

**DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING**

**ACTION REPORT AND SUMMARY**

**Monday, September 8, 2008**

FROM: TDOT Project Manager Shellie Ginn

Chair Gene Caywood called the meeting to order at 5:35 p.m. at the Joel D. Valdez Main Library.

COMMITTEE MEMBERS PRESENT:

- Chair** Gene Caywood, Old Pueblo Trolley
- Vice-Chair (Vacant)**
- David Aguirre, Warehouse Arts Management Organization  
non-voting substitute for Susan Gamble
- David Bachman-Williams, Tucson-Pima Bicycle Advisory Committee
- Mindy Bernstein, West University Neighborhood Association
- Chuck Bressi, Iron Horse Neighborhood Association  
non-voting substitute for Jonathan Levy
- John Burr, Armory Park Neighborhood Association
- Christopher Carroll, El Presidio Neighborhood Association
- Charles Davis, Barrio Anita Neighborhood Association
- Daniela Diamente, Dunbar-Spring Neighborhood Association
- Susan Gamble, Warehouse Arts Management Organization
- Gerald Juliani, Tucson-Pima County Historical Commission
- Mary Ellen Wooten, Tucson-Pima Arts Commission

PROJECT TEAM PRESENT:

- Shellie Ginn, Tucson Department of Transportation
- Mike Barton, HDR Engineering, Inc.
- Tim Ahrens, HDR Engineering, Inc.
- Joan Beckim, Kaneen Advertising & Public Relations, Inc.
- Corky Poster, Poster Frost Associates
- Britton Dornquast, MainStreet
- Lisa Ribes, Wheat Scharf

AGENDA ITEM/COMMITTEE ACTION

STAFF ACTION

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
<p><b>1. <u>Meeting Called to Order</u></b> Quorum confirmed.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>2. <u>Introduction of Committee Members and Staff</u></b> CAC and Project Team Members introduced themselves.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>3. <u>Approval of Meeting Minutes</u></b> Daniela Diamente: Asked if there was a procedure to answer questions that may come up during the Call to the Audience that the CAC are not allowed to answer and whether or not the minutes should reflect that. Shellie Ginn and David Bachman-Williams explained that if there is a specific request, then staff will follow up with that individual, or the Committee can request that a certain issue be placed on a future agenda as an item for discussion.</p> <p>Chuck Bressi: Asked about the discussion that took place during the last meeting regarding bicycles in the alignment of the railroad tracks. He wasn't sure how that discussion fits into this project and asked why that discussion was in the minutes. David Bachman-Williams said it was a</p>	<p><u>MINUTES APPROVED WITH REVISION - POSTED ON PROJECT WEB SITE</u></p>

<p>peripheral issue and that the subject wasn't directly the alignment or the road, but the road affects everything around it so it makes sense to discuss it. Chuck suggested that the minutes should reflect that this issue is being addressed by a different project so everyone is clear that this issue is not being worked on by this group. Item 5 of the August 11, 2008 minutes will be revised to show that the Citizens Liaison Group for the Modern Streetcar Project is managing this issue.</p>	
<p><b>4. <u>Call to the Audience</u></b>  Paul Buckwalter, member of Dunbar-Spring Task Force for the Downtown Links Project: The task force is heavily invested in the urban design process for this project. He was formerly a community organizer in Cincinnati and a faculty member of the graduate department of urban planning at the University of Cincinnati and has been through this before. The present urban design process we are going through is very exciting but one of problems they came across in Cincinnati was that there were not the financial resources available to put a good part of the urban design plan into effect. He made a cautious recommendation to the CAC to begin pressing the City for the economic analysis of what will be available not only for building the roadway, but also the frosting on the cake.</p> <p>Hallie MacIntyre, Journalism student at University of Arizona: She has chosen to write about Downtown development and revitalization and will be present at all the meetings. She asked if anyone would not want her to use their comments in her story which stays within the classroom. With no response, she thanked the CAC for their cooperation.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>5. <u>Announcements</u></b>  Gene Caywood: Announced that Don Durband will be resigning from the Downtown Links CAC and thanked him for his years of service and also for serving as Vice Chair. After a round of applause for Don, Shellie Ginn suggested a letter of thanks from the group. The CAC will need to elect a new Vice Chair so Gene asked that the committee consider that and asked that this item be added to the next agenda if Don has resigned by then.</p> <p>David Aguirre: Announced that the Warehouse Arts Management Organization (WAMO) has a meeting on Wednesday at 5:30 at the Dunbar Spring Auditorium. Susan Gamble will make a presentation on WAMO and the warehouse district. Daniela Diamante said that the intent of this meeting is to get some neighborhood input from those most impacted by some of the development ideas that WAMO has.</p>	<p><u>ACTION ITEM FOR NEXT AGENDA</u></p>
<p><b>6. <u>Staff Reports and Presentations to CAC</u></b></p> <ul style="list-style-type: none"> <li>• <b>Land Use, Design Elements and Enhancements – Update on Content and Progress from Urban Design/Land Use Meetings</b></li> </ul> <p>Corky Poster, Poster Frost Associates, updated the Committee on the urban design meeting schedule and progress made since the last meeting. He thanked Paul for his comments and said that the urban design presentation made at the last meeting dealt with the budget showing that certain items in the urban design will be paid for by the RTA, other items that will be paid for by other funding sources, and items of urban design that are regulatory in nature. This presentation can be viewed at <a href="http://www.downtownlinks.info/Documents/CAC/Presentation_2008_08_11.pdf">http://www.downtownlinks.info/Documents/CAC/Presentation_2008_08_11.pdf</a></p>	

