

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING

**ACTION REPORT AND SUMMARY
Monday, June 23, 2008**

FROM: TDOT Project Manager Shellie Ginn

Chair Gene Caywood called the meeting to order at 5:40 p.m. at the Joel D. Valdez Main Library.

COMMITTEE MEMBERS PRESENT:

- Chair** Gene Caywood (Old Pueblo Trolley)
- Vice-Chair** Don Durband (Downtown Tucson Partnership)
- John Burr (Armory Park Neighborhood Association)
- David Bachman-Williams (Tucson-Pima Bicycle Advisory Committee)
- Daniela Diamente (Dunbar-Spring Neighborhood Association)
- Gerald Juliani (Tucson-Pima County Historical Commission)
- Jonathan Levy (Iron Horse Neighborhood Association)
- Charles Davis (Barrio Anita Neighborhood Association)
- Korey Kruckmeyer (Pie Allen Neighborhood Association)
- John Sedwick (Fourth Avenue Merchants Association)
- Joseph Maher, Jr. (Citizen Transportation Advisory Committee)
- Susan Gamble (Warehouse Arts Management Organization)
- Mindy Bernstein (West University Neighborhood Association)
- Christopher Carroll (El Presidio Neighborhood Association)

PROJECT TEAM PRESENT:

- Jim Glock, TDOT
- Shellie Ginn, TDOT
- Michael Graham, TDOT
- Tim Ahrens, HDR Engineering, Inc.
- Mike Barton, HDR Engineering, Inc.
- Joan Beckim, Kaneen Advertising & Public Relations, Inc.
- Corky Poster, Poster Frost

AGENDA ITEM/COMMITTEE ACTION

STAFF ACTION

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
1. <u>Meeting Called to Order</u>	<u>NO ACTION REQUIRED</u>
2. <u>Introduction of Committee Members and Staff</u>	<u>NO ACTION REQUIRED</u>
3. <u>Approval of Meeting Minutes</u> Minutes of the June 9, 2008 meeting were approved and posted to Downtown Links web site.	<u>MINUTES APPROVED AND POSTED TO WEB SITE</u>
4. <u>Call to the Audience</u> Robert Wadlow, Owner, Subway Restaurant and Catering: Has experience working with other neighborhood associations and the	<u>NO ACTION REQUIRED</u>

impacts of commercial development and knows what it's like for neighborhoods to deal with change. The CAC has worked for two years insuring minimal impacts to the Warehouse District and the neighborhoods. The 3.d plan being considered offers amenities such as beautiful and inviting bike and pedestrian connections. Drainage is also a time-critical element of this effort bringing the area out of the flood plain. The grade-separated rail crossing at 6th and Ninth is critical especially with anticipated increase in rail traffic and the opportunity to develop a whistle-free zone in downtown area. Keeping 6th Street and Stone Avenue open is critical to downtown businesses which are already struggling with other construction. Neighborhoods will benefit with property values improving because of a stronger downtown but continued delay, and downturns for businesses in the downtown area, will only reduce their property values. It is time for the CAC to take action and adopt the 3.d plan.

Mary Lou Focht, Owner, Old Town Artisans: Has been watching the Links for many years and 3.d is the best plan by far. It saves important buildings and solves drainage problems, there are no street closures during construction and it saves money. Amenities include attractive pedestrian crossings and bike paths. Urges the CAC to vote today to pass 3.d so we can start work on fine tuning it.

Lori Boston, President, WUNA: She asked the CAC members that if this alignment was going through their neighborhoods, would they be comfortable that they had seen everything and that they had all the information they needed to make an informed decision tonight. WUNA has seen its boundaries erode away over time; they lost a community center and old YMCA and now another part is being taken away because of Downtown Links. Whether a recommendation is made tonight or in August, please be sure that WUNA and Dunbar-Spring have a full voice at the table whether involved in discussion, development or design. The deck and 7th St. crossing have to be part of the design-build and cannot happen after the roadway is built.

Adam Frumhoff, Dunbar-Spring resident, BICAS: He passes through the proposed 3.d route 4-5 times a day and has seen a conflict take shape over the community garden and a dialogue taking place between Dunbar-Spring residents. Within weeks after the news of 3.d, over 30 people began digging garden beds, installed benches, and built a shade structure in protest of 3.d. The City posted No Trespassing signs which were removed after neighborhood complaints and then put up again, a fence was put up and the City attempted to dismantle the shade structure but residents called Ward 1 to complain. TDOT's Real Estate Division had directed that this be done. Dunbar-Spring residents organized and strategized to address the sham process that intended to make 3.d a reality. At the April Character Workshop 200 people disrupted the meeting demanding

proper process and at every meeting since then, any open process exists only because of the expressions for neighborhood outreach. The CAC agreed to an open forum for public input to the proposals which he appreciates but TDOT followed up by presenting alternative alignments without analysis and pushed the CAC to make a decision on 3.d on June 9 which represents a complete disregard to seek community input. Dunbar-Spring residents and allies have clearly expressed their dissent against 3.d via the political infrastructure and grass roots organizing. He begged the CAC to refuse to make a decision on 3.d tonight, shoot it down, and find an acceptable alignment.

Richard Mayers, WUNA: Asked that if an alignment is approved that veers to the north through Dunbar-Spring and WUNA, that their neighborhood be included in the urban design so that they can mitigate any damages to the neighborhood and development opportunities can be nurtured so they can restore the social fabric of all the neighborhoods. He understands and it makes sense why the alignment has to be there, and it makes sense in terms of design requirements which are extremely difficult given the railroad tracks, drainage, not touching Stone Avenue and the Steinfeld Warehouse. He appreciates the CAC's time and effort and the opportunity to speak.

