

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING

ACTION REPORT AND SUMMARY

Monday, March 19, 2007

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** Don Durband (Tucson Downtown Alliance)
- John Burr (Armory Park Neighborhood Association)
- Natasha Winnik (Dunbar-Spring Neighborhood Association)
- Christopher Carroll (El Presidio Neighborhood Association)
- Mary Ellen Wooten (Tucson-Pima Arts Council)
- Jonathan Levy (Iron Horse Neighborhood Association)
- David Bachman-Williams (Tucson-Pima Bicycle Advisory Committee)
- Gerald Juliani (Tucson-Pima County Historical Commission)
- David Aguirre (Warehouse Arts Management Organization)
- Charles Davis (Barrio Anita Neighborhood Association)
- Korey Kruckmeyer (Pie Allen Neighborhood Association)

PROJECT TEAM PRESENT:

- Andrew Singelakis, TDOT
- Shellie Ginn, TDOT
- Mike Barton, HDR Engineering, Inc.
- Joan Beckim, Kaneen Advertising & Public Relations
- Corky Poster, Poster Frost

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
1. Meeting was called to order at 5:36 p.m.	<u>NO ACTION REQUIRED</u>
2. Introduction of Committee Members and Staff	<u>NO ACTION REQUIRED</u>
3. Approval of Meeting Minutes The minutes of the December 11, 2006 meeting minutes were approved with no changes.	<u>APPROVED MINUTES POSTED TO WEBSITE</u>
4. Announcements Shellie Ginn announced that the City of Tucson will hold an Open House on Wednesday, March 21, 2007, in the Historic Train Depot from 4:30 p.m. – 6:30 p.m. Projects to be highlighted are Modern Street Car Project, Downtown Links, 4 th Avenue Underpass, UA Master Plan and Rio Nuevo Project. Mike Barton gave the CAC an update on traffic issues and questions asked. One question asked was regarding a potential diversion to 22 nd street and that response is in the meeting packet for today. There was	<u>NO ACTION REQUIRED</u>

<p>also a request for a posting of traffic information. Some of the traffic information that was collected during the initial part of the study is on the website. As reports are developed and finalized, those will be put on the website as well. Another question was about the environmental process that is going to be carried out as part of this project. This is a locally funded project through RTA, and the use of federal funds is not anticipated, therefore, there will not be a federal environmental process. However, the city does have its own environmental process which outlines how the City intends to resolve some of these issues.</p> <p>Gerald Juliani said that there seems to be a bit of confusion in reference specifically to the 4th Avenue Underpass that is part of Downtown Links. SHIPO (State Historic Preservation Office) has advised him that it is erroneous to believe that they're in or out of the picture because of the source of funding, be it federal or state, and they say that they are in the picture because it is on the National Register of Historic Places. The source of the funding, be it state, federal or city, is not the key. The criteria is that the 4th Avenue Underpass is on the National Register of Historic Places, and therefore SHIPO has told him that they fully expect to review all plans, and as far as they are concerned, the Historic Commission should review it before they do so they can get the Historic Commission's input of their view.</p> <p>Mike Barton said that he couldn't speak for the 4th Avenue Project, but it is their intent to work with the City's Historic Preservation Officer, Marty McCune. She has been involved in everything thus far and they will probably be scheduling a meeting in front of the Historical Commission once we have some of the details or alignment and design finalized.</p> <p>David Bachman-Williams said that he was looking at the numbers of westbound traffic entering downtown. It says that 12% go Southbound on I-10, 11% goes west onto Congress and 22% go Northbound on I-10. David asked if the remainder 50% if the traffic remains downtown? Mike Barton said that traffic stays in downtown or disperses into the downtown area, i.e. North 6th and North Stone.</p>	
<p>5. Call to the Audience No Comments.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>6. Update: Steinfeld and Citizen Warehouses Corky Poster, with Poster Frost Associates, explained his evaluation and study of the Steinfeld and Citizen Warehouses. He had been asked to look at the historic characteristics of both buildings, at analyze the structural, electrical, mechanical, architectural and programmatic needs of each of those buildings, and put together a report that puts forward some very specific recommendations about the restoration of those buildings - in particular their future with regard to the proposed underpass, under the railroad tracks, at 6th Street. Union Pacific runs diagonally northwest and southeast, and crosses 6th St. right around the 9th Avenue location. In addition they took a hard look at each of the</p>	<p><u>NO ACTION REQUIRED</u></p>

buildings and what it would take to get them into good shape, and how the buildings would withstand the building of the underpass. In about 3 weeks a report will be ready on both the buildings. In that report we will divide our recommendations into four categories: health and safety issues; code compliance issues, what aspects of the buildings might not be immediately dangers but are shortcomings with regard to building safety and building code; programmatic issues, because each building was designed to deliver a certain program within them, so what improvements need to take place to better deliver those programmatic improvements; and lastly maintenance issues, what you would invest to keep the property a good investment for future upkeep. The report will go into detail about the four categories and will include a cost estimate for all the recommendations. He has been in contact with the tenants and leaseholders as well as the structural and system engineers of the underpass because the projects are closely related.

