Avenue currently consists of three lanes operating one-way northbound through downtown from Eighteenth Street to Toole Avenue. The two-way concept for Sixth Avenue again maintains the existing roadway cross-section with three lanes, with one lane in each direction and two-way center left-turn lane from Eighteenth Street to Broadway Boulevard. North of Broadway, Sixth Avenue is a five lane section with two lanes in each direction and two-way center left-turn lane to the intersection with Toole Avenue/Alameda Street. The UPRR underpass north of the Toole Avenue/Alameda Street intersection limits Sixth Avenue to a two lane section with one lane in each direction while the additional lane is transitioned on the south approach of the intersection.

#### **Stone Avenue**

Stone Avenue currently consists of three lanes operating one-way southbound through downtown from Toole Avenue to Eighteenth Street. The two-way concept for Sixth Avenue again maintains the existing roadway cross-section with four lanes, with two lanes in each direction Eighteenth Street to Pennington. North of Pennington Street, Stone Avenue is a five lane section with two lanes in each direction and two-way center left-turn lane to the intersection with Toole Avenue/Franklin Street Intersection. The UPRR underpass north of the Toole Avenue/Franklin Street intersection limits Stone Avenue to a four lane section with two lanes in each direction.

### **Alameda Street**

Alameda Street currently consists of two to three lanes operating one-way westbound through downtown from Toole Avenue/Sixth Avenue to Church Avenue. The two way concept for Alameda Street consists of maintaining the existing curb lines and developing a two-way two to three lane cross-section as space permits.

### **Pennington Street**

Pennington Street currently consists of two lanes operating one-way eastbound through downtown from Church Avenue to Toole Avenue/Sixth Avenue. The two way concept for Pennington Street also consists of maintaining the existing curb lines and developing a two-way two lane cross-section.

Based on these two way concepts for the existing one-way downtown streets an implementation plan was developed for the conversion of downtown streets. This concept is shown in Exhibit 1. This concept does indicate the conversion of some routes with upcoming projects which are currently being reevaluated. Although the implementation strategy is being reevaluated the overall concept is still valid.

## **Impacts of Two-way Traffic on Proposed Sites**

### **Greyhound**

Although each of the proposed locations for the relocation of the permanent Greyhound Bus Station may be affected by the conversion of Downtown Streets to two-way traffic these impacts will be minimal due to the limited number of busses utilizing the facility on a daily basis. Therefore the primary impacts will be related to access and egress at each of the proposed sites. Specific impacts at each location are discussed as follows.

#### **site 01 – Sixth Avenue and Toole Avenue**

The first site being evaluated for the permanent relocation of the Greyhound Bus Station is the property northwest of the newly redeveloped Intermodal Depot. This site is bounded by Sixth Avenue to the west, Toole Avenue to south, and the UPRR to the north. The access to this site is planned to occur from northbound Sixth Avenue at the intersection of Sixth Avenue/Toole Avenue/Alameda Street via a slip ramp at the northeast corner of the intersection. Although this arrangement will be able to accommodate the Greyhound vehicles, special treatment will be needed to limit access only to Greyhound vehicles and special pedestrian treatments will also likely be necessary. Egress from the facility is planned to occur on the southeast corner of the property onto Toole Avenue in the vicinity of the Pennington Street intersection. This location should be coordinated with the development of the proposals at the Ronstadt Transit Center site.

#### **site 02 – Millstone Property**

The second site being evaluated for the permanent relocation of the Greyhound Bus Station is the Millstone property southeast of the intersection of St. Mary's and the I-10 westbound Frontage Road. This site is bounded by the westbound Frontage Road to the west, a minor access road to the east, and by development to the north and south. The access to and egress from this site, for busses is planned to occur from the westbound Frontage Road via existing access points on

## circulation analysis (continued)

the property. The access to and egress from this site for patrons will occur via the access road approximately 275 feet west of the St. Mary's Road/Granada Avenue Intersection. Access from westbound St. Mary's Road will be difficult because of the proximity to the St. Mary's/Granada intersection. Additionally egress to westbound St. Mary's will also be difficult and right out egress onto St. Mary's Road should be considered. This site is not directly impacted by the conversion of downtown streets to two-way traffic.

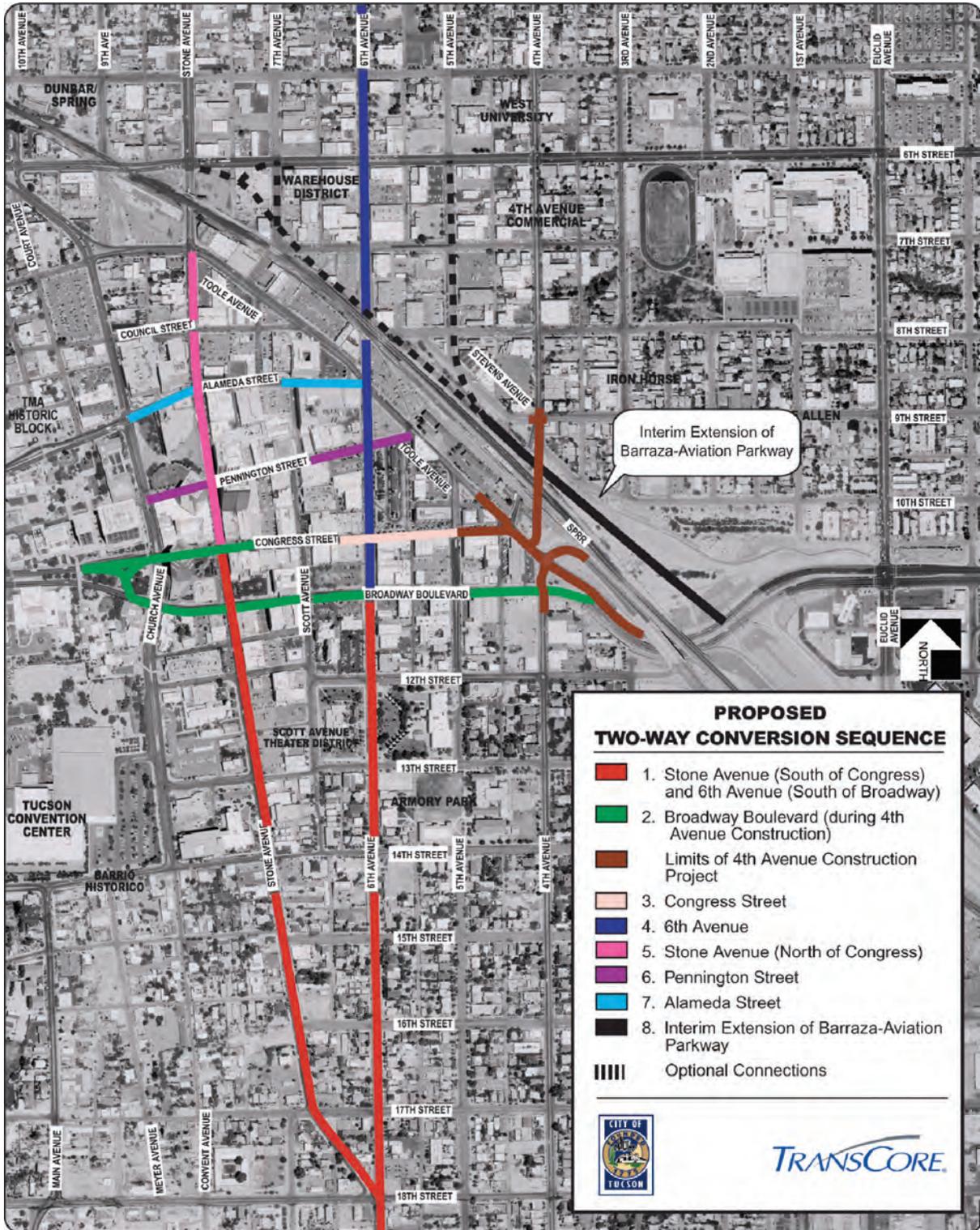
### **site 03 – Fifth Avenue and Seventh Street**

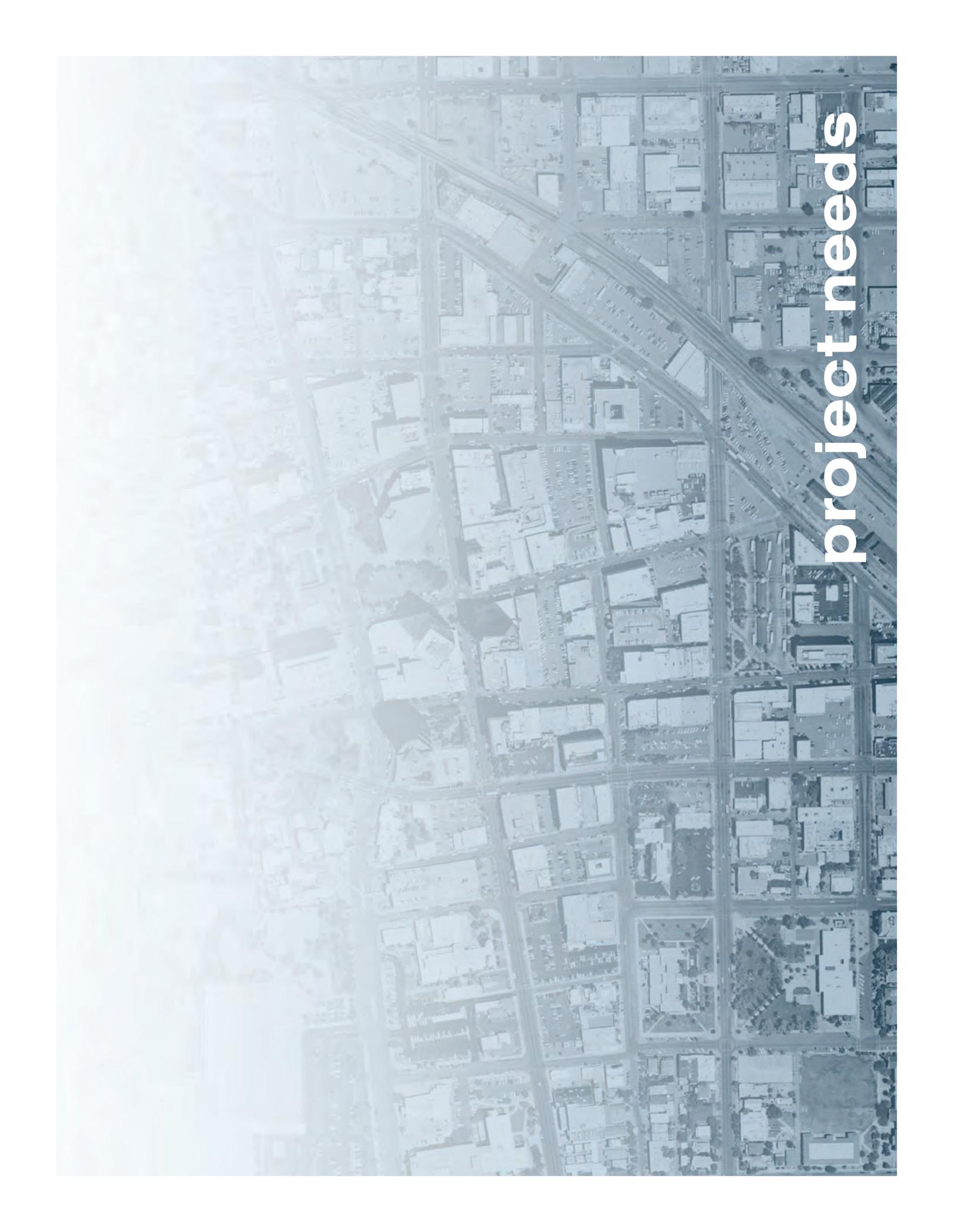
The third site being evaluated for the permanent relocation of the Greyhound Bus Station is the property located on the northwest corner of Fifth Avenue and Seventh Street. This site is bounded by the Sixth Avenue to the west, Fifth Avenue to the east, Seventh Street to the south and by development to the north. The access to and egress from this site, for busses is planned to occur from Sixth and Fifth Avenues via Sixth Street. Although this location is not directly impacted by the conversion of Downtown Streets to two-way traffic there are two transportation projects related to downtown which will impact this area. First is the Stevens Avenue Extension which will be providing a bypass from the Broadway/Barraza-Aviation Parkway Traffic interchange over Fourth Avenue with a yet to be determined connection to Sixth Street. Additionally the Major Transit Investment Study Alternative Analysis is proposing a maintenance facility in the vicinity of this location that needs to be considered in the potential development of this location.

### **site 04 – Civic Plaza site**

The fourth site being evaluated for the permanent relocation of the Greyhound Bus Station is the property located in the City of Tucson's Civic Plaza Development. This site is bounded by the westbound Frontage Road to the west, a minor access road to the east, and by development to the north and south. The access to and egress from this site, for busses is planned to occur from the minor access road. The proximity of the minor access road to the intersection of Congress Street and the Westbound Frontage Roads will create problems for vehicle accessing from or to westbound Congress Street. Vehicular circulation with the Civic Plaza site is currently being studied and different access and egress points may be developed as the Civic Plaza Project develops. Any proposed development at this location obviously needs to be coordinated with the Civic Plaza project. This site is not directly impacted by the conversion of downtown streets to two-way traffic.