Doug Mance, CART (Citizens Accountability for Regional Transportation) member: He is one of 32 CART members whose mission it is to make sure that the RTA plan is implemented and projects like Downtown Links actually get built which is a part of a very large democratic process. Having seen Tucson grow dramatically, when we cooperate with each other it's almost magical and complicated things get accomplished and when we squabble it's not so magical. One thing he hears from voters is to spend money. This is one of the projects that needs to get done and from what he's seen the CAC is doing a very good job and as a committee it needs to move things forward in a consensus building and expedient way.

Dwight Metzger: He said that consensus is an important thing and the charge of this committee is to do what may not be possible. The CAC had great success the last time they approved the thread the needle alignment, which came after a very long process. The recent process has been just the opposite and citizens have been outraged and demanded more for good reason because they are presented with a radically different alternative with no time for public input which is all they are really asking for and still are. The CAC promised at the May meeting that they would be given a three month time frame. There has been no serious study of the other alternatives. There is pressure to push this through - even the Director of Transportation said that they don't need a vote until August. We only had two days of written notice for this public meeting that was supposed to happen

a month from now because of the sham process. He hopes and expects that the CAC will do what they promised in May and give us this time frame to study these alignments to come up with a consensus for the very best possible outcome.

Erik Ryberg, Attorney for BICAS: BICAS was encouraged by the CAC's decision at the May public hearing to postpone a decision on the alignment until July or August and to review other alternatives. BICAS trusted the CAC to review those proposals but now they wonder if that trust was misplaced. The open house on the alignments featured biased arguments against every alternative with nary a word about the solution those alternatives offered and each alternative was summarily rejected for one reason or another. Whenever an alternative alignment emerges that isn't easy to shoot down, TDOT pulls out one of two trump cards by saying it isn't what the voters approved or TDOT says the railroad won't permit it. From the notes of the only meeting TDOT admits having with the railroad and it does not discuss those issues. TDOT is not being honest with the possibilities and it is the CAC's mission and obligation to insist that it begin to do so. The proposed alignment solves nothing, it creates congestion where it doesn't currently exist, it does not move traffic to I-10 as promised to the voters and will have devastating effects to at least one and probably many neighborhoods as well as permanent negative effects on downtown businesses. BICAS asks the CAC to complete these studies before making a very expensive decision that generations of Tucsonans will regret.

Terrence McMahon: Read a statement from his wife who questioned the rush to approve 3.d as the only viable alternative to the other options that are less invasive. They will have to live with this choice of alignment for a long time and urged the City to take the time and money to make it right. A consultant was hired to suggest how to curve around the Sonoran Desert Market on Oracle Road. Isn't this alignment issue as important? If this was your neighborhood, wouldn't you want a second opinion? Perhaps a fresh look from an outsider could provide an alternative to a below grade crossing that doesn't affect Stone Avenue during construction and provides a safe and effective passageway within the existing 6th Street right of way. She asked that the CAC pass a resolution tonight requesting an outside engineer look at the existing 6th Street alignment. At the last meeting she had some questions about the flood situation along Perry Avenue and drainage improvements. She asked for some reassurance that TDOT is taking into account the consequences to the arroyo outside the roadway. Along with this impact study, she asked for the comparative costs to building an alternative drainage system for the roadway to that of replacing and enlarging the existing system.

Chris Early, Owner of Chris' Café and Chairperson for Merchants Council of Downtown Tucson Partnership: Thanked each member

for their effort on this important and complex issue. She represents the merchants of downtown and feels that the committee has not heard enough from them in support of 3.d. Nearly 200 businesses would be adversely affected if they choose an alternative route that would close Stone Avenue or Sixth Avenue underpass during construction. They cannot afford to have access to downtown hindered anymore because they have all suffered as it is. What about police and fire access to the north of downtown if the underpass is closed? She has seen the plans for the 3.d alignment and thinks that this takes everything into consideration: limiting disruption of traffic around construction, offers safer bike paths and ped walkways, new access to the Warehouse area and it saves a million dollars so it seems to be the best solution. They are all in this together, our neighborhoods, arts community and the businesses. She hopes that the committee will take appropriate measures to make sure that the access to downtown will not be limited by construction further hurting downtown merchants and tax revenue that they collect for the City. She asked that the CAC vote for the 3.d alignment.

Kyle McKinley: He lives in Dunbar Spring, moving here a year ago. The 3.d plan would be a blow to the community. He thinks that there is good will in the City's process but the way that this has shaped up but not as far as the political process is concerned. It shows short-sighted planning and that the desires of the developers and contractors are above the community. It is clear with the level of the media and the City Council that this vote would reflect poorly on the ability of this Committee to fulfill this mandate.

Dick Basye, Concerned Citizen: Because of the controversy, he suggested that the CAC Chair appoint representatives from the neighborhood and bicycle committee and others to sit down to discuss issues that have not been discussed - cost effectiveness. If the City will be spending millions of dollars on this road that will only cause more congestion, he thinks they should look at the project more carefully. He remembers when the DLUCS plan linked Aviation at Church Street and TDOT told the City Council that the traffic flow indicators showed that it could only handle 58% of the projected traffic volume. He suggested that they look at the Toole alternative and an underpass on 6th Street at 14 feet, just like 4th Avenue or the 13 feet 10 inches at Stone Avenue. All heavy trucks are 13 feet in height so why do they have to build a massive underpass like Broadway or Park/Euclid? They should keep it more neighborhood friendly and if they do so and only have two lanes north on Aviation on the north side of the tracks, there is room for up to a 14-foot bicycle lane nonstop from Barrio Anita and Dunbar Spring to the snake bridge and basket bridge to Tucson Boulevard. With the high oil prices that might be a unique and fine addition to our community.