Overview of the problems in the buildings:

Steinfeld Warehouse, built in 1907, is made up of triple wyeth brick, 3 layers of interlocking brick. It is a soft jumbo brick and is severely water damaged. The mortar has a high lime content, which also makes it soft. It is un-reinforced masonry, with no steel running up the walls to give lateral stability or horizontal stability to protect against high winds or earthquakes. The brick wall sits on a rubble-stone masonry foundation taken from the 'A' Mountain quarry. It is called a rubble foundation because the mortar which once used to be there is no more, and it has no steel to reinforce. You can see the foundation in the basement. The structure is a post and beam building, which means the interior rests on large posts (16 x16), creating essentially an interior wood-framed structure that largely bears on the walls to the north and to the south. On top of that is the roof, and then rising from most of the building are un-reinforced parapets. From an earthquake standpoint the roof and walls are not the most structurally sound. The current roof in the building is not particularly attached to the walls. The roof sits in a pocket on the wall and bears down on the wall. The connections of roofing with the wall are very important and connecting the roof to the walls is a high priority. The building is fragile, a lot of damage to the outer brick, large amount of water damage to the eastside, and brick erosion, and a large crack on the northwest corner you can follow up to the ceiling.

Strategies to improve the Steinfeld Warehouse are to repair the problems in the brick by putting in new brick, mortar and patching the brick and also putting in a new roof diaphragm, which is a layer of plywood on top of the tongue and groove structure that sits above the post and beam and probably installing a large steel angle above the entire interior of the walls connecting to the beams or bolting all the way through the wall making the roof and walls much stronger. There is no heat in the building. Air conditioning should be installed in the building. Electrical issues must be brought up to code as well.

The Citizens Warehouse is a bunker and you couldn't knock it over if you wanted to. It is poured in-place concrete with 8-foot diameter concrete columns. The only damage is to a 1951 addition, where there is brick settlement damage. The contrast between the two buildings is great. The Citizens Warehouse was built in 1929. The first floor of the eastern portion built in 1929, the second floor and the western brick portion were additions in 1951. The building is structured for two or three additional floors on top of its current structure. It has poured in-place concrete capitals, floor slabs, and just literally a bunker. Built for storage and has substantial floor load capability.

What is the relationship between the planned underpass and the Steinfeld building? A piece of equipment will drill holes 50 feet deep, 4 feet wide, 8 feet from the Steinfeld building, 3 feet off the face of the building. The equipment drills the hole and fills it with steel and concrete and the concrete shafts will be close to each other. If the dirt is dug out when these are poured in place, the question is what is the impact of drilling all these holes right next to the Steinfeld warehouse in process of building the tunnel? Once these are in place the Steinfeld building will be more stable – what is the process like to drill these shafts and what impact will it have on the building? It depends on the nature of the soil which is filled with rocks and if one of those rocks is hit by a drill. Construction will not start for at least 3 years so we would recommend, if it financially feasible, that this building be reinforced to withstand future work of building the underpass.

7. Land Use and Neighborhood Stakeholder Meetings Update

The intent of the land use and urban design land aspects of the project was to divide the site from Broadway to I-10 into five different districts and we have completed a total of 10 meetings – 2 meetings with each of the five districts. The first meetings were factual presentations and from that concept plans were assembled presented at the second meetings. The next phase of meetings will start soon. At the third meeting we will present more elaborate plans for each of those areas. Based on the feedback from those districts and because a lot of the same people were there, it was decided to combine the Stone to Oracle and Oracle to I-10 Districts which includes Dunbar Spring and Barrio Anita. This will give them a better sense of how that area might develop. There will be another meeting for the Sixth Avenue to Stone section and then Ironhorse district and 4th Avenue district will be combined. There was good feedback to the conceptual drawings that were presented.

David Aguirre updated the group saying that there was a meeting with Steinfeld artists and TDOT and ADOT regarding a liability waiver that ADOT will be presenting to them later in the week. In the meantime they will remain in the building past March 31 and then wait to see what happens.

NO ACTION
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8. Design Issues: Cross Section/Profiles; Underpass; Renderings

9. Modern Streetcar – Maintenance Facility

Mike Barton updated the group on Design Issues of the Cross Section/Profiles, Underpass and Renderings as well as the Modern Streetcar.

Since the December meeting, a draft location report was developed and was circulated for review. The report documents how the particular alignment was chosen, and the changes from beginning to the current alignment and includes an executive summary. HDR has received comments from City Staff and are currently in the process of reviewing them. Review should be done by the end of the month and a copy will be emailed to members in PDF version. A hard copy will also be made available as well as posting them on the website.

Corky Poster mentioned that HDR has been very busy reviewing the Steinfeld/Citizen warehouse issues which have been a huge part of the project. HDR has been working and meeting with Poster Frost to work through all the issues. Both teams were uncertain whether building the underpass would affect the warehouses, so a soil expert was brought in to inspect the soil. The pending results will impact all project work in that area and it will determine the project team's limitations. HDR is working on the alignment of this project which is currently set at an 8 foot minimum from the face of each building. If the alignment has to move in either direction the team will start to look at reducing lane sizes and other changes to make this alignment work. Those changes would also affect pedestrian traffic. The renderings will help illustrate the changes needed.