Exhibit 1 PROPOSED TWO-WAY CONVERSION SEQUENCE



An aerial photograph of a city street grid, showing a dense network of streets and buildings. A prominent diagonal road cuts through the grid from the top-left towards the bottom-right. The image is semi-transparent, serving as a background for the text.

# project needs

## facility needs

To provide a reliable basis for planning, the Team worked with Greyhound and Sun Tran to confirm their space and functional requirements for new facilities in the downtown area.

### Greyhound

The following is a list of the most applicable spatial requirements for the relocated Greyhound Bus Depot. It clearly establishes the minimum site area that would suffice to accommodate the function though the exact geometry of the parcel may require more area to meet the necessary turning radii of the coaches etc.

<b>bus slips</b>	10 @ 743sf/slip	<b>7425sf</b>
<b>ready bus parking</b>	4 @ 518sf/space	<b>2070sf</b>
<b>curbside drop-off / pick-up</b>	2 @ 240sf/space	<b>480sf</b>
<b>short term parking</b>	25 @ 270sf/space	<b>6750sf</b>
<b>employee parking</b>	15 @ 270sf/space	<b>4050sf</b>
<b>GCX / GPX parking</b>	2 @ 270sf/space	<b>540sf</b>
<b>handicapped parking (# per ADA)</b>	2 @ 522sf/space	<b>1044sf</b>
<b>taxi queuing</b>	3 @ 270sf/space	<b>810sf</b>
<b>sidewalks, driveways, concourse</b>		<b>3210sf</b>
<b>landscaping</b>		<b>2794sf</b>
<b>building total</b>		<b>10726sf</b>
<b>site total</b>		<b>58674sf</b>

NOTE: This list is not exhaustive and therefore the areas given will not sum to the total given.

## facility needs

(continued)

The following is excerpted from Greyhound's Design Principles:

Intermodal transportation centers encourage public transportation use by offering multiple transportation options with high frequency and convenient connections at one location. The more convenient and pleasant the travel experience, the more likely that public transportation will be the traveler's first choice. Basic design principles for a

**location** A site that can be efficiently served by major transportation providers is paramount. This usually mandates a site adjacent to an existing rail corridor. The facility should also be located within walking distance of the following where feasible: major employment centers, shopping, entertainment, tourist sites, government offices and medical centers.

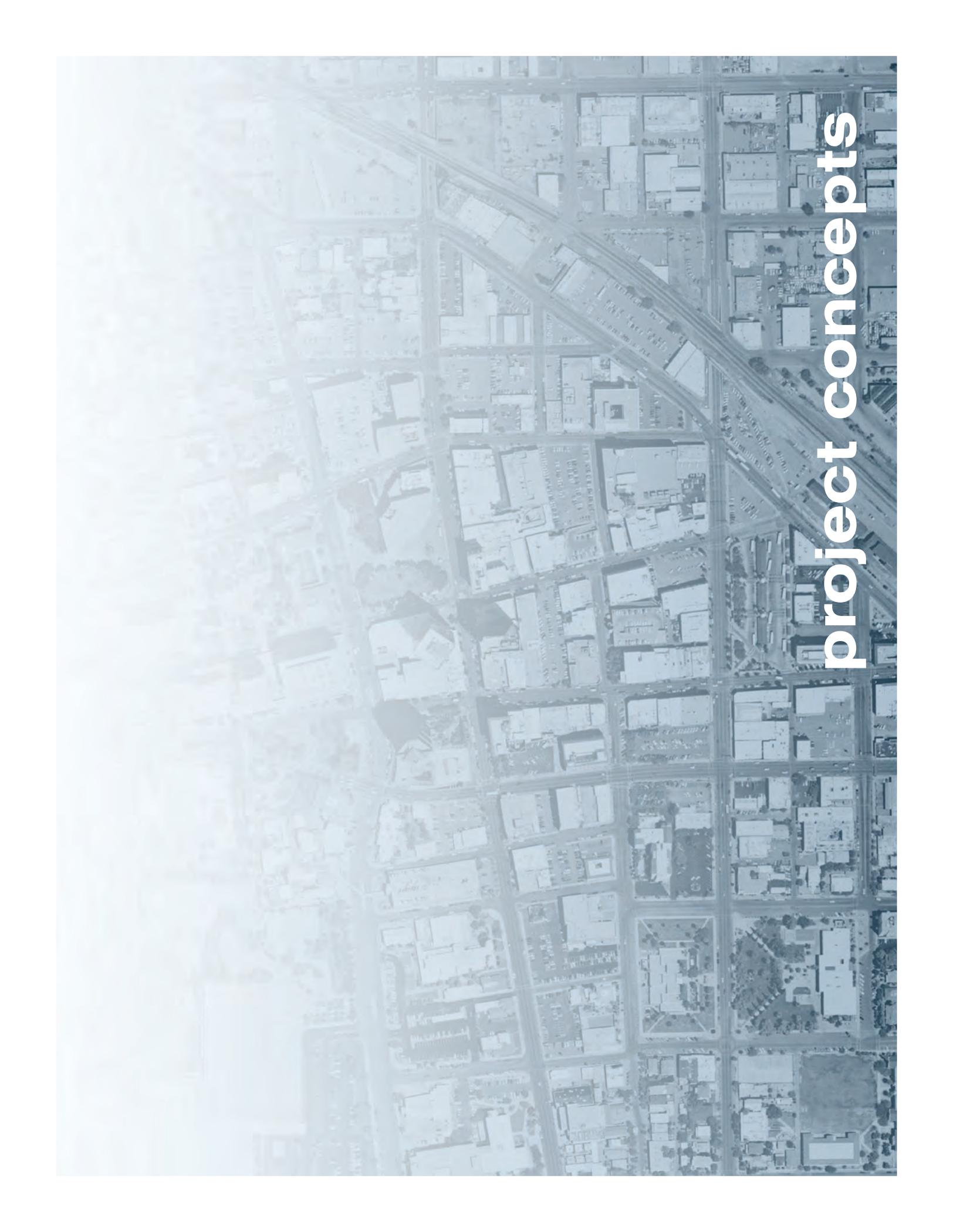
**modes** Maximizing the number of transportation modes provides more options to the traveling public and offers more destination choices. Potential transportation providers at an intermodal facility include local transit bus, subway, commuter bus/rail, intercity bus/rail, charter bus, ferry service, taxis and airport shuttles. Pedestrian and bicycle access should be maximized in the design.

**connectivity** Easy connections between transportation modes is critical to encourage the use of public transportation. This is achieved by locating various transportation modes as close to each other as possible within an intermodal. Logical arrangement of circulation spaces facilitates way finding from one mode to another. Good sight lines and clear signage reduce confusion and improve pedestrian and vehicular traffic flow.

**convenience** After location, the ease of movement through a facility is what makes it the most convenient. For intercity travel, it's important to have passenger drop-off close to ticketing and passenger loading a reasonable distance from ticketing, plus telephones, baggage lockers, food service and restrooms. Important conveniences for commuters are a minimal distance from the tracks and bus slips to the street, and amenities such as a coffee shop, news stand, dry cleaners, etc.

**sense of place** A transportation hub is a gateway to the city and should exhibit a sense of civic pride, relate to the surrounding community and contribute needed amenities to the neighborhood.





# project concepts

## Sixth and Toole Avenues

This site is the currently City Council approved Sixth and Toole Avenues site and therefore has been the subject of previous design studies. This design concept plan is a derivation of a previous design study done for Greyhound by Poster Frost Associates but with several key improvements:

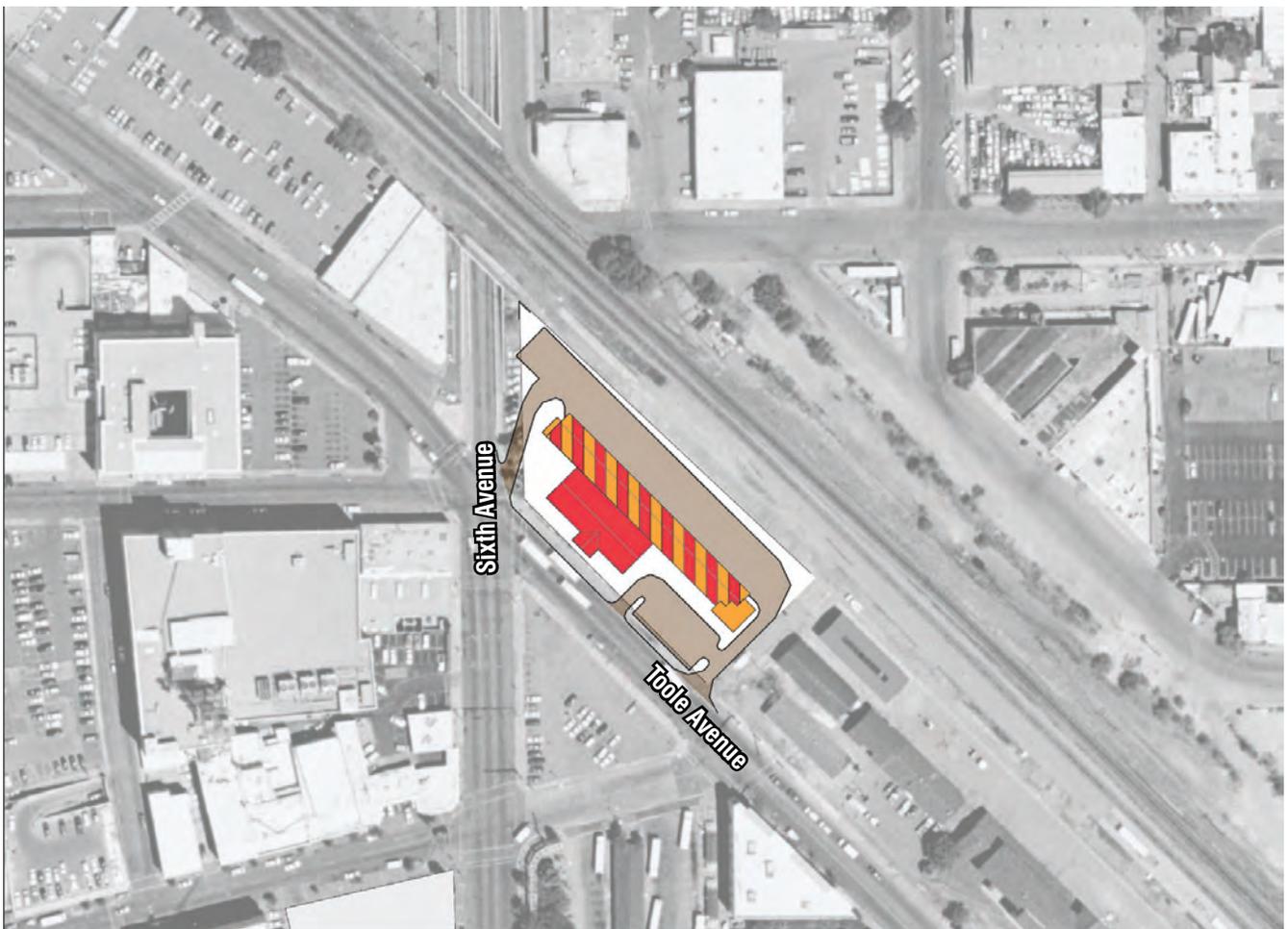
- 1.** This site plan does not encroach on the Union Pacific Right-of-way as it had in its earlier form. It was determined that getting easement rights from Union Pacific for on-site bus maneuvering was unlikely. To accomplish this, the terminal is closer to Toole and will need a small front yard setback variance.
- 2.** The motor coach entry to the site has been moved away from Toole and instead it accesses the site from northbound 6th Avenue, sliding north into the site immediately east of the 6th Avenue underpass and immediately west of the stop bar of the traffic light on Toole, east of 6th Avenue.
- 3.** The plan shows the possibility of mixed-use on site, with a single or two-story office space immediately above the canopy covering the bus boarding area. The office space has a separate entry lobby at the east end closest to the Historic depot. This component is optional.

The site plan features pedestrian entrances both from the south off Toole and from the east via the alignment of the major pedestrian path from the Historic Depot. Parking is provided in the southeast corner of the site. Parking is short of the required parking for the Greyhound terminal and provides no on-site parking for the office use. (Note that there is a multi-level parking structure nearing completion on the southwest corner of Sixth Avenue and Pennington Street.) The Terminal building is 11,454 square feet. The office space is 11,418 square feet per floor. There are 10 bus bays with 4 bus storage bays, and 14 on-site parking spaces.

## scheme Greyhound site 01

After exploring the physical planning opportunities for each site, the Planning Team developed a preferred concept for each one.