Gal Witmer, WUNA Board: She knows it is difficult to design things and make everyone feel comfortable at the end of the project so she just wants to trust this design process and thanked everyone who spent all their time on this. She believes that the engineers and City are doing what is right for the roadway and she is hopeful that they will spend as much time making sure the platform goes in at Ninth Avenue because design can solve a lot of things. WUNA has not said a lot in this process but they have been impacted over the years and she wants that area to be integrated as this project goes forward.

Rebecca Iosca: She addressed those who support the 3.d alignment with the rationale that you cannot please everyone. She pointed out that statistically reasonable dissent to controversial decisions would not surface in areas of the community that are directly affected by the alignment but rather would surface in pockets across Tucson. She is representing herself as a resident of Sam Hughes, a student at the University of Arizona and as a member of BICAS and completely disagrees with the statement that this alignment saves BICAS. She also contends that the 3.d alignment would hinder bicycle and pedestrian traffic. She thinks the highway is a bad idea from an ecological, social and infrastructural standpoint, but what is unforgiveable is the flagrant public process and that this decision is rushed. Moving things forward is less important than making unfair, untransparent decisions.

Chris Gans, WUNA: He has been troubled at the lack of involvement in the creation of the 3.d alignment and realizes it will probably pass. West University has lost its eastern border, originally Park Avenue now Euclid Avenue. The YMCA was torn down and is now a vacant lot. This has changed their neighborhood's character without input from West University. If this alignment passes our neighborhood, they and others should be included in any process since this development will affect them. He would like to see that the urban design plan includes West University. He asked the CAC to pressure the City to relocate and restart people and businesses affected by whatever path the alignment takes.

Dave Croteau, WUNA Board: He does not think Tucsonans know that the railroad has insisted that a new rail be put in and does not think that the Tucson has been involved in this decision. When a community is lost it never returns - remember Barrio Historico. The inner community of this city wants to return and feel close but it cannot feel close with the 3.d alignment. It cannot feel close with a swath that cuts through the barrios in our history. We need to not only rethink this link, but this community's link to this link. We also need to consider the price of cheap oil. Our future is dependent upon balancing cheap oil and we have reached the end in terms of how much oil is in the earth. Tucson has a future that can start here with a addressing this issue so he asked that they still give themselves a

month to rethink this. They should let the Tucson community know that the railroad intends to put a new rail. Is there another 12 feet in this valley where they couldn't put another rail in and does it have to go through this place in this community that is trying to return to its roots and trying to have community in the center of this town?

Glenn Lyons, CEO, Downtown Tucson Partnership and resident of Armory Park: Thanked the members of the CAC for all their work. He believes that this is a good process and that they are making an effort to gather opinions. In the last six weeks he has had four opportunities to give written or oral presentations. He asked that the CAC make the recommendation to the City Council. The decision to build the road was made 20 years ago and the decision to fund it 2 years ago. Alignment 3.d eliminates a great deal of community impact issues and if they have the mandate to go ahead to work on detailed design, refine some of the access relationships and improvements in the BICAS area and work on pedestrian improvements, art, bikeways, and the land uses that can be developed, will make a great deal of progress. We have lost a lot of time in improving this area over the last years because the land uses on both sides of the railway have been frozen waiting for a decision on a route. We can't get that kind of reinvestment to build the kind of pedestrian neighborhoods on both sides of the tracks without a decision and a decision on 3.d affects all of downtown. He asked that they move 3.d forward with the caveat that they do some serious design work.

Lorraine Stockdale, Dunbar Spring resident: In 1990 she attended her first open studio tour in Tucson and sensed something special about Dunbar Spring and 15 years later bought a home there. She has participated in many workshops at BICAS. Originate, which is a unique resource for recycled building materials, is clearly the creative hub of Dunbar Spring and an integral part of the arts community. These examples illustrate how it is to live in a neighborhood with vitality and soul. The 3.d alignment literally carves the soul out of Dunbar Spring and a yes vote would be participation in the destruction of something very special and sacred. The heart of the commercial segment of Dunbar Spring is run by artists and other creative people. If Lucky Street and outdoor courtyard, Originate and Mat Bevel Institute are destroyed, the commercial segment will be comprised of student housing, car rental agencies and hotels and Dunbar Spring's unique commercial identity will be destroyed. She asked that the CAC vote no on this alignment.

Karen Greene, resident of Dunbar Spring: She has been concerned with the Downtown Links process since it was a gleam in the eye of the RTA process. When meetings happen with a week's notice and projects change out of the blue, that is a problem for her. When she hears at one meeting that there is no way there can be any kind of

decking on the underpass and then she sees a drawing with a lovely decking over an underpass, that is a problem for her. When only the pretty part of the project and not the section where there is a divisive road is shown, that is a problem for her. When the presentation of alternative proposals have been negative because of buildings that are going to be knocked down yet those same negatives are not shown on alternative 3.d, that is a problem for her. When a projected cost for a proposal is presented as a fact on a poster yet when asked we are told that no one really knows what those costs are going to be, that is a problem for her. When there is this much controversy for a roadway that is supposed to accommodate where only 15% of the traffic even wants to go, that is a problem for her. Let's try to work through some of these problems and if these plans have been worked on for over 20 years, what is the rush now? If construction won't start until after 2010, what is the rush? Can't you take a few more months and seriously dig in to some of the other proposals and find out some honest answers and share them? Proposal 3.d cuts through and displaces many artists who have created an arts district for Tucson out of nothing. Before we destroy another good thing about Tucson, please seriously look into all of the alternatives.