Corky reported on three urban design meetings already held. The first was a public workshop at Dunbar Auditorium on August 25. About 70 people attended and were updated on the progress of the urban design issues, the new alignment, and some of the impacts of the new alignment on the urban design process. Two groups led by Corky and Lisa Ribes of Wheat Scharf, each worked over an aerial photograph focusing on 9<sup>th</sup> Avenue and the Citizens Warehouse. They looked closely at the issues of the new parcel that will be created by the alignment south and east of the Citizens Warehouse, and about 9<sup>th</sup> Avenue where the Links will be going underneath the railroad tracks. They received positive input and different ideas and believe they made good progress. The intent is to develop two to three design concepts from those comments and take them back to the Dunbar Spring NA meeting on September 15 for feedback.

The second meeting was held with the Barrio Anita NA. This meeting had a different purpose because there are a lot of different people, groups and agencies that have control of land within Barrio Anita, i.e. Oury Park, Davis School, state land, etc. It was a very productive meeting and although each group knew what they were doing individually, they weren't aware of what other groups were planning. A follow up to that meeting on September 22 will start to address how to solve some of the issues that were discussed.

The third meeting with Benjamin Supply was to understand what the impact will be as Downtown Links heads north immediately west of Benjamin Supply. They discussed truck and semi-truck turning radii and one of the critical issues is the access to the area off of Downtown Links and how that impacts developable or developed parcels. This issue is pertinent to the Citizens Warehouse site, Benjamin Supply site, and also the property west of Downtown Links across from Benjamin Supply. They met primarily to discuss Benjamin Supply's technical concerns relative to their continued use of the property during and after construction. A follow up to that meeting will be in October when a discussion takes place regarding the triangle west of 4<sup>th</sup> Avenue.

Chris Carroll: Asked about the railroad's requirements for the at-grade 9<sup>th</sup> Avenue bicycle/pedestrian crossing. Michael Barton from HDR said that the railroad does not have specific guidelines for these types of crossings so a draft of those guidelines will be presented to the railroad for them to work on together.

Mindy Bernstein: Expressed concerns about the lack of language regarding the 9<sup>th</sup> Street decking because of its importance to the Dunbar Spring area and she is uncomfortable not having anything concrete with the railroad on how the decking will look. Corky said that the deck and bridge are separate issues and the railroad will require that there be no physical connection between the deck over the project and the railroad bridge because the bridge is not within their purview. What is in their purview is the potential pedestrian/bicycle crossing across their tracks. Michael added that the intention is to design the deck separate from the railroad structure and UP can comment on that structure, i.e. how much width, structural issues, etc. A meeting is being set up to go over those issues with the railroad.

Daniela Diamente: Asked if there had been a conversation at the Benjamin Supply meeting about pedestrian/ bicycle access at 7<sup>th</sup>, and if not, she

recommended that be discussed at one of the meetings. She also mentioned that some members of Dunbar Spring had attended the WUNA meeting expecting to see a presentation on this project and it didn't happen so she asked that the CAC be alerted to changes in the meeting schedule. Corky said that he had a partial conflict with the WUNA meeting so his presentation was postponed until the next meeting and that he will try to keep the committee informed. Regarding the discussion of the bicycle path, Corky said there was a discussion at the Benjamin Supply meeting that the north side of the Downtown Links multi use bike path is going into downtown at 7<sup>th</sup> Avenue at the at-grade crossing and at the same time is likely to switch sides and continue along the north side of the railroad tracks, over the face of the Stone Ave. underpass, the north face of Citizens and BICAS.

Charles Davis: Asked for clarification on the bridge having to be totally separate from the deck. Michael said that the at-grade crossing will be in the vicinity of where it crosses at 6<sup>th</sup> Street now and then they move the bridge to the north as they shifted the alignment. The railroad structure is moved to the north but the physical at-grade crossing, along the existing 9<sup>th</sup> Avenue alignment where it intersects with 6<sup>th</sup> Street, is where the at-grade crossing for bikes and pedestrians will be located.