## Sixth and Toole Avenues diagrammatic plan of scheme



scheme Greyhound site 01

image key

-  Greyhound facility
-  commercial facility located above platform
-  on-site vehicular circulation

## Millstone property

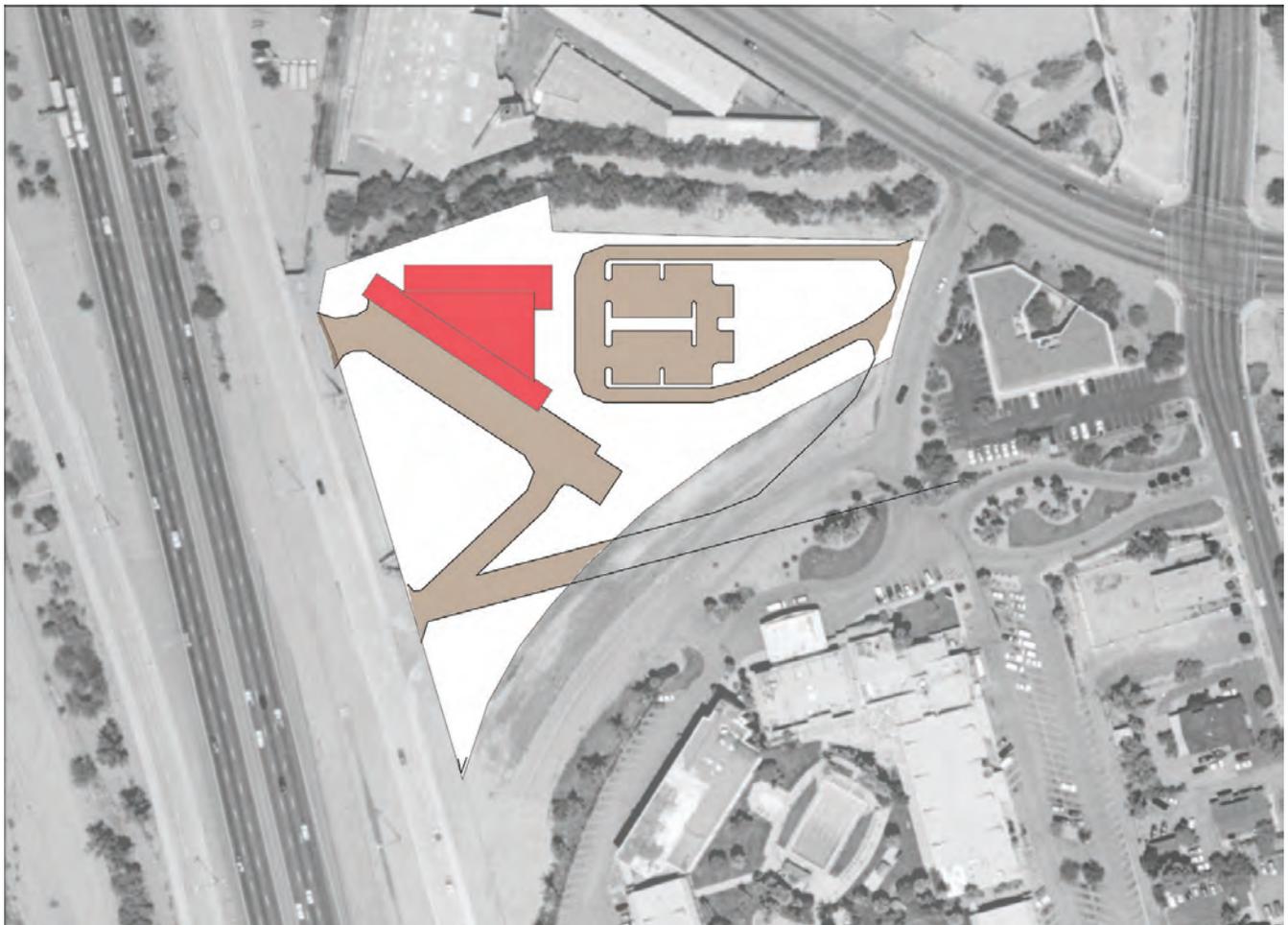
The Millstone site, which is south of St. Mary's and abuts the I-10 frontage road. This site is only feasible for Greyhound if buses enter and exit the site directly from the northbound I-10 frontage road or through the proposed north-south road connecting the Frontage Road to St. Mary's Road. Passengers would arrive and leave using St. Mary's Road.

The alternative scheme of Greyhound buses using St. Mary's as an entrance and an exit is a very difficult geometric problem. It would require buses to make a right turn only at St. Mary's and use the Granada or another southbound street as a route back to the Freeway. This would likely be opposed by the El Presidio Neighborhood. Finally, there is a conflict between the recently approved El Paso and Southwestern Greenway Master Plan. This plan would use a dedicated strip along the western boundary of this site for pedestrian and bicycle traffic. This conflicts with the buses need to access the Frontage Road across this same edge. The Terminal building averages 12,800 square feet. There are 10 bus bays with 4 bus storage bays, and 56 on-site parking spaces.

**scheme**  
**Greyhound site 02**

After exploring the physical planning opportunities for each site, the Planning Team developed a preferred concept for each one.

**Millstone property**  
**diagrammatic plan of scheme**



**scheme Greyhound site 02**

**image key**

-  Greyhound facility
-  on-site vehicular circulation

## Fifth Avenue and Seventh Street

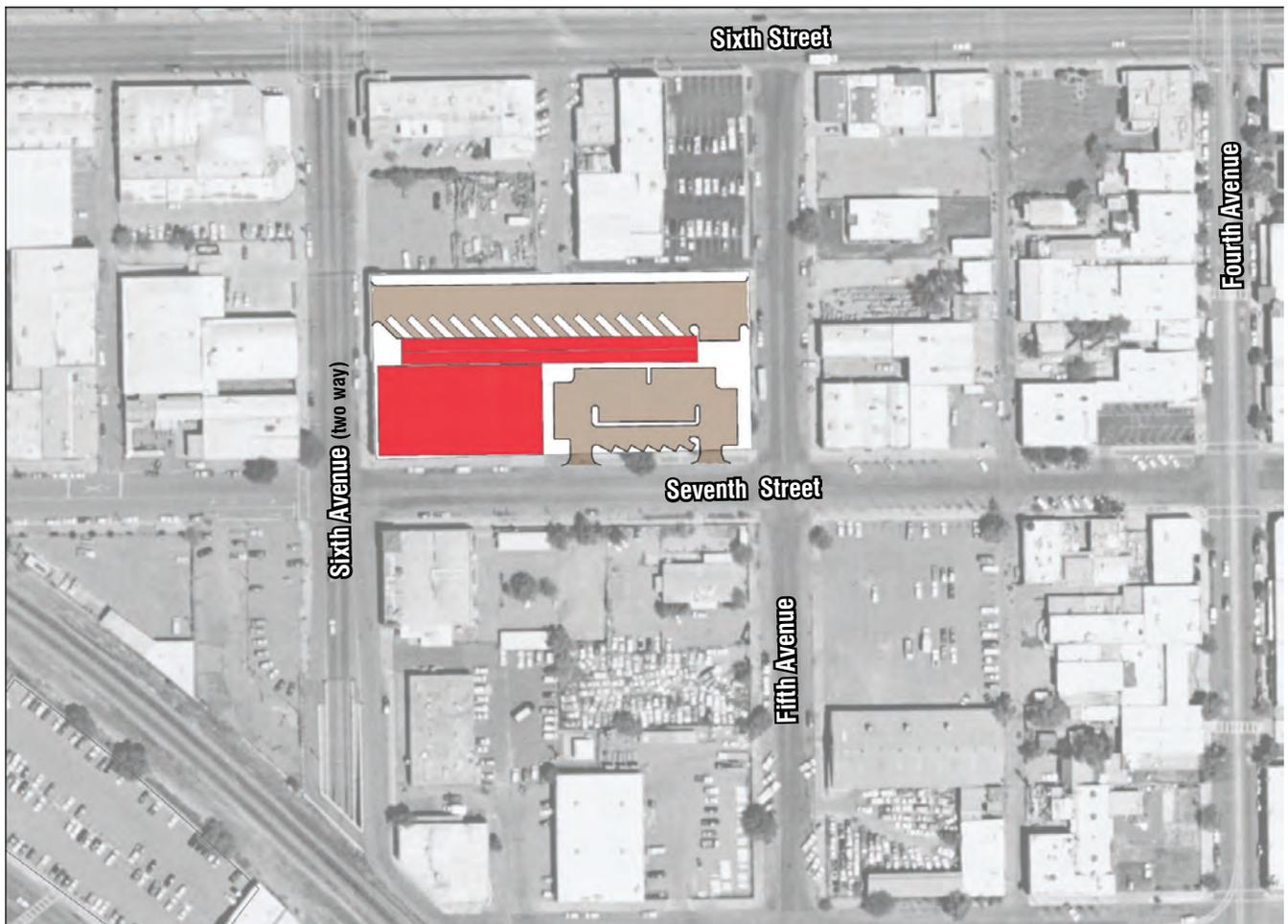
This is a 2 acre site on the northwest quadrant of Seventh Street and Fifth Avenue, north of the railroad tracks. In this case the terminal would be on the corner (southwest quadrant of the site itself), either in a new building or a remodel of an existing masonry building (Miller Surplus) that is the appropriate size. The latter is the preferred approach given the “contributing property” status of the building relative to the Tucson Warehouse Historic District. The property to the north, which is also considered a “contributing property” would need to be razed to build on this site. That may be difficult to get approved.

Buses would enter from 6th Avenue, turning east into a bus area on the north side of the site and exiting east to 5th Avenue. The Terminal building is 18,319 square feet (assuming the adaptive re-use of the existing historic building). There are 10 bus bays with 4 bus storage bays, and 54 on-site parking spaces.

**scheme**  
**Greyhound site 03**

After exploring the physical planning opportunities for each site, the Planning Team developed a preferred concept for each one.

**Fifth Avenue and Seventh Street diagrammatic plan of scheme**



**scheme Greyhound site 03**

**image key**

-  Greyhound facility
-  on-site vehicular circulation

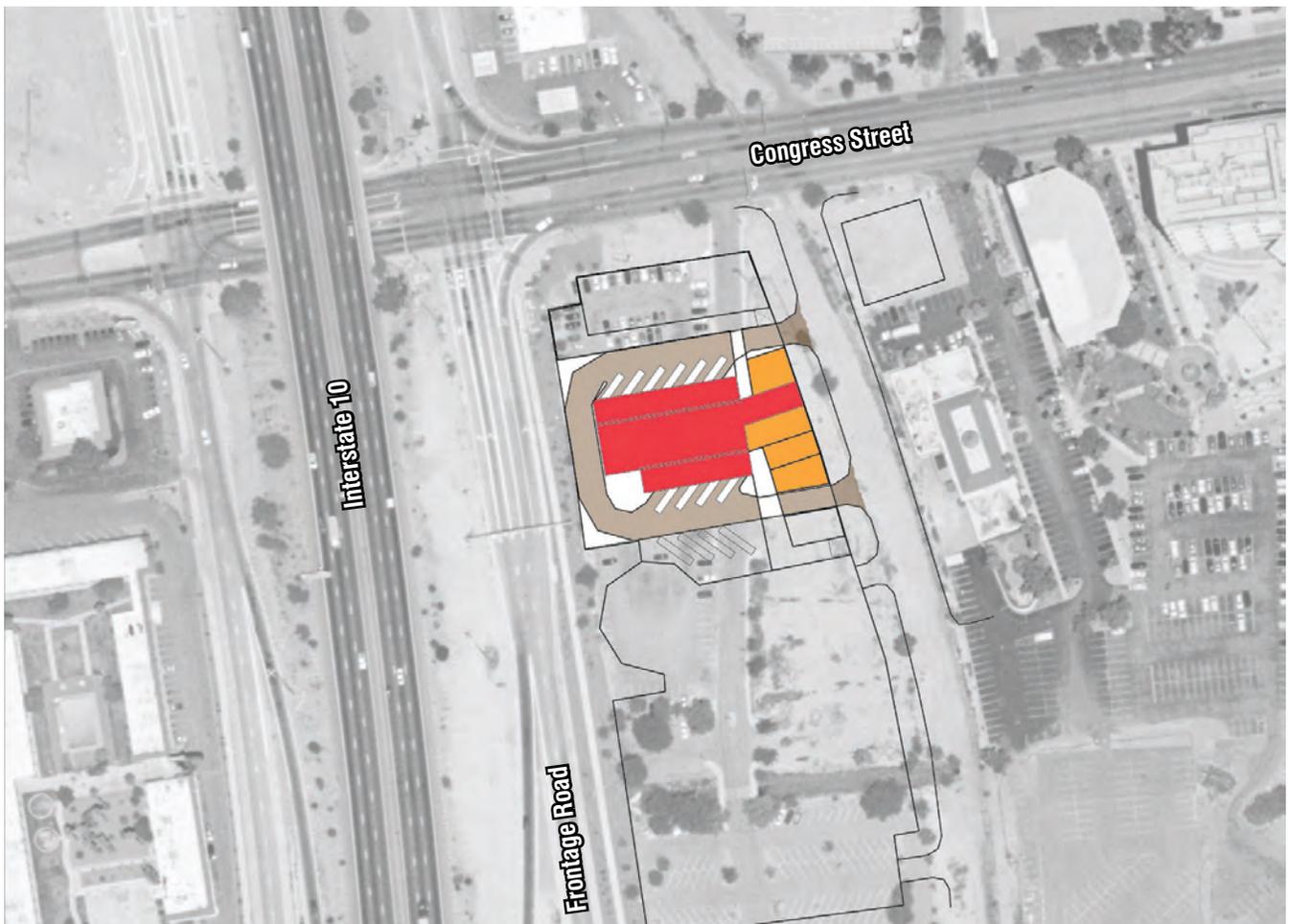
## Civic Plaza site

This site is a newly created 1.2+ acre site at the north end of the Civic Plaza project for Rio Nuevo. This would put the Greyhound at a corner immediately south of Congress and immediately east of the northbound I-10 frontage Road. This is a very urban solution that puts the entry to the terminal by passengers on a commercial road east and parallel to the northbound I-10 frontage road. Greyhound would be another storefront adjacent to and surrounded by other commercial users. It would be immediately north of a civic parking structure. (Poster Frost is on the Civic Plaza design team with Hargreaves and Associates so the terminal in this case would be a part of a much larger design scheme.) It would be quite likely that additional development might occur in the air rights above the Greyhound terminal. Buses would arrive from the freeway via Congress, turn south into this new north-south street and then turn left into a drive that would wrap around the back of the terminal in a U-shaped loop. Buses would exit back onto this same street and then make a right proceeding south to Cushing Street. They would turn right and then right and be on the northbound I-10 frontage road. The Terminal building is 11,560 square feet. There are 10 bus bays with 4 bus storage bays, and no on-site parking spaces. There is a municipal parking structure immediately to the south.