Chuck Bressi, President, Armory Park NA, Treasurer, Ironhorse NA: He owns a business in Armory Park and a home in Ironhorse. This is the third time in recent times to urge the CAC to vote to pass 3.d. They need to move onto the design stage and if they don't soon they may miss some major opportunities. He reminded the CAC that the 3.d alignment goes through a part of Ironhorse neighborhood. He lives less than one block from it, it is parting their neighborhood as well and he supports it. This is a regional project and we need to take it out of the context of just downtown. It goes through downtown and affects our neighborhoods but we need to consider the larger scale of this project for the greater good of Tucson as a whole. He'd like to move on to the design stage so that the affected neighborhoods can mitigate the issues that it's causing.

Barbara Bixby, resident of Dunbar Spring: Wanted to thank the CAC for all the work they have done over many months. She would like for them to wait a little longer because to suddenly have 3.d thought up in this manner is embarrassing. Staff works for everyone and the process is really important and the neighbors are very upset by this as one can see from the meeting turnout, the articles in the paper and a lot of emails sent to city council. She encouraged the CAC not to vote on this, look at the process, and pay attention to the people who are attending tonight's meeting.

de Vie: She is representing the humans on the planet because oil prices are going up and everyone says that we have to build this roadway first. She has a vision of the planet earth and five more BICAS' because that is how they are going to get everyone who can

ride a bike to have a bike and ride their bike whenever they can. She supports the idea of building bike paths instead of roads because they don't take much building. This is not a silly vision because a lot of people are getting on bikes because of the oil crisis so it could actually happen. She doesn't know much about the roadway alternatives and she's not interested in the specifics. What are humans doing as a whole? We're thinking that we need more roadways for a resource that there's a limited supply of. She wants everyone to look at the larger picture and go home and dream about bicycles.

Michael Toney: The landscaping on 3.d should be replaced with natural vegetation. RTA was based on some very copious traffic analyses which he was told would basically not take care of future growth.

Jerry Robles speaking for himself and Robert Robles: He grew up in the Steinfeld Warehouse where his family worked in a cooperative. They left the Warehouse several months ago and so far no one really knows what they want to do with the area. All they know for sure is that they want to make money doing it. Personally he would like to see something for the arts. If they are going to build the road he asks that they get the local arts involved working on the project and commission artists to keep the artist warehouse alive because a lot of the downtown Tucson arts scene is in the warehouse community and the neighborhood. People are being kicked out of warehouses and it's not going to benefit downtown Tucson. Tucson will make money off of people who are attracted to the arts and they are the arts.

Chris Schulz, teacher at Kino School: He has been associated with the Steinfeld Warehouse for about 18 years. His two kids learned how to throw pottery at the old YMCA that is now a hole in the ground. His daughter is learning how to fix bicycles at BICAS. At the Steinfeld Warehouse which is now closed he has seen a second and third generation of woodworkers trained and learning the art and crafts and things that people need to be done. He has seen a community of people who support and love each other and wouldn't be where he is today without them. Dunbar Spring and the downtown warehouse changed his life. As the CAC is making these decisions he hears about 120 trains coming through per day, more cars, more buildings. He doesn't think that this can keep going. We have the talent and resources in Tucson to look at life differently and get ourselves involved in a quality of life that we would enjoy having for our children. When you sit down with a group of kids you ask them if they can imagine that all the cars are gone, you can walk and ride bicycles on the streets and stop into your favorite café or restaurant and the kids can see that and you can't say that to adults. He believes in that and he and his children will continue to believe it. He wishes everyone's kids can experience it too.

John Hudak: He has lived in Tucson since 1975 and West University for many years and his first house was in Dunbar Spring. He has been a downtown advocate for a long time and is a partner in Madden Media which is now proposing to buy and rehab the McArthur Building downtown and relocate 80 full time jobs here. He remembers when they were trying to save the Temple of Music and Art and when he ran for City Council in 1987, the last mile of the Aviation Corridor was a huge issue then. He does think that 3.d has mitigated a lot of problems and is a fair compromise. He thinks more mitigation is needed because of neighborhood impacts, but he thinks that greater harm will be done to continue delaying a decision and moving forward and urged the CAC to make a decision tonight.

Paul Schwam: He has lived in the neighborhood since the early 1960s. He submitted a proposal in the spirit of trying to find something that would work and he knows it was questionable. He is willing to go either way on it. There are a lot of solutions and several of them have merit but he does not have enough information to personally make a decision. You either decide if a design is in or it's out which makes the decision a lot easier. He asked the CAC to determine if they have enough information to make a decision. There might be a reason you have to make a decision tonight. He is just trying to find something that he can get behind and he thinks this one is pretty good because it solves a lot of problems.

5. Announcements

Lynn Birkinbine, from the City of Tucson Environmental Services Department, said that Nancy Peterson, Environmental Services Deputy Director, was at the prior meeting to talk about the property at 515 N. Ninth Avenue, Ninth Avenue and 6th Street. Their office was asked to test soil samples from the garden area after they were alerted to stained soil at the site by the City's Real Estate Division. Final results of that testing shows the presence of hydrocarbons which is the result of combustion by-products. Arsenic and lead was also found on the site. Because these compounds can impact human health, the site will be fenced off and signage put in place so that they can investigate the contamination further. The Environmental Services web site is www.ci.tucson.az.us/esd where there is a report of findings as of June 13, 2008. A CAC member asked what digging in that area will do if particles are being thrown into the air and also what the cost will be. Lynn said that the soil will be segregated as they are digging and individuals will be there to monitor and test the soil for contamination as the soil comes out. They will segregate the contaminated soil, encapsulate it, haul it off, and clean fill will be brought in. The cost varies and most of downtown has this issue especially along the railroad so its part of the project cost. This is the first testing they have done for this part of the project, but they also tested at the site of the Barraza Aviation Parkway on the other side of the railroad tracks in the early 1990s.