Coordination with other projects:

There are many other projects in the downtown area in different stages of development. HDR has been working with the 4th Avenue Design Team. Mike Barton has some ideas about how to take advantage of the changes that will be done on 4th Avenue and how to incorporate them into the cross sections with the other projects and will update the group once he has the cross sections available to show. The goal is to coordinate construction to alleviate bicycle and pedestrian issues at and near 4th Avenue.

The Modern Streetcar project has been moving forward. The current alignment will be presented at an open house on Wednesday March 21 for public comment. The Modern Streetcar does impact this particular job. HDR doesn't think it will be a large impact, in fact they think it can be a benefit.

One issue with the Streetcar project is the location of a maintenance and storage facility. When the project was initially conceived there were two potential locations, both north of 8th street near the OPT and O'Malley's Bar. The properties are worth a considerable amount of money and the city is not willing to give them up for a maintenance and storage facility.

NO ACTION
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HDR is looking for City-owned property along Stevens Avenue, behind the Maloney's Building, for the maintenance and storage facility. Stevens Ave. might need to be closed for the storage facility to go in and they are trying to keep all other impact zones and alignment as close to the railroad tracks as possible. Still working on access issues for the businesses and where they will be able to receive deliveries.

In regard to the 1-way, 2-way ongoing debate by the City of Tucson and the Downtown area representatives about downtown traffic circulation, they have decided to look at a 1-way Congress and Broadway pair. It has traffic impacts on this facility and the entire network. We are moving forward under that assumption.

Now that they made the 1-way decision, HDR is taking all projects into account and working on traffic issues that might arise downtown. They are looking at specific intersections including Downtown Links Facility 6th Street and how it will all operate. They are dealing with timing issues of the traffic signals as well as the addition of turn lanes. Also looking at the Broadway TI area where there is more room, so they will look at lane and signal modifications scenarios to find the optimum modification. HDR is less concerned with this intersection because there is a lot more area in which to work. They are also working on the preliminary geometry of all the cross sections.

Potentially Stevens Avenue could be closed from the entrance to Maloney's to 8th St. which is about a ½ block. Regarding the Broadway alignment the plan is to keep some of that extra room near Broadway as pedestrian/public access. We will make use of that extra space and make a buffer for Ironhorse Neighborhood.

Comments from members:

Jonathan Levy: The Ironhorse Neighborhood plan has proposals for that land.

David Bachman-Williams: The extra space near Broadway would help with bicycle needs. The alignment should be closer to the railroad and hopefully take out the on and off ramps from Broadway to Aviation because those are destructive to multi-modal thinking. They are vehicle friendly but ignore all others, pedestrian, bus and bicycle etc. The closer you align it to the railroad, the more room for the park. He asked that the City take another look at the alignment south of Broadway and realign it to not have on and off ramps. He also thinks that if the lanes are narrowed to 11ft., that will slow all traffic and make it safer for all.

Natasha Winnik: Requested buffer area between street and bike lane.

Mike Barton said that he's not sure if it is possible to add buffer between the bike lane and roadway because those are usually in the roadway, but as for the multi-use path a buffer can be added there. Changes on 5th Avenue will be based on the look of 4th Avenue. Parallel or angled parking on one side, striping the roadway and give the street definition. No plans for a bike lane on 5th because it isn't high traffic – it is more like

<p>a local traffic thoroughfare. Wider parking area than normal. At 6th St. not sure whether we will need a separate right-turn lane and two left lanes. More traffic studies are being conducted now and that will define that need.</p> <p>Regarding the Benjamin Supply lot, they're trying to accommodate parking and loading area for them along 7th Ave. which will be 5 lanes. Benjamin Supply would like double loading parking lot and is trying to purchase the El Paso site but not the site to the west which the city owns. This would be a good area to have pedestrian and bicycle crossings on both sides on the road – this would deviate away from having pedestrian facilities on just one side.</p> <p>The property just west of 7th (property being taken by the alignment) might be isolated by the road – team is looking at options on how to make it work. Two bridges are proposed and they're working with the railroad on the width of bridge needed and access roads to the facility. Also working on safe railroad crossings so they can integrate the no whistle policy at the crossings.</p> <p>Charles Davis brought up the straightening of the Oracle/Drachman intersection that would lead more traffic into Granada at 6th Street. His concern is that would be inconsistent with the concerns of Barrio Anita and Dunbar Springs by making Granada/Main into a major road. Shellie Ginn stated that the Team will have surrounding projects updates for the Committee's information.</p> <p>After some discussion, Natasha Winnik made a MOTION that the Downtown Links Citizen Advisory Committee only consider 11-foot wide lanes north of Broadway for the rest of the alignment. SECONDED by Don Durband. Motion passed unanimously.</p>	
<p>10. Call to the Audience Chris Stebe – Armory Park Neighborhood (Partially unintelligible) Citizen input on 4th Avenue Underpass is needed and needs to be placed on future agenda.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>11. Meeting was adjourned at 7:30 p.m.</p>	