## scheme Greyhound site 04

After exploring the physical planning opportunities for each site, the Planning Team developed a preferred concept for each one.

## Civic Plaza site diagrammatic plan of scheme

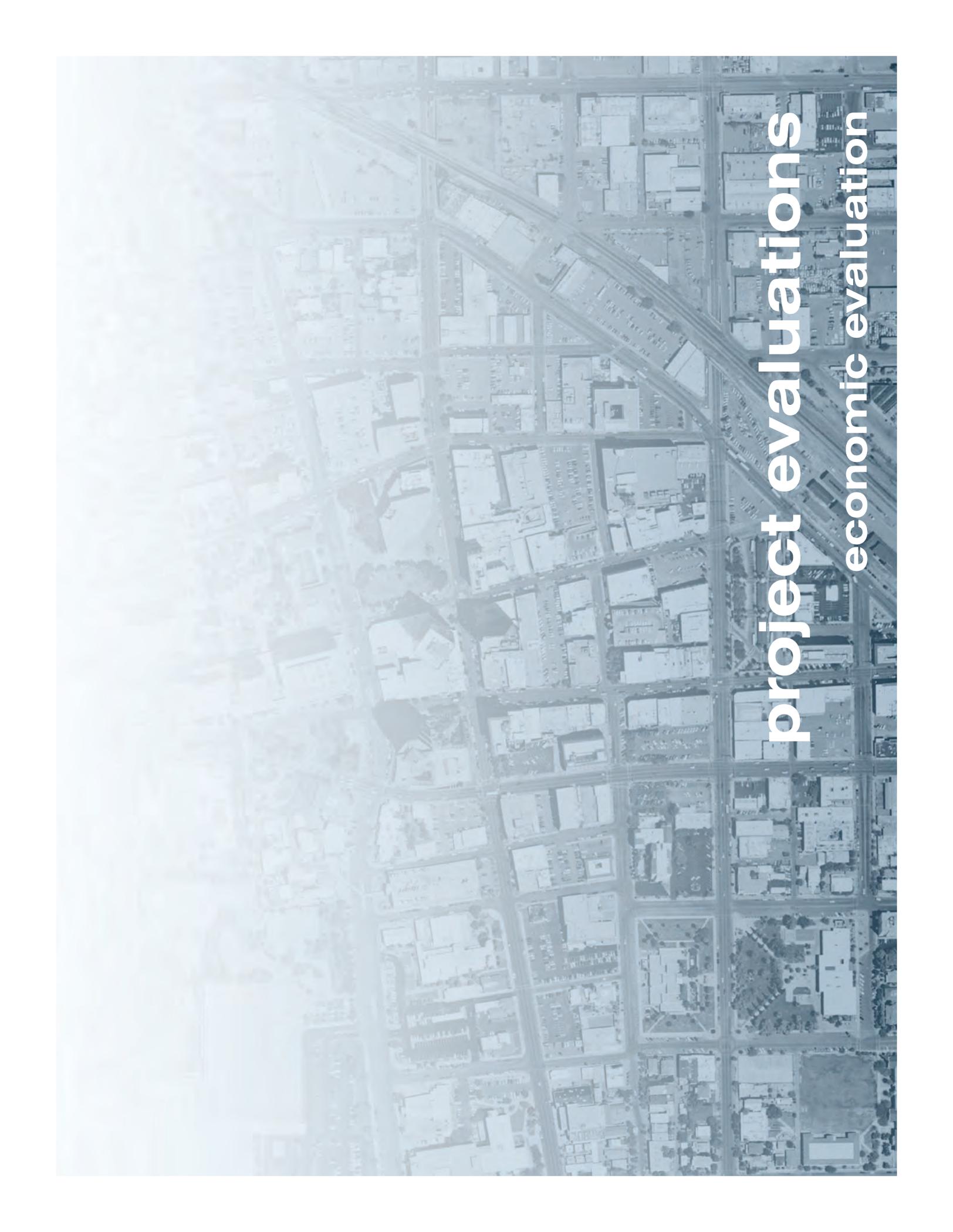


scheme Greyhound site 04

image key

-  Greyhound facility
-  commercial facilities
-  on-site vehicular circulation



An aerial photograph of a city street grid, showing a regular pattern of streets and buildings. A prominent diagonal road cuts through the grid from the top-left towards the bottom-right. The image is overlaid with a semi-transparent blue filter. The text 'project evaluations' and 'economic evaluation' is written vertically in white on the right side of the image.

# project evaluations

## economic evaluation

**Evaluation of Greyhound Site Alternatives**

In this section, the evaluation of alternative sites for both the Greyhound and SunTran facilities is from two perspectives: 1) The private commercial or residential development opportunity that the transit facility would pre-empt, and 2) The opportunity to incorporate some private “joint development” with the transit facility. This evaluation is based upon the market assessment presented above, interviews with downtown property owners and stakeholders, and an inspection of the sites.

The four sites being considered for the new Greyhound facility include: 1) Northeast corner of the Sixth Avenue and Toole Avenue intersection, 2) Millstone – just northwest of Innsuites Hotel, 3) Civic Plaza – south of Congress Street and north of the proposed Science Museum, 4) Two half blocks on the west side of Fifth Avenue on the north and south sides of Seventh Street.

Table III-6

**Strength of Market Demand for Private Development on Alternative Greyhound Sites**

Land Use	6th & Toole	Millstone	Civic Plaza	5th & 7th
Housing: Apartments/Lofts	4	7	3	9
Hotel or Motel	2	7	8	1
Office	4	2	5	1
Retail/Entertainment	4	3	6	4
<b>Total Score</b>	<b>14</b>	<b>19</b>	<b>22</b>	<b>15</b>

Scoring: 10 = strongest demand and 1 = weakest demand

Source: Economics Research Associates - May 2005

The analysis shows that Millstone site has reasonably good potential for additional or expanded hotel development because of its freeway visibility and established Innsuites Hotel location. The portion of the site that is more distant from I-10 also has good residential development potential because the property is within the El Presidio Historic Neighborhood.

The Civic Plaza site, because of its freeway frontage and Congress Street off-ramp location, has good future hotel development potential. If the Science Museum and other proposed uses materialize, the site could also have good retail or entertainment potential. As a self-standing surface use, the Greyhound Depot at Civic Plaza could pre-empt future commercial uses that would contribute to the vitality of Downtown Tucson. The integration of the Greyhound Depot into the lower level of an alternative use or parking facility has been proposed at this location to reduce the opportunity cost of pre-empting future commercial development. However, such joint use of land typically adds to the cost of the private development and impinges on the functional effectiveness or attractiveness of the transportation facility. It should only be seriously considered in areas where land is very scarce and expensive.

The two parcels at Fifth Avenue and Seventh Street have very good potential for residential development. They can be considered to be part of the up and coming West University neighborhood where home ownership is increasing. The northern parcel, which is more distant from the railroad track, is the stronger of the two for near term residential development. Adding housing on these parcels would strengthen the retailing along Fourth Avenue and in the downtown. An entertainment (e.g. nightclub) use could be considered in one of the existing buildings.

Of the four sites examined from the perspective of pre-empting private development, the Sixth and Toole site has the lowest “opportunity cost” and is therefore well suited for the Greyhound facility (see Table III-6).

### **Joint Development at Greyhound Site**

The designer of the Greyhound Terminal, Poster Frost Associates Architects, has advanced the idea of incorporating two levels of office space over the bus parking area at the Sixth and Toole site as part of the terminal design. Each level would have 11,000 gross square feet of office space for a total of 22,000 gross square feet. The main entrance to the office space would be at the eastern end of the building and would tie into the pedestrian plaza in front of the Historic Railroad Depot.

ERA’s financial analysis of this joint development opportunity employs the following assumptions:

- Gross office building area of 22,000 square feet with net rentable area of 19,800 square feet.
- Shell space construction cost of \$85 per square foot<sup>1</sup> or \$1.87 million.
- The construction of the office floors would eliminate the need for a canopy over the bus parking area that would cost \$280,000 ( $\$40 \times 7,000 \text{ SF}$ )<sup>2</sup> bringing the net cost of producing the office space down to \$1.59 million.
- Tenant improvement costs are estimated at \$25 per square foot.
- The office scheme is a single loaded hallway on the south side of the building with offices on the north side with views out to the mountains. A full floor user would enjoy views on both the north and south sides.

## economic evaluation (continued)

- Because of the limited site area, no tenant or guest parking would be offered on site. The new City parking structure on Pennington is only a block and a half away.
- No land cost has been allocated to the office space portion of the project. The bus terminal is carrying the land cost.

The financial analysis, detailed in Table III-7, shows that at a starting rent of \$1.25 per square foot per month or \$15 per years, the investment in this space generates a 20 to 25 percent internal rate of return. The variation in the return is dependent upon how much of this incremental office space production cost can be financed.

Incorporating one or two levels of office space into the Greyhound terminal building above the bus parking area represents a clear joint development opportunity. The \$15 per square foot annual rent ERA used in the analysis, which translates into \$18 to \$20 per square foot on a full service basis, is below the average office rent for Class B and C space in downtown Tucson. However, from the point of view of a developer-partner for Greyhound, this opportunity is only attractive if it can be substantially financed. Given the limited depth of the downtown office market and the current vacancy rate of approximately 14 percent, financing for a developer will likely depend upon securing an anchor tenant who is able to commit to at least half of this space. Depending upon its appetite for land development risk, which is largely in that initial absorption period, the Greyhound Corporation may wish to take on this development project on its own.

### (Footnotes)

<sup>1</sup> Poster Frost Architects

<sup>2</sup> Poster Frost Architects

**Table III-7**  
**FINANCIAL ANALYSIS OF OFFICE DEVELOPMENT IN GREYHOUND BUILDING**

**PROJECT INFORMATION**

Land Area	Acres	NA		
Land Parcel Area	SF	NA		
Office Bldg Net Area	SF	19,800	Two story over Greyhound bus parking area	
Office Rent	Per SF	\$1.25		
Total Bldg Net Area	SF	19,800		
Total Gross Bldg Area	SF	22,000		
Parking Spaces	Spaces	0	No tenant or guest parking on site	
Dir Bldg Const Cost	Per SF	\$85.00	Total	1,870,000
Less Savings on Bus Canopy	Per SF	\$40.00	7,000	-280,000
Tenant Improvements	Per SF	\$25.00	Total	495,000
Indirect Const Cost	Dir	19.5%	Total	364,650
Other Construction			Total	
Construction Interest	Per SF	\$4.04	Total	88,825
Total Project Cost	Per SF	\$111.35	Total	2,449,650
Amount Financed Exc Land	Percent	85.0%	Total	2,082,203
Year Four Debt Cover Ratio		1.24		
Long Term Financing Rate		6.5%		
Terms in Years		25		
Construction Interest Rate		9.5%		
Project Capitalization Rate		8.50%		
Rate of Rent Increase		2.0%		

Of direct building construction

**SUMMARY OF RESULTS**

<b>Project Internal Rate of Return</b>	<b>24.2%</b>
--	--------------

## economic evaluation

(continued)

**Table III-7**  
**FINANCIAL ANALYSIS OF OFFICE DEVELOPMENT IN GREYHOUND BUILDING**

	2005	2006	2007	2008	2009
<b>Office Tenants</b>					
Leaseable Square Feet				19,800	19,800
Percentage Leased				40%	70%
Avg Lease Rate				\$1.25	\$1.28
Total Lease Revenue (\$1,000)				119	212
<b>Total Gross Lease Revenue (\$1,000)</b>				119	212
<b>Less Deductions</b>					
Vacancy Allowance @ 5%				6	11
Reserve & CAM @ 5%				6	11
<b>Net Operating Income (\$1,000)</b>				107	191
<b>Capitalized Value (\$1,000)</b>				1,258	2,245
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Office Tenants</b>					
Leaseable Square Feet	19,800	19,800	19,800	19,800	19,800
Percentage Leased	100%	100%	100%	100%	100%
Avg Lease Rate	\$1.30	\$1.33	\$1.35	\$1.38	\$1.41
Total Lease Revenue (\$1,000)	309	315	321	328	334
<b>Total Gross Lease Revenue (\$1,000)</b>	309	315	321	328	334
<b>Less Deductions</b>					
Vacancy Allowance @ 5%	15	16	16	16	17
Reserve & CAM @ 5%	15	16	16	16	17
<b>Net Operating Income (\$1,000)</b>	278	284	289	295	301
<b>Capitalized Value (\$1,000)</b>	3,272	3,337	3,404	3,472	3,541