NO ACTION REQUIRED

6. Community Outreach Discussion

• Report back from CAC members' respective constituency

NO ACTION REQUIRED

Susan Gamble, Warehouse Arts Management Organization (WAMO): WAMO has recently been meeting twice instead of once a month to discuss a lot of these issues. They have a board meeting scheduled in two days and have not had time to discuss this issue sufficiently and have not voted on it so she cannot bring a vote to this committee without WAMO's direction.

Mindy Bernstein, West University NA (WUNA): WUNA has not had a board meeting since the CAC's last two meetings and opinions are quite divided. She cannot bring a vote to this table without the direction of their board which is planning an executive special meeting to discuss the pros and cons.

John Levy, Ironhorse NA: After 3.d was proposed, he encouraged everyone through the neighborhood listserve to take a look at the new proposal for Downtown Links. Some of the objections that have circulated through the 3.d posting prompted an active discussion of the issues. They had their last meeting on Thursday and the focus was on the 3.d alignment and the alternatives. A vote was taken and it was unanimous to support 3.d.

Don Durband, Downtown Merchants Council: There is interest in moving forward with 3.d. As he mentioned at the last meeting, while downtown businesses understand the long term importance of the 4th Avenue Underpass project, they feel the pinch from the reduced access and don't want to see another construction project that closes streets limiting access to downtown. They see this as the best alignment because it solves a lot of problems such as drainage and the recognition that if we devote as much time to design they can really come up with a roadway that addresses the concerns of the neighborhoods and the warehouse artists.

Charles Davis, Barrio Anita NA: The association met and they had the good fortune of having the new graphics reflecting a possible plan for 6th Street outside of Davis School which were generally very well received. There were concerns raised about the FEMA flood plain and whether this alignment would help to remove many properties there from the flood plain. There was discussion about the meeting with the railroad and the closing of 5th Street which presents a problem with respect to Barrio Anita's access to the neighborhoods to the west. He asked if when this alignment is presented to Mayor and Council and they enter the design phase, is the design also sent to Mayor and Council for approval. Shellie Ginn and Jim Glock explained that once they go to Mayor and Council with an alignment, the CAC will continue to work on the elements of the design and they do not believe that has to be taken back to Mayor and Council unless there is an irreconcilable issue amongst the CAC. Charles said that

there was a general concern about their neighboring neighborhoods and if the shoe was on the other foot, they would want their neighbors to be very respectful of the process and to be allowed to have as much input as possible.

John Sedwick, Fourth Avenue Merchants Association: The Board of Directors have discussed this extensively over many months and went along with the alignment that had 6th Street closed even though it would be very detrimental to their business district. When it got to the point that other alternatives would close Stone and be far more detrimental, they saw the 3.d alternative and liked that one because it did protect their business community by keeping 6th Street open, it saved several of the warehouse buildings that they have been fighting to save for months. It also has another positive impact because construction of two culverts that are 12x10 in a major roadway could have forced traffic into surrounding neighborhoods for long periods of time. With this particular alignment, about 80% of the drainage will go under the roadway so that will not impact existing traffic lanes. They like the 3.d concept, but they echo the sentiment that the neighborhoods have to be brought into the process. The urban design process needs to go forth to a greater extent and the neighborhoods have to have a say in what is happening in their backyard. He will be as supportive of the neighborhoods as he can possibly because if it was going through his business district he would be upset too.

Gerry Juliani, Tucson-Pima County Historical Commission: From the historic preservation point of view, they are pleased with 3.d because it does not go through any historic district, there are no residences destroyed, and old buildings are being demolished but when you build a road of this size something has to give way and that was decided by the voters two years ago and this committee cannot change that. The City has done a good job of threading the needle to get this road through with minimal impact to all concerned. He thinks there is a strong feeling that all the affected parties, including the Historical Commission, need to be strongly represented from now on and that all promises are kept. We have to look at every detail and make sure everyone can live with it and if not, try to change it.

David Bachman-Williams, Bicycle Advisory Committee, Downtown-University Subcommittee: After review, no one voiced objection to 3.d as presented. There was concern that the profile be as bicycle friendly as possible but that can be brought up during the design phase.

Daniela Diamente, Dunbar Spring NA: One of the fundamental objections is the lack of information and the lack of a true and transparent process. People want to talk about the pros and cons of the alignment and not have the City decide that for them. There is also a lot of confusion on the issue of the amenities and the design

phase. She is afraid that if she does not vote for 3.d, Dunbar Spring will not get the amenities for their neighborhood which is corruption.

Shellie Ginn responded by saying that the reason there is a CAC is to give everyone an equal opportunity. If Daniela brings forward the point of view from which she represents and if that group decides they do not agree, then she brings a no vote which will not be held against them. Most of the staff that works on this project are very supportive of bicycle and pedestrian amenities and are trying to work to make sure alternative modes of transportation are equally represented. She takes great pride in representing this project since she was the City's Bicycle Coordinator and hopes that she is able to bring that experience forward to this project. A no vote does not mean that they will lose out on mitigation because they are all professionals and everyone will try to make sure that this project benefits the whole community.

