

**Downtown Links Land Use Workshop Comments**  
**March 11<sup>th</sup>, 2008**

Table one

- Potential loss of artists and artist studio spaces and a community that is established and had been thriving for a long time.
- Housing affordability issues within the affected area.
- 9<sup>th</sup> Ave./5<sup>th</sup> St. area – am worried about the impact of construction and traffic on 100 year old building
- This project's roadway will increase traffic in residential areas.
- Remove the pedestrians from underpass – narrow underpass by 12 feet.
- Place bicycle/pedestrian at grade to avoid buildings.
- Reduce the size and impact of culvert by implementing decentralized water harvesting in adjoining water shed.
- Need to keep 'arts' community and feel intact.
- Replace demolished property/buildings with parks, arts buildings, and green spaces - no corporations!
- Low income and affordable buildings need to be built – offer cheap rent.
- 6<sup>th</sup> Street needs to be turned into a green space.
- A bicycle path on the side of Stone.
- Extend art walk west of Steinfeld – make art walk throughout the entire project area.
- Needs to be friendly to annual/seasonal events (gem show, 4<sup>th</sup> Ave. Street Fair, rodeo, parades, processions, etc.)
- Make it an arts entry feature.

Table two

- Capture water from Nekl Rd. and filter similar to Mountain Ave. to water new landscaping.
- Large scale water harvesting tanks NN to be incorporated (not only to water plant materials for the sustainability aspect of this design to be factual, not just a use of a modern catch phrase.)
- No future 6 lane on 6<sup>th</sup>.
- Have separate bike facilities.
- Can a 3<sup>rd</sup> rail line fit over the historic Stone Ave overpass?
- Can BICAS be saved when the 3<sup>rd</sup> rail goes in?
- Real alternatives need to be discussed.
- New land should provide affordable artist space and opportunities for the neighborhood.
- New land (old 6<sup>th</sup>) should still serve as a public benefit.

- Would the old alignment work if the clearance under the old railroad were 14'?
- Does a narrower cross section mean a lower clearance?

### Table Three

- BICAS/ Citizen's Warehouse should not to become "condos" as part of a land swap.
- BICAS/Dunbar Spring community should be given the first opportunity to buy Citizens Warehouse.
- Doesn't solve car and traffic issues.
- Concerned that the wide section is for a future six-lane roadway.
- Narrow the roadway and put separate bike/pedestrian facility at grade.
- Between 9<sup>th</sup> Ave./Stone – make art walk and gem show friendly.
- Why are we planning for more pollution when we want less?
- Parallel parking is the recommended on street parking.
- Diagonal back in parking is not preferred. It is very dangerous, unpredictable and drivers get angry and confused.
- Front diagonal parking is not preferred either but is a better alternative to back in parking.
- Are we turning Tucson into Phoenix?
- Fear of developers driving up rents and driving out artists.
- Time frame concerns: How are pedestrians to carry on every day during construction.
- Want more public transportation (light rail, street car, buses).
- Make bike rentals available.

### Table Four

- What about leaving the railroad crossing at Grande?
- How is traffic improved with intersections at 6<sup>th</sup>, 7<sup>th</sup>, and Stone?
- Railroad comments are "hearsay" No documents provided.
- Concerned that it's all to save El Mirador lot...
- Roadway can't be on surface S. F. railroad tracks.
- Can't destroy Stone Ave. underpass.
- Adding old 6<sup>th</sup> St. rights of way area is a benefit to the arts district.
- Consider a larger deck - put proposed railroad park on top.
- May need vehicle access to cut transfer over the deck.
- Ash Ave. access if possible.
- Narrow underpass!! Bikes and pedestrians above.
- Concern with width and proximity to nearby structures.
- Narrow underpass to make additional lanes impossible!! – Adding trees gives the appearance that a wider road is planned.
- Bike path along railroad.
- Maintain traditional footpath across lot at 5<sup>th</sup> St. and 9<sup>th</sup> Ave.

- Access to Citizens. 9<sup>th</sup> Ave. with minimal vehicles.
- Keep the 6<sup>th</sup> St. rights of way open – Gem Show/arts uses.
- RR whistle free zone is GOOD!!
- Pedestrian access important to potential development (El Mirador .... potential new lots).
- Multi-use path from 4<sup>th</sup> Ave. to El Paso Greenway.
- Bike connection up 7<sup>th</sup> Ave. to University bike path.
- South – facing retaining walls – Plant w/ vines etc to keep wall cool.
- Public art everywhere – Bridge/deck facing south. Retaining walls – Public art that provides shade.
- Keep proposed land use changes along 5<sup>th</sup> St. north of the roadway.
- Public restrooms/showers.
- Drainage is way too close to 534 N. Ash Ave.
- Ash Ave Historic Artwalk.

#### Table Five

- The need for bike and pedestrian connectivity during construction.
- Does not see the need for parking in the area of BICAS.
- Would like to see no roadway improvements.
- Roadway will obstruct aesthetic integrity of the area.
- Group will fight and stop the roadway no matter what.
- Want to see improvements on the existing roadway, more bike lanes, and fix potholes.
- Separation and high interface with bikes and pedestrians.
- Build a good gateway.
- Why the clearance – 14 vs. 17 for cars at the railroad.
- The necessity of drainage.
- Believe the railroad crossing could be improved without an underpass.
- Improve drainage on existing 6<sup>th</sup> St.

#### Table Six

- Asphalt removed from the old 6<sup>th</sup> St. alignment.
- Make parks and open spaces.
- Like bike/pedestrian bridge.
- Keep the remaining buildings as art space.
- Signal at Church.
- Railroad/bike underpass? At 9<sup>th</sup> Ave.
- Eliminate bike and pedestrian facilities to narrow road.
- Bike lane separate from road by landscaping.
- Gardens in open space (bid request).
- Less appearance of roadway. Fewer screen walls/ more park like.
- Like alternative alignment.

### Table Seven

- Adjust land use
- Child car center
- After school program centers.
- Outdoor classroom from pre-K to 6<sup>th</sup> grades.
- Concerned about disconnecting the neighborhoods.
- Hospital/medical.
- Section 106 process – historic land use.
- Compliance with the clean water act.

### Other comments received by project team

- Trees with low water use.
- As natural as possible.
- All meetings need to be posted on the website!
- What is the real use of reconstruction? Having a highway run through the neighborhood is not safe for the neighborhood and will bring blight, especially around BICAS, which is a staple of the community. Brings more pollution and noise.
- Put all of the alignment underground (tunnels) and maintain all of the current buildings.
- Why was the alignment changed without due diligence and dialogue with the community?
- Have the highway go from the corner of 6<sup>th</sup> Street and 7<sup>th</sup> Ave., through the parking lot between Stone and 9<sup>th</sup>, and connect to Church.
- We care about preserving the buildings and the character of the neighborhood rather than the Stone Ave underpass.