## economic evaluation

(continued)

	2015	2016	2017	2018
<b>Office Tenants</b>				
Leaseable Square Feet	19,800	19,800	19,800	19,800
Percentage Leased	100%	100%	100%	100%
Avg Lease Rate	\$1.44	\$1.46	\$1.49	\$1.52
Total Lease Revenue (\$1,000)	341	348	355	362
<b>Total Gross Lease Revenue (\$1,000)</b>	341	348	355	362
<b>Less Deductions</b>				
Vacancy Allowance @ 5%	17	17	18	18
Reserve & CAM @ 5%	17	17	18	18
<b>Net Operating Income (\$1,000)</b>	307	313	319	326
<b>Capitalized Value (\$1,000)</b>	3,612	3,685	3,758	3,833

**economic evaluation**  
(continued)

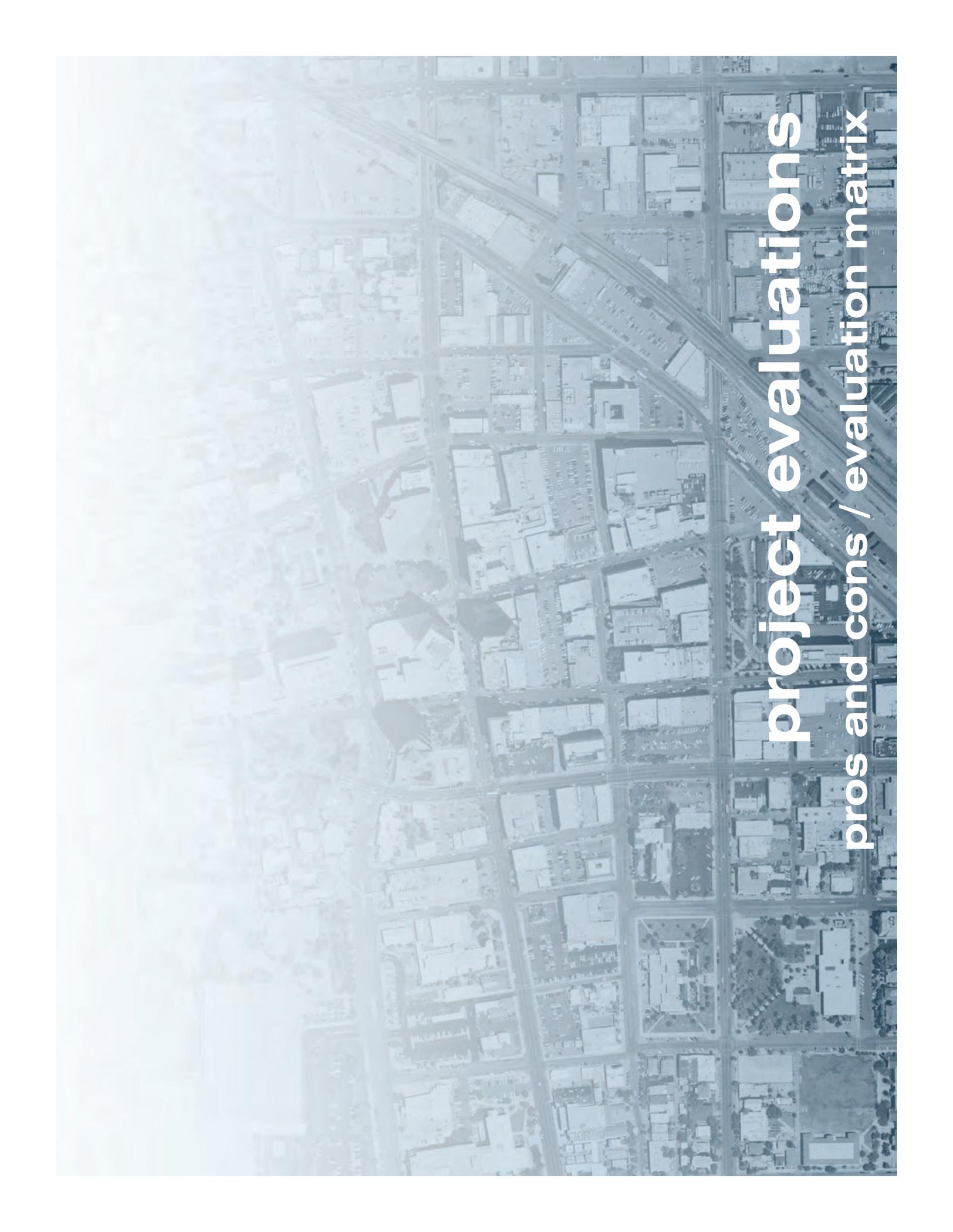
	2005	2006	2007	2008	2009
<b>COST &amp; FINANCING ANALYSIS (\$1,000)</b>					
<b>Development Cost</b>					
Direct Bldg Construction			1,870		
Less Canopy Savings			-280		
Tenant Improvements			495		
Indirect Construction			365		
Costruction Interest			89		
Total Development Cost			2,538		
<b>Financing Computation</b>					
Amount Financed			2,082		
Loan Balance				2,047	2,009
Annual Debt Service				171	171
Interest Payment				135	133
Retirement of Principal				35	38
<b>CASH FLOW ANALYSIS (\$1,000)</b>					
<b>Revenue</b>					
Long Term Financing			2,082		
Net Operating Income				107	191
Terminal Value (Sale Proceed)					
<b>Cost</b>					
Development			2,538		
Debt Service				171	171
<b>Net Cash Flow</b>			-456	-64	20
<b>Internal Rate of Return</b>		<b>24.2%</b>			

**economic evaluation**  
(continued)

	2010	2011	2012	2013	2014
<b>COST &amp; FINANCING ANALYSIS (\$1,000)</b>					
<b>Development Cost</b>					
Direct Bldg Construction					
Less Canopy Savings					
Tenant Improvements					
Indirect Construction					
Costruction Interest					
Total Development Cost					
<b>Financing Computation</b>					
Amount Financed					
Loan Balance	1,969	1,926	1,881	1,832	1,781
Annual Debt Service	171	171	171	171	171
Interest Payment	131	128	125	122	119
Retirement of Principal	40	43	45	48	52
<b>CASH FLOW ANALYSIS (\$1,000)</b>					
<b>Revenue</b>					
Long Term Financing					
Net Operating Income	278	284	289	295	301
Terminal Value (Sale Proceed)					
<b>Cost</b>					
Development					
Debt Service	171	171	171	171	171
<b>Net Cash Flow</b>	107	113	119	124	130
<b>Internal Rate of Return</b>	<b>24.2%</b>				

**economic evaluation**  
(continued)

	2015	2016	2017	2018
<b>COST &amp; FINANCING ANALYSIS (\$1,000)</b>				
<b>Development Cost</b>				
Direct Bldg Construction				
Less Canopy Savings				
Tenant Improvements				
Indirect Construction				
Costruction Interest				
Total Development Cost				
<b>Financing Computation</b>				
Amount Financed				
Loan Balance	1,726	1,667	1,605	1,539
Annual Debt Service	171	171	171	171
Interest Payment	116	112	108	104
Retirement of Principal	55	59	62	66
<b>CASH FLOW ANALYSIS (\$1,000)</b>				
<b>Revenue</b>				
Long Term Financing				
Net Operating Income	307	313	319	326
Terminal Value (Sale Proceed)				2,295
<b>Cost</b>				
Development				
Debt Service	171	171	171	171
<b>Net Cash Flow</b>	<b>136</b>	<b>142</b>	<b>149</b>	<b>2,450</b>
<b>Internal Rate of Return</b>	<b>24.2%</b>			

An aerial photograph of a city street grid, overlaid with a semi-transparent grid pattern. The image is in grayscale and serves as a background for the text.

# project evaluations

pros and cons / evaluation matrix

## site 01 Sixth and Toole Avenues

### Pros:

- The Greyhound station is adjacent to other modes of transportation, making possible inter-modal connections, and which contributes to long term regional transportation solutions.
- Best connection to the Alternatives Analysis Recommendations.
- Investment of private money into the Rio Nuevo District
- Pedestrian accessibility and way finding is improved through a pedestrian mall connecting the Greyhound Station and the Historic Depot, as well as, a pedestrian connection to the Ronstadt Transit Center across the street.
- Contributes to generating a critical mass needed for economic development and the long-term vitality of downtown
- The Greyhound Corporation's preferred location because it meets various goals as described in their Design Principles, including the following:
  - o site adjacent to a rail corridor
  - o within walking distance to major employment centers, shopping, entertainment, tourist sites, government offices and medical centers
  - o maximizes number of accessible transportation modes
  - o easy connection to other modes of transportation
  - o exhibits a sense of place and civic pride
- Previously identified by City Mayor and Council as permanent location for Greyhound Station
- Maximizes commercial/mixed-use opportunities
- Close to public parking

### Cons:

- Small site
- Not enough parking on-site
- Needs set-back variance to work

## pros and cons

### site 02 Millstone property

#### Pros:

- Proximity to I-10
- Larger Site

#### Cons:

- Does not meet any of the Greyhound Corporation's goals as described in their Design Principles
- May require Greyhound buses to drive through the heart of El Presidio Neighborhood.
- Currently little connectivity to other modes of transportation, or the recommendation of the Alternatives Analysis
- Does not enhance multi-modal opportunities
- Does not maximize commercial opportunities associated with transit
- Awkward shaped site, therefore making the site design difficult and inefficient
- Difficult to access for coaches and for riders
- Does not contribute to long term regional transportation solutions
- Little public visibility
- Conflicts with approved El Paso and Southwestern Greenway Plan
- Isolation of the facility may decrease safety and security, both real and perceived
- No pedestrian connections

## pros and cons

### site 03 Fifth Ave. and Seventh St.

#### Pros:

- Pedestrian connection to 4<sup>th</sup> Ave. merchants and the modern street car.
- Unique adaptive reuse possibilities

#### Cons:

- Does not meet the Greyhound Corporation's goals as described in their Design Principles
- 24/7 activity and traffic will be introduced into this residential area
- Does not maximize commercial opportunities associated with transit
- Site is within the boundaries of a federally designated historic district
- Requires demolition of a contributing building to a historic district
- Cost associated with demolition and adaptive reuse
- No connectivity to other modes of transportation, or the recommendation of the Alternatives Analysis
- Does not enhance multi-modal opportunities
- Disconnected from downtown and does not contribute to the long term vitality of downtown.
- Requires abandonment of a dedicated city street, Arizona Avenue
- Access is difficult from freeway
- Route for Greyhound would add time and cost to operation
- Does not contribute to long term regional transportation solutions

## site 04 Civic Plaza site

### Pros:

- Proximity to I-10
- Maximizes commercial opportunities
- Investment of private money into the Rio Nuevo District
- Encourages regional visitors to come to see the new Rio Nuevo attractions (such as the new Museums, Arena, Civic and Cultural Plazas)
- Some connection to the modern street car and the Alternative Analysis Recommendations
- Meets various goals as described in the Greyhound Corporation's Design Principles, including the following:
  - o within walking distance to major employment centers, shopping, entertainment, tourist sites, government offices and medical centers
  - o exhibits a sense of place and civic pride

### Cons:

- Does not meet various goals as described in the Greyhound Corporation's Design Principles, including the following:
  - o site adjacent to a rail corridor
  - o maximizes number of accessible transportation modes
  - o easy connection to other modes of transportation
- The necessary schedule for the new permanent Greyhound station does not jive with timing of the Civic Plaza project and its phasing of work
- Site only exists in concept, the boundaries and context of site are yet to be determined
- "Zoning" of uses
- May have Greyhound buses driving past El Hoyo / Barrio Viejo Neighborhood.

## evaluations

Each of the schemes for each of the sites was evaluated by the Planning Team against a number of criteria and the goals initially established

### Greyhound Criteria

The criteria used to evaluate the potential Greyhound sites are as follows:

**capital costs**

covers the expense of relocating the facility to this site, including land acquisition and new structures etc.

**availability / schedule**

whether the site would be available as soon as circumstances would require

**user convenience**

would access to the new location become a hindrance to the current users, and hence reduce ridership

**system access**

whether the site would integrate well into the transit modes circulation system

**connectivity**

does the site allow for the effective integration of the various modes of transit, creating a more efficient system as a whole

**neighborhood impact**

the potential disruption that the facility would pose to the surrounding neighborhoods

**opportunity cost**

wether locating a transit facility on the site is putting the site to its highest and best use i.e. does the site have great commercial potential etc.