Daniela said was not clear on the rush in the process and why they need to move forward and hears that opportunities will be lost by delaying the vote. A delay would be if they went beyond August because the plan set up in May was to have a vote by August and she thinks they need that time to make sure that the alignment they are choosing is the best solution.

Korey Kruckmeyer, Pie Allen NA: The neighborhood's next meeting is July 3; however, they have not had anyone present any objections to 3.d.

Chris Carroll, El Presidio NA: El Presidio neighbors have all been urged to attend the public meetings. Some who have attended were turned off by the shouting and hostility which lost a lot of friendly neighborhood support. Everyone he has talked to, who have spent the time to go through the different proposed alignments over the years, have felt strongly about the pedestrian access across Ninth Avenue, about the implications to both the Citizens and Steinfeld warehouses, and about what would happen to the vacant land on 6th Street. There is finally a plan that solves so many of the horrendous problems that were being faced, so he has been encouraged to get on with this as soon as possible. Questions out there about the 3.d alignment that people say have not been answered and the request for cost assessments is just a stalling tactic. If there is a vote on this alignment they can get on with the really hard work of helping to design it, and if the soil is contaminated, there will be mitigation to solve those problems. He is not sure that they would be any further along if they waited until August. He and most of the El Presidio neighbors who have informed themselves on these issues, support 3.d.

John Burr, Armory Park NA: He has been on Downtown Links for four years and is vice president of the Armory Park NA and all meetings have been open to the public. Everyone he has talked to who have concerns like 3.d and would like them to move forward with that because it solves the most problems.

Joseph Maher, Citizens Transportation Advisory Committee (CTAC): As a member of CTAC, they want all forms of transportation that are possible. He thinks they have missed a lot of chances over the years for better bus systems and light rail. Now they have the modern streetcar coming in and these projects need to be coordinated for this area. Unfortunately funding is led by cars and roadways but staff has made a diligent effort to try to get funding that covers anything and everything. For this particular project, it would be nice to get the flood plain out of the western half of the entire city which he believes is what it covers. CTAC does support multi-modal transportation and in his mind he hoped that they would not have to sacrifice the Citizens or Steinfeld warehouse and now they're not. He also felt that the graphics showed what the City is trying to do and what will be accomplished. BICAS is there and Originate will be taken care of which is what he was hoping for. (Note: All affected privately-held buildings will receive acquisition and relocation compensation.) The CAC has probably seen every alternative route because they have seen just about anything and everything and unless it solves the majority of the problems that they face on this complicated project, running a cost figure doesn't do them much good if the particular route doesn't do the job. He is not aware of any aspects that 3.d does not solve. Some buildings and areas need to be reconstructed and in his mind will produce a much better area than what is on the north side at this point. The graphics are the proof in the pudding in terms of what will go on. The road is below, out of sight, out of mind.

Gene Caywood, Old Pueblo Trolley: Their position is that they have always appreciated the support of the neighborhoods near where the trolley runs, and they hope to get the support of other neighborhoods as the trolley gets the chance to go downtown once the Fourth Avenue Underpass is finished. Their goal has always been to connect downtown with the University and they feel that whatever is best for downtown is best for Old Pueblo Trolley. Their board of directors has discussed this issue in general and the Executive Committee has reviewed it in more detail, and they support 3.d because it solves most of the problems and takes the step that is necessary to get traffic out of downtown that doesn't need to be there. This will be good for people riding the trolley, good for the people riding the modern streetcar, and good for downtown businesses and they firmly believe the project needs to move ahead.

Don Durband: There are two major issues – are they going to have a vote before August, and is 3.d the best alignment and, if not, is there

potentially one that could be better? Most of the CAC members in favor of 3.d have been the ones saying let's move forward and are convinced that they won't find anything better. Others are saying what is the rush. He believes that if they do vote tonight, and if there is a vote in favor of 3.d, he would hope that in the spirit of the idea of those who feel we must move forward because we can spend more time on design, that is sort of a promise we are making. He would insist that the committee, staff and consultants really put the pedal to the metal to start the design process and that we make really good use of the next two months because we talked about that if we are going to make a decision because we have to move forward, let's really do it out of maintaining the integrity of what we've been saying and out of respect for those who wish that we would wait longer. If we vote for 3.d, let's make a commitment to move forward very quickly on the design that makes it work for everyone.

Susan Gamble: She said that a lot of people have spoken, as Don did, that somehow not taking this extra time reduces the amount of design time that we have. She asked if there is a time limit for design that the committee is looking at, and if so what is it?

Shellie Ginn explained that this is an RTA project that is scheduled to begin construction in 2011.

Joan Beckim: Joan added that the Clerk of the Court, who was in attendance, had advised that they are working off the posted agenda and asked that the CAC close out the current issue before moving on.

Mindy Bernstein: She said that she has the same question as Susan asking if there is some pressing time issue that would affect the design phase.

Gene Caywood: He said that both Susan and Mindy were raising a valid question that should be answered, but he needed to respect what the Clerk was instructing them to do in terms of following the agenda and they will discuss that question when they get to Item 8.

- **June 16, 2008 public meeting feedback**

Shellie Ginn: This Agenda item is to let everyone know that comments from the June 16 public meeting have been posted to www.downtownlinks.info.

John Burr: He asked if there is a way to get links to all the stories and press releases that have been in the paper on the site so everyone can see what is going on throughout the community. He thinks that if that is included there might be a broader view of this project throughout the larger community.