- **Public Art Process**

Mary Ellen Wooten, Tucson-Pima Arts Council, reported on the Call to Artists. They are currently asking for the Request for Qualifications with a deadline of October 27. The design process will go through 2010. The public art budget is \$650,000 which is 1% of the project budget that could be split by multiple artists or teams. Of that amount, \$100,000 will be withheld for the future as they move forward in the design phase so that they can possibly do another Call to Artists and get several emerging artists that can do artwork for smaller commissions. The announcement of the finalists will be November 12 with an artist on board around February 2009 after interviews and approvals. The typical public art panel is seven members and is usually comprised of representatives from the funding department, a project professional, two community members, and three artists. Because the CAC is a large group and because the road goes through such a large geographic area, TPAC is recommending having a representative from each of the seven neighborhoods that are represented on the CAC and also a representative from other groups that have a geographic connection, such as WAMO, Fourth Avenue Merchants, and the Downtown Partnership. After a thorough explanation of how the Call to Artists was conceived and structured, Mary Ellen answered various questions asked regarding the commission and budget amount of the project.

Charles Davis: With respect to the deadlines for art production and installation, the RTA said that they are ready to go with the western end of the project and he assumes that if the art will be imbedded in the project, mid 2010 to June 2012 seems too far out for that segment. Michael Barton said that they are looking to accelerate some of it, but the intent would be to incorporate the selected artist into the design process as soon as possible. The design process for the segment between I-10 to Main Ave. may be a year or less and he will have more schedule information soon. They will not begin design until the urban design process is complete so they can get any recommendations that come out of that process and the Final Urban

Design Report is due in December. The Call to Artists Application and Request for Qualifications will be posted at [www.downtownlinks.info](http://www.downtownlinks.info).

**A Motion was made to endorse the Call to Artists proposed by Mary Ellen Wooten of the Tucson-Pima Arts Council also considering all comments and discussion. Motion Seconded and Passed unanimously.**

- **COT Process for Property Relocation and Acquisition**

Mack Dickerson, Tierra Right-of-Way, made a presentation regarding real estate acquisition and relocation for the Downtown Links project. A detailed presentation PowerPoint can be reviewed at <http://www.downtownlinks.info/Documents/NewAcqandRelo.pdf>

Mindy Bernstein: Asked if there was an option that if abandoned land were found that could accommodate a business, could historical properties be moved rather than finding a building outside where they are currently located, physically move the building? Mack said he doubted that the City would pick up a historic building and move it somewhere else because it would be extremely difficult and expensive.

Daniela Diamente: Asked for clarification on where acquisition and relocation costs come from. Michael Barton confirmed that those costs will come from the project's \$75 million budget. She asked if anyone has an idea of how much of this budget will go towards relocation and acquisition. Mack said that he has just been tasked with preparing real estate budgets for the City.

Mindy Bernstein: Asked if Tierra Right-of-Way could work with the CAC on how they are evaluating the buildings that they're losing. Mack said that he would prefer not to because he does not want his staff biased in any way.

Daniela Diamente: Made a recommendation that the budget for acquisition and relocation be a topic of discussion at next month's CAC meeting and that the committee be able to see rough estimates of how much those expenses will be. She also said she was curious why the City was trying to acquire drainage easement behind certain property at the future deck site in exchange for right-of-way which is public property and was trying to purchase this through a private individual rather than paying for it through this project's funding. Shellie Ginn said that they can bring in Real Estate staff to answer those questions.

Chris Carroll: Asked if part of the funding for solving drainage problems is from the drainage fund rather than the traffic fund and if the big culvert is being funded separately from the \$75 million dollars. Michael Barton confirmed that the culvert relocation is part of the budget for Downtown Links.

- **Business Assistance**

Britton Dornquast from the Regional Transportation Authority's MainStreet Program, presented the group with information dealing with issues specifically related to business assistance for businesses. A detailed PowerPoint presentation can be found at [http://www.downtownlinks.info/Documents/MainStreet\\_Business\\_Assistance\\_PPT.pdf](http://www.downtownlinks.info/Documents/MainStreet_Business_Assistance_PPT.pdf)

MOTION MADE,  
SECONDED AND PASSED  
UNANIMOUSLY

INFORMATION FROM COT  
REAL ESTATE WAS  
EMAILED TO CAC  
MEMBERS

John Burr: Asked if MainStreet's services were available for any transportation project in Tucson. Britton said that currently they are only working with RTA projects, however, their program is designed to be scaled out for use by other organizations