**safety and security**

the potential for the site to be easily monitored and/or secured

It was agreed by the Planning team that each of the criteria would receive a value of from 1 to 4, with 1 being best and 4 the worst. After all criteria for a site were weighted they were summed to establish the overall suitability of the site for the different facilities. As can be seen from the evaluation matrix the Sixth and Toole Avenues site was preferred by a wide margin, receiving seven first-place rankings out of the eight criteria used.

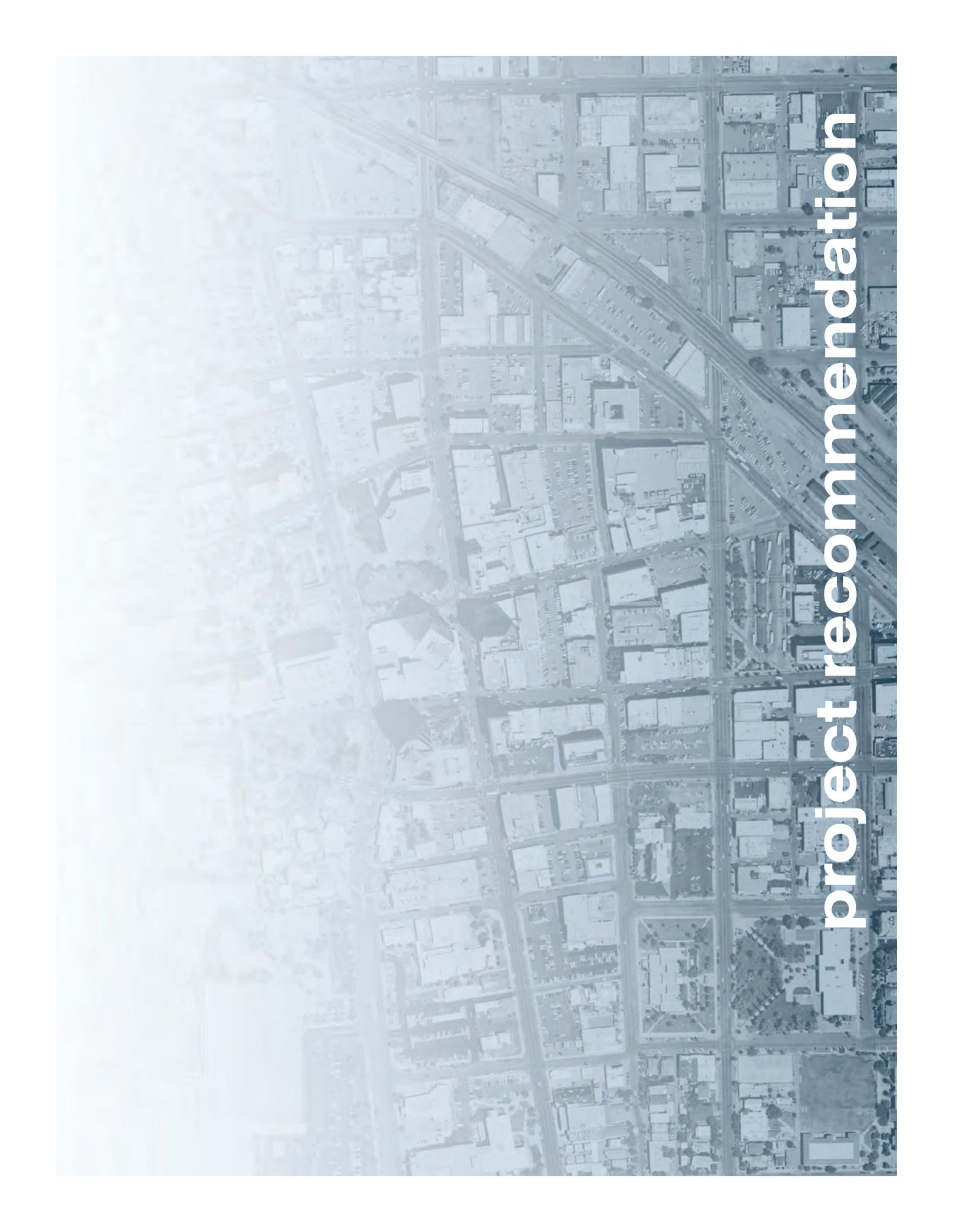
**Greyhound Site Evaluation Matrix**

**Greyhound criteria** (continued)

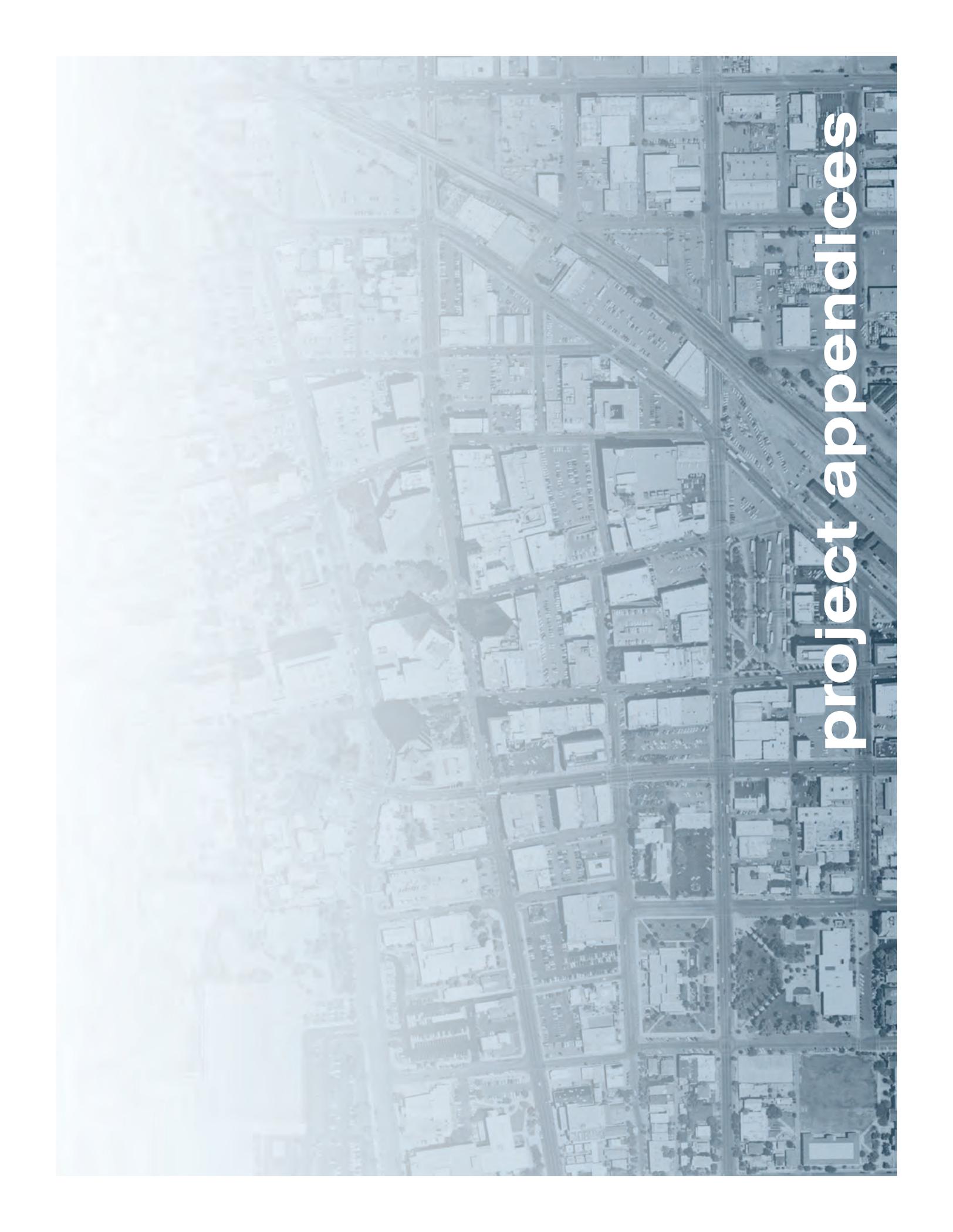
<b>criteria</b>	<b>site</b>	Sixth Ave. and Toole Ave.	Civic Plaza site	Fifth Ave. and Seventh St.	Millstone property
capital costs		1	3	4	2
availability / schedule		1	4	3	2
user convenience		1	2	3	4
system access		3	1	2	4
connectivity		1	2	3	4
neighborhood impact		1	2	3	4
opportunity costs		1	4	3	2
safety and security		1	2	3	4
<b>total score</b>		<b>10</b>	<b>20</b>	<b>24</b>	<b>26</b>
<b>ranking</b>		<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>

**scoring values**

- 1 best
- 2 good
- 3 poor
- 4 worst

An aerial photograph of a city street grid. A prominent diagonal road, likely a highway or expressway, runs from the top-left towards the bottom-right. The rest of the image shows a dense grid of streets and buildings. The text 'project recommendation' is overlaid on the right side of the image, oriented vertically.

# project recommendation

An aerial photograph of a city street grid, showing a regular pattern of streets and buildings. A prominent diagonal road cuts through the grid from the top-left towards the bottom-right. The image is semi-transparent, serving as a background for the text.

# project appendices

## appendix 01 references

The following is a list of the reports etc. addressing downtown planning and transportation issues that were referenced during this study:

### codes

City of Tucson Land Use Code, Rio Nuevo and Downtown zones

### studies and reports

Preliminary Engineering Report: Stevens Avenue, Broadway Boulevard to Sixth Street

COT Major Transit Investment Study

Final Environmental Assessment for the Proposed Downtown Tucson Intermodal Center

Sun Tran Future in the Downtown

Two-Way Conversion

Conceptual Study for Modifications to RTC

Transit Elements of the 2030 Regional Transportation Plan  
Phase 01: Inventory and Analysis of Transit Services and Facilities  
Phase 02: Identifying Future Transit Growth Markets  
Phase 03: Recommended Transit Service and Facility Improvements

### plans

Tucson Downtown Comprehensive Street Tree Plan

Tucson Downtown Pedestrian Implementation Plan

Warehouse District Master Plan

Depot Plaza Master Plan

Tucson Historic Warehouse Arts District Master Plan

Tucson Warehouse Historic District: Public Participation Plan and Preliminary Analysis for Master Plan

### manuals and programs

Greyhound Terminal Design Manual

Design Principles: Intercity Bus Terminal at an Intermodal Transportation Center

## appendix 02 meeting minutes

**Meeting Date:** February 28, 2005

**Meeting Purpose:** Project Kick-off

**Attendees:** Kim McKay, Vince Catalano/  
Transportation, Lucy  
Amparano/Rio Nuevo, Joan  
Beckim/Kaneen, Mike Barton/  
Transcore, Dave Burns, David  
Wald-Hopkins/Burns & Wald-  
Hopkins, Corky Poster/Poster  
Frost, Aimee Ramsey, Bob  
McGee/Sun Tran

**Distribution:** Project Directory

### Meeting Notes #001

1. After introductions, Kim presented the project purpose and directed team to assume 2-way traffic circulation for Broadway and Congress. After discussion, planning team indicated that 1-way opportunities would be explored too when appropriate.
2. She will put together a Project Directory including the following members of the Project Management Team representing the City: Kim McKay, Vince Catalano, Aimee Ramsey, Bob McGee, Lucy Amparano/Rio Nuevo  
  
After discussion it was agreed Greyhound should be invited to join the Project Management Team.
3. The Technical Advisory Committees will include the PMT plus other city representative and outside agencies.
4. Group discussed alternative sites for Greyhound and RTC. Kim will set up meeting to discuss Rio Nuevo locations for Greyhound and Transit. (Scheduled for Tuesday March 8<sup>th</sup>)
5. Project schedule: four months through June 30, 2005. Jim Glock will be responsible for the presentation to Mayor and Council.
6. Group discussed Project goals. See Exhibit1.

### **PROJECT GOALS**

- Include Sun Tran and Greyhound ridership in the planning process.
- Accommodate future growth in planning for new facilities.
- Coordinate with other downtown planning activities- Stevens Alignment, Warehouse District, MP, Congress St. MP, etc.

### meeting minutes (continued)

- Plan transit facilities to serve a future downtown as envisioned in the Rio Nuevo Master Plan.
- Consider long term regional transportation issues.
- Enhance safety and security, both real and perceived.
- Integrate additional activities/eyes onto RTC to reduce criminal activities.
- Maximize commercial opportunities associated with transit.
- Improve pedestrian accessibility and enhance wayfinding.
- Balance needs of ridership with interests of downtown stakeholders.
- Meet title VI requirements for providing equal access to downtown government offices.
- Enhance multi-modal transportation system.
- Develop a plan to best serve Greyhound passengers, making travel safe, convenient, and efficient.
- Provide Greyhound passengers with proximity and connectivity to other modes of transportation.
- Locate Greyhound facilities in close proximity to I-10, allowing for easy on and off access for coaches.
- Contribute to the long-term vitality of downtown Tucson.
- Provide connectivity to Alternatives Analysis recommendation.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting. Please contact him if you have any comments and/or changes.