7. Old Business

- **Tabled Motion from the June 9, 2008 meeting regarding the 3.d alignment alternative**

Gene Caywood: In order to take this Motion off the table, there needs to be a motion to untable the motion, a second, and majority vote.

(Note: On June 9, 2008 a motion was made as follows:

A Motion was made to **table** the vote for the alignment tonight to allow more time for public comment and time for CAC members to meet with their respective neighborhood associations if they wish to do so and resume this conversation at July's CAC meeting. Seconded and passed.)

David Bachman-Williams made the following motion:

A motion was made to untable the motion made on June 9, 2008. Seconded by Joseph Maher.

Daniela Diamente: She asked if untabling a motion meant that it was open again.

Gene Caywood: He said that untabling the motion means the Motion will be open for discussion and can be voted on.

Motion voted on and passed.

John Burr: He thinks there was confusion about whether it was the design phase or merely the alignment, but his motion was not distinct before. He would like to withdraw the motion and rephrase it.

Don Durband: He had seconded the motion and approved its withdrawal.

Gene Caywood: He said that the sponsors of the motion have withdrawn it which eliminates that motion.

8. Continue review and discussion of Downtown Links Alignment Alternatives from the June 9, 2008 meeting and potential endorsement of a preferred alternative

Both Susan Gamble and Mindy Bernstein had previously asked how not taking the extra time to review alignment alternatives reduces the amount of design time the CAC will have. They asked if there is a time limit for design the City is looking at, and if so what is it?

Jim Glock: He explained that as Shellie Ginn pointed out, the RTA plan calls for construction funding for this project to begin in the second five years (2011), however, if there is money in the bank, they will fund construction of this project in advance of that time.

Assuming that an alignment has been established and if there is a

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portion of the corridor that can have its design completed sooner than later, the RTA has expressed a desire to move forward with funding for that particular construction. For certain elements, they could have construction underway within a year.

Gene Caywood: He referred to a newspaper article and comments attributed to Jim Glock about the more westerly segment from Church to I-10, and asked if that might go forward before the portion that the committee is working on.

Jim Glock: He said that they will follow the guidance of the CAC, but he believes that that particular link from I-10 to Granada is an element that could move forward because there are not a lot of complications with utilities or other aspects and challenges that they see elsewhere along the corridor. The City will follow the recommendations of the CAC. If so desired by the CAC, staff can bring something forward to the CAC regarding that stretch of the roadway.

Susan Gamble: She said that her question was not answered and asked if by waiting until August or July for a vote, does it delay some portion of the design time and also asked if there is a time limit for the CAC and will it be dissolved by a certain date. The answer to that was no.

John Burr: He said that individual tenures expire next September and asked if this is a continuous CAC or will it have to be reconstituted by Mayor and Council every four years.

Jim Glock: He said that Mayor and Council will need to reaffirm the membership of the committee at the expiration of their current tenures in 2009. This CAC has been excluded from limitations to the amount of time a member can be on this committee.

John Sedwick. He asked if the drainage along where the modern streetcar maintenance facility will be, could be an early design and implementation.

Jim Glock: He said that they would like to talk about phasing opportunities. There is a desire to have the augmented drainage system associated with this project constructed as soon as possible because it does lie underneath the current alignment of the track going from Fourth Avenue to the new maintenance facility.

Charles Davis: Regarding the 3.d alignment, he asked HDR's Michael Barton if Barrio Anita, Dunbar Spring, El Presidio and other neighborhoods to the west would be positively impacted by the project in terms of removing those areas from the existing flood plain? Michael responded that that is the intent and they are trying to

design the upgrades to the facility by removing the downtown neighborhoods from the flood plain. They have started work on that and have compiled a draft report that is getting technical review right now. Charles asked when the draft report would be complete, and Michael responded that there needs to be resolution on an alignment in order to finalize any draft. The intent is to wrap it up as soon as possible especially if there is potential to get started early to avoid impacting the schedule of the modern streetcar project.

Korey Kruckmeyer: Does taking out the flood plain extend to High School Arroyo also?

Michael Barton: There are elements in this design to also take care of those problems as well.

Gene Caywood: He asked if considering the two new 12x10 culverts and the existing two 10x10 culverts, will the existing channel in back of the USA building be capable of handling all the water dumped there by the two new and two existing culverts.

Michael Barton: The intent in design is to make sure it will accommodate everything they plan to put in the existing channel and make sure that it will also handle the flood plain issues. The answer to this question will be in their report which is going through technical review but that is certainly their intent.

Gerald Juliani: Going back to announcements made by City ESD staff, he asked if there is any extra land as a result of this, would they undertake within the budget to take out the contaminated soil and fill it in with clean soil suitable for grass and trees for parks and gardens.

Jim Glock: If the City acquires any right-of-way and there is excess right-of-way to dispose of, it is their goal to try to mitigate as much of the contaminated areas along the corridor as possible.

Daniela Diamente: This committee has not discussed that there is a graveyard underneath a portion of where this road will be built and her recent understanding is that the graveyard where the courthouse is being built now actually extends to the north side of the tracks to 6th and Sixth. She understands that the budget for this project would compensate for the cost in doing that.

Gene Caywood: He clarified that the cemetery site extends to 7th Street and Sixth Avenue and this road does go through a portion of the cemetery site.

Michael Barton: This has not yet been included in the cost of the project. One thing they are looking to do is get approval on the alignment and then go to the next level of investigation of the

property impacted and environmental impacts, archaeological impacts and some other impacts along the route. In the estimates they have done to date, they have tried to build in contingencies to account for those types of things. Until they have more detail, they cannot give a firm number on what that would be.