• **Project Phasing**

Michael Barton spoke about the urban design element which will go through the end of the year and they are targeting December 31 for the Final Design Concept Report to be completed. While this is going on they are going through engineering analysis on drainage that is being reviewed by the City and an independent consultant to make sure they're working together. There will also be a technical report on the 6<sup>th</sup> Street alignment and once they have been reviewed, they will be presented to the CAC. Some of the cross-section elements are being developed in the urban design meetings so they are trying to fold all that together. The report will incorporate urban design issues, engineering issues and starts to look at a phasing plan for building the project. They have also been asked to look at a couple of segments to expedite. One is from St. Mary's to Granada because it seems to have the least amount of issues and less complicated construction, and the other is the 8<sup>th</sup> Street drainage component where the maintenance facility is planned to be. Another issue is that a bid just went out for Mountain Avenue and they're seeing a more favorable bidding climate so in this environment if they can get going sooner they may be able to realize some cost savings.

John Burr: Asked when they will be looking at proposals for Broadway connecting to Fourth Avenue and the Sixth Avenue connection. Michael said they do have meetings scheduled within the next few weeks with ADOT to review how the Broadway TI will work. After that he will report to the CAC.

David Bachman-Williams: Asked if the CAC would not be involved in the design of the TI if the City is working with ADOT. Michael said that ADOT controls Aviation Parkway at Broadway and there are joint issues at the intersection they need to work through and resolve. They will try to develop a tighter, more standard type of intersection that is more pedestrian and bicycle friendly.

Chris Carroll: He read that the City is considering property swaps as part of this project which includes a lot of structures in the warehouse district and asked how much property can be purchased or traded. Shellie Ginn said there is a lot of discussion on this right now but she does not have any details because it is preliminary at this point. As the City works with ADOT to try to identify how to deal with some of the properties, she will relay this to the CAC.

Daniela Diamente: She is concerned about the budget and wants to see that and until we understand that she is concerned about those buildings that are in the pathway and preventing "holes in the ground" where money ran out so the Sanjin building was taken down and wasn't mentioned in this meeting so the committee needs to see that there is some sort of moratorium on buildings coming down until they have an understanding of the budget and scope of the project being completed in its entirety.

<p><b>A Motion was made that no buildings come down until this project can be fully funded. Seconded and passed unanimously without further discussion.</b></p> <p>Daniela Diamente: If the section in front of Davis School will be expedited, the neighborhood has been working on projects foreseeing construction limiting bike and ped access at other crossings in the neighborhood, they would like to pass on that information to the engineers.</p> <p>Mindy Bernstein: She believes there should be steps developed to prioritize the decking, the landscaping, so they know what to build first for a more livable discussion. Michael said that after they complete the urban design process, they will have a list of some of the things they are looking to incorporate and compare that with the ultimate budget they have available from the RTA. Corky Poster said that one of the reasons for the Barrio Anita meeting was to get to some of those issues.</p> <p>Michael Barton said that there was a request that they provide the meetings notes from the meetings with the railroad and those have been posted on the web site and have been forwarded on to Mr. Kromko who made the request of the CAC.</p>	<p><u>MOTION MADE, SECONDED AND PASSED UNANIMOUSLY</u></p>
<p><b>7. <u>Next Steps</u></b></p> <ul style="list-style-type: none"> <li>• <b>Discuss dates and items for future meetings</b></li> </ul> <p>Shellie Ginn said that there is a request to discuss the preliminary budget at the next meeting so they will bring the information they have with the understanding that it is very rough and subject to changes. Materials and amenities have not yet been identified and are being developed over the next six months so this budget will be changing as priorities are set by this committee and by the RTA. Also a request was made to discuss drainage and real estate. A standing item will be for Corky Poster to come back to discuss the urban design meetings.</p> <p>Gerald Juliani: Asked that the committee talk about the potential for using rubberized asphalt which cuts down on road noise. That item will not be placed on the next meeting agenda, but in the near future.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>8. <u>Call to the Audience</u></b></p> <p>Terrance McMahon, Dunbar Spring: Wanted to emphasize on the drainage and would like to see a report of drainage all the way to the river and not just at Perry. He wants to know what will happen to the flood plain in Barrio Anita, Dunbar Spring and El Presidio and a FEMA report on that. He would like to see all this before the bike path, before the decking, before public art because the first thing you do is put the underground in and put the road on top of that so if the drainage is not figured out then we're jumping ahead talking about money for art and other things. The state and city are losing money on tax receipts, will there be budget cuts on this and you need to consider inflation. The 17.5-foot underpass, will that still go in or is it going to be 15 feet which is the state minimum. That will add to the drainage problem too. There is a resident near Originate that will have to be relocated .</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>9. <u>Adjournment</u> at 7:55 p.m.</b></p>	