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## meeting minutes (continued)

**Meeting Date:** March 8, 2005

**Meeting Purpose:** **Project Co-ordination**

**Attendees:** Matthew Taunton/SR Beard, Corky Poster Carmen Batholomew, /Poster Frost, Dave Burns, David Wald-Hopkins/Burns & Wald-Hopkins, Mike Barton/ Transcore, Lucy Amparano/Rio Nuevo, Joan Beckim/Kaneen, Kim McKay, Vince Catalano/Transportation, Greg Shelko/Rio Nuevo

**Distribution:** Project Directory

### Meeting Notes #002

1. Group reviewed goal previously established as attached.
2. Group then reviewed potential locations for transit facilities. Greg Shelko discussed concerns over library plaza for Sun Tran.
3. Greyhound has 31 buses per day and need 8-10 bays. Strong link between Greyhound and Sun Tran.
4. Group referred to Alternatives Analysis website: [www.tucsontransitstudy.com](http://www.tucsontransitstudy.com)
5. Greyhound sites selected for study:
  - 6<sup>th</sup> and Toole
  - Millstone Property
  - Civic Plaza (3 ½ acres)
  - 5<sup>th</sup> Ave and 7<sup>th</sup> Street
6. Sun Tran sites selected for study:
  - Ronstadt Transit Center
  - Civic Plaza
  - Dispersed (curbside in downtown)
  - Hub(s) outside downtown with trolley access.
7. Aimee reported that 18 SunTran routes come into downtown. At RTC, potential for 20 bays ignoring commercial development on Congress. Ideally 24 bays required to replace Ronstadt, but would need 4-5 acres.
8. Aimee will investigate options for reducing RTC by off-loading routes. She will also investigate distributed system.
9. Next meeting with Jim Glock to confirm study sites scheduled for March 16 at 8am at Rio Nuevo.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting. Please contact him if you have any comments and/or changes.

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## meeting minutes (continued)

**Meeting Date:** March 16, 2005

**Meeting Purpose:** **Project Co-ordination**

**Attendees:** Matthew Taunton/SR Beard, Corky Poster, Carmen Batholomew/Poster Frost; Dave Burns, David Wald-Hopkins/Burns & Wald-Hopkins; Mike Barton/ Transcore; Lucy Amparano/Rio Nuevo; Joan Beckim/Kaneen; Kim McKay, Vince Catalano, Aimee Ramsey, Bob McGee/SunTran; Greg Shelko/Rio Nuevo; Jim Glock/Transportation

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### Meeting Notes #003

1. Group discussed Greyhound sites preliminarily selected at previous meeting. Jim Glock suggested a site west of the river, co-located with four buses. But after review, agreed current list is approved as follows:
  - 6<sup>th</sup> and Toole
  - Millstone property
  - Civic Plaza
  - 5<sup>th</sup> & 7<sup>th</sup>
2. Then group considered SunTran sites. Jim indicated City has internally looked at Broadway and Euclid, and group agreed to add this site as an option but after further discussion it fell off the list. Also discussion of 5<sup>th</sup> and 7<sup>th</sup>, adjacent to Stevens Alignment. One goal would be to get transfer option out of downtown.

Group discussed alternative SunTran locations downtown at length including Library Plaza and Civic Plaza. Also, potential for below-grade facility.

Finally group agreed to include the following sites in the study:

- Ronstadt Transit Center
  - 5<sup>th</sup> and 7<sup>th</sup>
  - Dispersed Downtown
  - On-Street Downtown
  -
3. Matthew also commented that fleet will improve over the years, less noise, less smell.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting. Please contact David if you have any comments and/or changes.  
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## meeting minutes (continued)

**Meeting Date:** March 16, 2005

**Meeting Purpose:** Discussion with Greyhound

**Attendees:** Deanna Simsek/Greyhound;  
Kim McKay/Transportation;  
Corky Poster, Carmen  
Bartholomew/Poster Frost;  
Mike Barton/Transcore Dave  
Burns, David Wald-Hopkins/  
Burns & Wald-Hopkins

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### Meeting Notes #004

1. Kim reviewed the sites being considered for Greyhound.
2. Deanna will put together information on routes, schedules, headways, bays, operational issues, design criteria, etc. John Isaacson will help gather information.
3. Deanna said Greyhound goals included:
  - How to best serve passengers.
  - Make travel safe, pleasant and efficient.
  - Connectivity to local transit:
    4. Sun Tran
    5. Taxi
    6. AmTrak
4. SunTran typically tries to provide food service support. In new facilities, developing new concepts for retailing. Deanna will provide model of new facilities.
5. Passengers want to see the bus, people are anxious.
6. Security considerations- restaurant would be in secure area. But could also be an amenity to the community.
7. Tucson is a good market- should thrive.
8. Deanna has rider survey which she has previously provided to Kim.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting.  
Please contact him if you have any comments and/or changes.  
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## meeting minutes (continued)

**Meeting Date:** March 25, 2005

**Meeting Purpose:** Establishing SunTran Requirements

**Attendees:** Jim Glock, Kim Mckay/  
Transportation; Aimee Ramsey/  
Sun-Tran; Matthew Taunton/SR  
Beard; Mike Barton/Transcore;  
Dave Burns, David Wald-  
Hopkins/Burns & Wald-Hopkins

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### Meeting Notes #05

1. Aimee said RTC still works if downtown streets are converted to two-way circulation.
2. SunTran restructured two years ago to save \$638,000. RTC had 14,000 daily users; now 18,000 daily users (ons and offs.). Laos has 2500 daily users.
3. 58 new buses will operate if RTA passes- 75% of which will go downtown. SunTran lays over couple of routes, but system could be redesigned to remove all layovers.
4. Question: What drives the size of a system? Generally the land available.
5. Discussed models derived from other cities. S.R. Beard will investigate and report at March 31 meeting.
6. Could short-turn several routes: 1, 3, 4 and 9 possibly, all with transfer penalties. Would then need only 15 bays at RTC.
7. Discussed Transportation Study prepared by PAG to develop transit recommendations for the 2030 RTP.
8. RTA will require sales tax funding capacity of RTC can be increased by increasing frequency.
9. Number of express routes will increase. Generally these are not transfer routes and would not go to RTC. Majority of express ridership does not use RTC at all.
10. Express buses could also be dispersed elsewhere downtown.
11. 5<sup>th</sup> and 7<sup>th</sup> street could work from Aimee's point of view, if provided with Stevens access. Stevens alignment still needs to be reviewed and approved by Mayor and Council.
12. Aimee will work through routing for:
  - 5<sup>th</sup> and 7<sup>th</sup> assuming Stevens Alignment
  - RTC with 15 bays and express bus-stops dispersed through downtown.
  - On-street (concentrated): Like a library Plaza idea, assuming two-way.
  - Dispersed: Like original system downtown, assuming two-way.

## meeting minutes (continued)

13. Kim described sensitivity to buildings being demolished in warehouse district.
14. Discussed Stone as potential Transit Mall. Would probably have to be north-south. Perhaps Toole could be a Transit Mall. Warehouse MP shows improvements to Toole.

Potentially: Transfer routes on Toole with express stops dispersed through downtown.

It was agreed this is a concept that could apply elsewhere downtown.

15. Matthew will bring Portland study which outlines issues associated with Downtown Transit.
16. Mike will provide digital aerial photo of Downtown.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting. Please contact David if you have any comments and/or changes.

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## meeting minutes (continued)

**Meeting Date:** March 31, 2005

**Meeting Purpose:** Project Co-ordination

**Attendees:** Kim McKay, Vince Catalano, Andy McGovern, Brooks Keenan, Ivey Schmitz/TDOT; Tom Fisher/PAG; Matthew Taunton, Marc Soronson/SRBA; George Caria, Aimee Ramsey/SunTran; Bill Lee/ERA; Joan Beckim/Kaneen; Tavo Garcia/Greyhound Lines; Corky Poster/Poster Frost; Michael Barton/Transcore; Dave Burns, David Wald-Hopkins/BWH

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### Meeting Notes #06

1. After review of agenda, Joan reported the perception that there are too many public meetings, and desire to have more technical information. Plan now is to have no public meetings at this time. TDOT open house would be a good format for presenting findings. Potentially in May or June coupled with Alternatives Analysis. Perhaps also Stevens Alignment. Joan will coordinate time and location.
2. David reviewed Sun Tran and Greyhound sites for study as follows:
  - Greyhound
    - 6<sup>th</sup> & Toole
    - 5<sup>th</sup> & 7<sup>th</sup>
    - Civic Plaza
    - Millstone
  - SunTran
    - Rondstadt
    - 5<sup>th</sup> & 7<sup>th</sup>
    - Transit Mall (Toole)
    - Dispersed Downtown
3. Mike Barton reported on 2-way conversion
  - 4<sup>th</sup> Avenue underpass expected to bid in June.
  - Stevens Alignment will go out for further study and design shortly. This will alleviate some pressure on Congress and Broadway.
  - Temporary one-way system with two lanes anticipated to last five years on Congress and Broadway.
  - There will be difficulties accessing RTC with 2-way Congress
4. Mark presented the Alternatives Analysis with preferred alignments, and Matthew presented transit models from other cities including Denver and Portland.

## meeting minutes (continued)

- Tom Fisher reported as follows:
    - Additional buses being proposed for downtown with RTA, resulting in pulsing every 15 minutes. Election is scheduled for May 2006- funds available for Transit would take year or two. Perhaps \$400 million over 20 years being allocated to Transit.
  - Bill Lee reported his observations as follows:
    - In other cities, transit has negative and positive attributes.
    - Positive- delivers downtown workers
    - Negative- social concerns, congestion
  - Problem area is probably 150-200 feet around transit center. Should locate center where it minimizes impact on adjacent properties.
  - RTC impacts retail on Congress in historic structures. Opportunity to redevelop RTC/ Depot Plaza is “once in a generation” opportunity.
  - Tucson absorbing 400,000 sf of retail a year- would not take long to fill Congress retail with redevelopment of block. Has more potential to positively impact downtown than Civic Plaza.
  - Other transit locations:
    - 5<sup>th</sup>/7<sup>th</sup>-will face organized opposition, and is separated from downtown use.
    - Toole- has some appeal
    - RTC- underground development expensive and negatively impacts what goes on top.
    - Putting transit underground puts problem out of sight.
  - Corky pointed out: There is no successful retail downtown. How do we know RTC is the deterrent? Portland bus mall has damaged retail. Negative.
5. Corky reported on Greyhound functional requirements:
- Building requirements 10,700 gsf
  - Site requirements 1.6 acres
  - 6<sup>th</sup> & Toole site would require 35' of railroad. R.O.W. Kim indicated site should be understood without right-of-way, which would probably result in loss of parking.
6. Aimee discussed SunTran requirements:
- She indicated anything can work if routes can be engineered.
  - With integration of Alternatives Analysis, she could see an east hub at University and a west hub downtown, serving possibly half the routes.
  - Location, management and design are all considerations for Transit reminded Corky.
  - Earliest potential streetcar under

## meeting minutes (continued)

- Alternatives Analysis is 2012 or so.
- Greyhound will be relocated temporarily for two years, at which time permanent location needs to be designed and built.
- Temporary SunTran option would have to be dispersed.
- Implementing the Depot Plaza MP is at least 2-3 years away.
- Potentially route quieter, hybrid, buses on Congress and Broadway. SunTran is currently planning to take SunTran off Congress with 2-way.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting. Please contact David if you have any comments and/or changes.

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## meeting minutes (continued)

**Meeting Date:** April 21, 2005

**Meeting Purpose:** Project Coordination

**Attendees:** Kim McKay, Vince Catalano, Jim Glock, Shellie Ginn, Matt Hausman/TDOT; Marc Soronson/SRBA; Aimee Ramsey/SunTran; Joan Beckim/Kaneen; Mike Barton/Transcore; David Wald-Hopkins/BWH; Lucy Amparano/RN;

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### Meeting Notes #07

1. Mike Barton announced that he was resigning from Transcore effective May 4. David expressed desire to retain Mike's services through completion of the project.
2. Mark explained preferred route for streetcar on 2-way Congress. FTA has expressed concern over connectivity. Also discussed hub connectivity at UA hub with SunTran which could reduce routes downtown.

Region 9 has expressed desirability of streetcar adjacency to RTC. Mark said it was important to have streetcar reinforce SunTran services.

He has talked to Shellie and Kim about modifications to RTC to make it more compatible with Downtown redevelopment.

Kim said she does not want to jeopardize potential of federal funding.

3. David discussed strengths of the Toole site- edge of Downtown, blocking into rail lines, adjacent to new courthouse.
4. Jim Glock indicated FTA funds would have to be repaid- 80% of real estate value for RTC.
5. On-board survey results should be available April 28, at 3pm.
6. SunTran could live with 12 bays downtown.
7. Next meeting to present concepts May 10 at 1:30.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting.

Please contact David if you have any comments and/or changes.  
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## meeting minutes (continued)

**Meeting Date:** April 29, 2005

**Meeting Purpose:** **Planning Workshop**

**Attendees:** Kim McKay/TDOT; Matthew Taunton, Marc Soronson/SRBA; Bill Lee/ERA; Mike Barton/Transcore; Alec Kennedy, Dave Burns, David Wald-Hopkins/BWH; Corky Poster, Carmen Bartholomew/Poster Frost

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### Meeting Notes #08

1. After review of agenda, group reviewed project goals adding the following goal:
  - Enhance long-term vitality of downtown.
2. The Group reviewed the sites for Greyhound as follows:  
6<sup>th</sup> and Toole
  - Corky presented 6<sup>th</sup> and Toole site revised to eliminate encroachment into rail R.O.W.
  - Discussed routing of coaches to this site: Broadway east and Alameda east looks difficult. Site needs to be accessed northbound on Toole. After discussion, agreed access should be off 6<sup>th</sup> with Toole stop bar moved south. Then west on Alameda. Stevens access could simplify routing.
  - Challenging site bringing buses thru downtown.
  - Greyhound facility includes a restaurant. Corky has not evaluated office or residential above Greyhound.
  - Construction of permanent Greyhound facilities must start by early 2006 at latest.
  - Transit facilities generally do not enhance commercial development, indicated Bill Lee.
  - Group discussed potential of office adjacent to Depot, wonderful views.

### Millstone Site

- Greenway project will take out 20 feet of west edge. Only access to St. Mary's. Question- how do you make a left turn? School across the street. Cannot make right turn, left on Main because of tracks. During Interstate reconstruction, coaches can use Frontage Road.
- Private site \$2.5 million; 3.5 acres.
- Would need half-signal to allow left turn out of site for coaches and private vehicles.
- Downtown owners would like location, but negative to neighborhood. Site has strong development potential other than Greyhound. How do passengers access other Transit facilities?

### Civic Plaza

- Carmen reported that Civic Plaza site does not appear to be available for Greyhound. She proposed a site north of Broadway where access off and on Frontage road is enhanced. After discussion group agreed to

## meeting minutes (continued)

- continue of Greyhound on Civic Center Site.
- Civic Plaza is intended to serve destination visitors and Greyhound may not be compatible use.
- Potential to layer Greyhound below the Science Center, shared with tour buses. Greyhound is 24-hour operation. Greyhound is not a huge negative to developers.
- Will need to be a major bus facility for gem show, arena, science center, convention center. Connectivity to Civic Plaza would be good, but not until 2011 at earliest. Science Center wants to be open 2009.

### 5<sup>th</sup> and 7<sup>th</sup>

- Maintenance facility for streetcar would probably go on south lot. Location requires Stevens Alignment to work, probably transit only access.
- The North site is approximately 76,032 sf.
- Could exist without Stevens, but would still have on-grade rail crossing to contend with.
- Stacking residential over Greyhound, but matter of economics. Can probably find a cheaper site.
- 24-hour function not compatible with Greyhound.
- North site is in historic warehouse district.
- Floodplain issues. Tucson Arroyo will ultimately be taken out of floodplain. Still a capacity issue.
- Matthew talked about co-locating bus and rail is occurring in Denver. But indicated vertical separation can allow this to work.
- Connectivity question? Buses on 6<sup>th</sup> within block of street car. Most limited mode is pedestrian. People will not use overpasses, underpass scary.
- Trolley and Ticet both have limited hours.

### 3. The group then reviewed sites for SunTran as follows:

#### Dispersed approach

##### Negatives:

- No scheduled transfers
- Passenger confusion and inconvenience
- Change radial routes to grid system, new signage
- Fewer routes downtown
- Buses all over the place
- No layovers possible
- No driver access to restrooms and snacks
- Safety- random crossing
- Street- capacities, blocking flows
- Reduced service resulting in reduced ridership
- Sidewalk width not sufficient
- More shelters downtown

##### Benefits:

- For some people, will get them to their destination quicker, more directly.
- Dispersed grid system works well with frequent buses (5 min. intervals)
- Fewer routes downtown
- Concentrated RTC problems dispersed
- Shifts location of problem
- Reduced SunTran operating cost (fewer miles)

[Note: Laos Center contributed to 25% increase in ridership]

## meeting minutes (continued)

Bill: one definition of successful downtown is people on the streets. Transit serve helps. Without transit, get a more suburban model. Healthy downtown needs transit. Best location probably at the edge. Rather than pre-empting best locations in the center. Another definition is a sense of place, an area that cannot be recreated by developers. For Bill best location against railroad tracks.

### Ronstadt Transit Center

- Consider locating Police Substation at Transit Center.
- Ticketed access to RTC- passenger only zones, “fare zones”
- Would have possible captive audience for development of air rights. SunTran offices
- Depot Plaza will have 200-high end units with 60 subsidized issue
- MLK is leveraging the redevelopment opportunity. RTC is biggest issue

### Toole Transit Mall

- Needs Stevens Alignment to work
- Currently adopted Barraza-Aviation goes through middle of vacant Toole lot.
- One lane each way, with center turn lane on Toole works for Warehouse Dist MP
- Question: Can this be Transit Mall only, no through traffic?
- Schedule for Stevens: 2007.
- Matthew’s concept: one lane each way, not including cars.
- Or use 4-lane street section. Transfers across the street would be hazardous.
- Access issues onto Toole- problem heading south
- Express buses serve predominantly government workers, and would not stop.
- Not a pulsed system with Mall.
- Transfers would have to hunt and peck for new bus.
- Mall can accommodate more buses than Transit Center.
- Warehouses: State owned-land
- About 75% of RTC size of RTC site
- Art walk design underway currently
- Would have to rebuild intersections at 6<sup>th</sup> and Toole. Need to assume everything is two-way.
  - Connectivity- Transit Mall would only be close to Trolley if extends past Depot.

### 5<sup>th</sup> and 7<sup>th</sup>

- Stevens must be built for this location. No pedestrian connectivity similar issues to Greyhound
- Hart to explain to FTA. Also Title VI issues, and 4<sup>th</sup> Avenue. Merchants Association.
- Would need to rebuild streets, paving sections and intersections.

## meeting minutes (continued)

- Plan to ban trucks from downtown, 4<sup>th</sup> Avenue underpass will not accommodate it.
4. The group developed criteria for SunTran and Greyhound and gave them a preliminary evaluation as follows: After considerable discussion RTC site reconfigured with 12 bays was ranked number 1 for SunTran and 6<sup>th</sup> and Toole site was ranked number 1 for Greyhound.
  5. Follow-up assignments:  
BW- Develop SunTran site analysis and plan for each site  
PF- Develop Greyhound site analysis and plan for each site  
Mike Barton- Prepare traffic and access analysis for each site  
  
BW- Prepare Table of Contents for report  
ERA- Prepare economic analysis for each site  
Beard- Prepare analysis of Transit impacts

Draft a report to Kim by early June.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting.  
Please contact David if you have any comments and/or changes.  
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## meeting minutes (continued)

**Meeting Date:** May 10, 2005

**Meeting Purpose:** Review of Site Concepts

**Attendees:** Kim McKay, Vince Catalano, Lucy Amparano, Jon Updike, Mike Holder, Shellie Ginn/COT; Aimee Ramsey, Katrina Heineking/SunTran; Mike Barton/Transcore/HDR; Marc Soronson, Matthew Taunton/SRBA; Carmen Bartholomew/Poster Frost; Greg Shelko/RN; Joan Beakim/Kaneen; Alec Kennedy, David Wald-Hopkins, Dave Burns/BW

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### Meeting Notes #9

1. Discussed schedule. Kim will schedule a presentation of the study results to Downtown Sub-Committee and Mayor and Council.
  - Key individuals- TPD, TDA, GOV, Private,
  - Open House- early June
  - Sub-Committee- ?
  - Mayor and Council- perhaps July
2. Dave discussed the four Sun Tran sites and evaluation with the following discussion:
  - 12 bays contingent on streetcar implementation
  - Minimum site area- approximately 64,000 sf (1 ½ acres).
  - Shade- approximately 11,000 sf at existing RTC.
  - Potential to consolidate SunTran bays at north end of RTC site.
  - There would be a streetcar station at Congress and 6<sup>th</sup>. Some discussion of pedestrian linkage to Congress St. Station from the SunTran Center.
  - Also need to look at Greyhound circulation on Toole.
  - COT will be acquiring Pennington Triangle with FTA funds.
  - Alternative use of FTA funded property would require FTA repayment.
  - Details of routing need to be worked out with SunTran.
  - Question: How is security actually provided?
  - Look at old RTC scheme with 12 bays to increase developable parcel.
  - Some concern over message to FTA by contracting RTC.
  - Agreed to look at two options: Compact triangle scheme using right-of-ways. 12 bays with on-site circulation.
  - Look at uses in development parcel that puts eyes on RTC- Police Sub-Station, Bike Station.
  - Very clear link to streetcar.

## meeting minutes (continued)

3. Dave briefly presented 5<sup>th</sup>/7<sup>th</sup> site and Toole sites, with little discussion.
4. Carmen presented Greyhound sites and ranking, with following discussion:
  - Greyhound also favors 6<sup>th</sup> and Toole site.
  - Revised concept pulls facilities out of right-of-way and loses only one space, but needs variance.
  - Poster Frost will explore 2<sup>nd</sup> level of office, but issue of lobby and off-site parking.
  - 5<sup>th</sup> and 7<sup>th</sup> site: Assumes Stevens Alignment is assured as part of this scheme. Scheme saves Miller Surplus building- not on historic register.
  - Need to take taxis into account
  - Millstone property: Landscape buffers would be necessary. ADOT limits access onto frontage roads and would need to be reviewed, and judgment is that access is not permitted. Also concern of crossing the Greenway.
  - Civic Plaza site. Test Greyhound plan on Civic Plaza site.
5. Next Steps:
  - Visually show SunTran and Greyhound sites.
  - Need format for Open House early June.
  - Talk to key stakeholders.
  - Meet with Police on Ronstadt safety
  - Review Table of Contents.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting.  
Please contact David if you have any comments and/or changes.  
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## meeting minutes (continued)

**Meeting Date:** May 12, 2005

**Meeting Purpose:** Review of Site Concepts with TPD

**Attendees:** Kelly Lane, Tom McNally/TPD; Lucy Amparano/Rio Nuevo; George Caria, Katrina Heineking/SunTran; Kim McKay/TDOT; Corky Poster/Poster Frost; Alec Kennedy, Dave Burns, David Wald-Hopkins/BW

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### Meeting Notes #10

1. After introductions Kim introduced purpose to review security issues at SunTran and Greyhound sites.
2. Dave discussed the four candidate sites for SunTran, and then Corky discussed four candidate sites for Greyhound.
3. Police Department reps described problems associated with existing sites as follows:
  - Greyhound- looks run-down, dilapidated, but do not let people congregate. Easy to distinguish between bus riders and others who should not be there. Greyhound provides its own security. Perceived issue when released prisoners are given Greyhound vouchers and dropped off downtown.
  - Calls mostly to do with criminal offenses on buses coming in- ex-crimes, assault, missing people, etc. But not a lot of people loitering downtown.
  - Team 5, Operations, Division Downtown only get 6% of Police activity; 94% elsewhere.
  - Suntran- vision to be open environment, but treated as a park, attracting people to come and sit who may not have anything to do with SunTran.
  - Solution to define it more narrowly as a Transit Center, creating barriers to easy access. Limiting access points will limit problems on the site itself.
  - Specific problems: Narcotics activity (Tucson H.S. kids purchasing), gang member loitering.
  - SunTran has two off-duty officers in uniform M-F 12:30 to 11pm. Department is tracking impact- numbers are going up, but mostly because of no-tolerance policy. Consensus that RTC is actually pretty safe, but new Businesses/Bars are not location for problems.
  - Pay phones are a source of problems.
  - Potential to place a vehicle in the location to create more visible presence, and give access to computers. A sub-station is not anticipated.
  - 6-8 security cameras RTC recording the activity.
  - Northside, Southside, Transit Centers are not nearly the problem.
4. Dave presented two options for RTC:
  - Triangle scheme: bus bays in ROW in Pennington Triangle.
  - On-site scheme.
  - Triangle concept has conflicts with buses, riders, and pedestrians on sidewalks, also bus maneuvering

## meeting minutes (continued)

issues.

- On-site concept brings a lot more eyes on the product. Consider turn-stile into facility, or limit access points.
- Toole site: could accommodate probably eight bays.

### 5. Recaping

Greyhound- condition of facility is a concern, but security deters people hanging out. Bigger perception is prisoner drop-off. Enhanced design should help.

SunTran- Limited access, less park-like, more eyes on the facility, maintain security, visibility from street to center OK, aesthetically pleasing.

These notes were taken by David Wald-Hopkins and reflect his understanding of the meeting.

Please contact David if you have any comments and/or changes.  
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**appendix 03 interviewees**

Downtown stakeholders interviewed by Bill Lee/Economics Research Consultants on 30-31 March 2005:

John Burr **President Armory Park Neighborhood Association**  
Gene Caywood **transit and trolley advocate**  
Swain Chapman **Chapman Lindsey Property Management**  
Shirley Cooney **downtown property owner**  
Donovan Durband **Director Tucson Downtown Alliance**  
Howard Greenseth **transit advocate**  
Fiore Iannacone **independent Merchants' Association**  
Richard Oseran **Congress Hotel owner, lawyer**  
John Sedwick **Fourth Avenue Merchants' Association**  
John Updike **City Real Estate Administrator**  
Tom Warne **Depot Plaza Developer**