Gerald Juliani: To him, mitigation has a negative connotation and he thinks they should look not at mitigation, but enhancement. They should use this project to enhance the quality of life of those impacted by the roadway.

John Burr: He asked if the committee does not vote for 3.d, what will be presented to them next and if there is anything else that has not been fully developed that they have not seen.

Shellie Ginn: At this point there isn't anything else they could offer. They would probably go back to the Technical Advisory Committee to reevaluate where they are and what they would present to Mayor and Council.

Don Durband: He asked if there is any conceivable alignment geometry that has not been considered either in the last five months or going back two years.

Michael Barton: To his knowledge there is nothing left. They have tried hard to take into account all the different competing interests and balance a roadway alignment through downtown and it's been very difficult. They have done the best that they can within this particular framework and they have looked at everything that has been brought up, presented, and they feel comfortable that they have looked at as many possible alignments that have been put forward.

Shellie Ginn: The final alignment that they have been bringing forward is what this committee has asked them to look at and move forward with. This is an alignment that was suggested by CAC members.

Daniela Diamente: A problem that some of the neighbors have with this is that they feel like they're asking someone who has been looking at this for 20 years to think outside of the box. She is not saying that they have not exhausted all the opportunities and haven't seen it from every way that you can see it, but that is exactly why people from the audience have said that we need a second opinion.

Mindy Bernstein: She thought there was another outside opinion.

Michael Barton: There was another engineering firm that looked at some of the options presented and they focused on Option 1 which was the structure option that went down 6th Street and they had some

concerns. They also had concerns about the Sine Wave option that created the engineered Sine Wave #3 as its been depicted on the graphics. They came up with some of the same issues regarding the intersection geometry.

John Burr made the following Motion (includes suggested changes in the discussion that followed):

A Motion was made that the Downtown Links Citizens Advisory Committee recommend to Mayor and Council that they endorse the alignment as presented in Curved 6th Street Options (3.d.) and that further studies be provided for neighborhood enhancements to include a deck at 9th Avenue and the pedestrian crossing at 7th Street, and that there will be a public and open process in the development of the design.

David Bachman-Williams: Seconded the motion asking that the word “suggest” be changed to “endorse”.

Daniela Diamente: She thinks there were four members who mentioned that they could not vote on a motion because they did not have direction from their groups.

Gene Caywood: He said that they have received direction from the Clerk’s office on members who do not vote. To clarify, if a member abstains, and they go back around for a second time and ask them again if they’re ready to vote, a second abstention counts as a yes vote according to the rules of order. If the member is really not ready to vote, they must vote no.

Mindy Bernstein: She asked the maker of the Motion if he would accept changes as follows (includes suggested changes in the discussion that followed):

That the 9th Avenue decking and 7th Street crossing be built as quickly as possible to retain connectivity for adjoining neighborhoods and that those structures are ready when the roadway opens;

That areas north of 6th Street be included into the urban design overlay plan;

That the impacted neighborhoods and other stakeholders be fully involved in all design processes;

That we utilize and/or integrate historical materials or replicas for all structures including light signals, walls, walkways, etc., so as to blend into the surrounding historical warehouses, underpasses and residential buildings;

That the neighborhoods involvement be equal to what the Menlo Park community had in the development of the Mercado project.

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SECONDED AND
PASSED

David Bachman-Williams: He asked if that means that the neighborhoods would have a bigger vote than everyone else.

Mindy Bernstein: She said that just means that the neighborhoods that are adjacent to the project would have the opportunity to have input into the design.

John Sedwick: He doesn't disagree with the moving of the urban design north, but wondered if that's feasible.

Corky Poster, Poster Frost, consultant for urban design and land use: He said that with the alignment along 6th Street, it's logical that they can engage the southwest corner of West University and the southern end of Dunbar Spring.

John Burr: He had no problem with the amendments to his motion and that the neighborhoods should have every opportunity to have as much involvement as they possibly can. He would like to see any extra monies go to enhancements and hopes to ask the City Council for more.

These changes, as presented in writing by Mindy Bernstein, were accepted by the maker of the Motion, John Burr, and the seconder, David Bachman-Williams.

Shellie Ginn read the complete motion from her notes.

Daniela Diamente: She said that she was confused about why the design elements are included in the Motion since she thought their charge was to decide on an alignment.

Gene Caywood: He thinks it is appropriate and that they are concerned about all elements and they don't want to pick an alignment because they need to consider the design of whatever alignment is chosen.

John Burr: He originally wanted to vote for just the alignment but when he realized that this is basically what Mayor and Council would proceed with, they had better know the intentions of everyone here at the table and he is glad that Mindy added the amendments. He agrees that everyone must be involved.

David Bachman-Williams: He said that they should be as sensitive to Dunbar Spring as possible given the fact that there is potential to go ahead with the alignment. It doesn't mean that they don't care about Dunbar Spring and there is a deliberate redundancy to make sure that Dunbar Spring feels like they are included and invited in the design process.

Don Durband: He suggested for clarification that adjacent commercial districts be given the opportunity as well to participate in the design at the most extensive level possible which will include “other stakeholders” in the motion which led to other discussion of what businesses are considered stakeholders or not.

Shellie Ginn: She reminded the committee that all stakeholders sitting at the (CAC) table will be involved in the design process. No one at this table and who they represent will be eliminated from full involvement in the design process.

Mindy Bernstein: Reiterated that she thought it was important in this motion for neighborhoods, where people live, raise their families, and spend their lives, not to exclude but to emphasize the needs of neighborhoods.

Gene Caywood: He asked the maker of the motion and seconder if they were clear with the suggested changes and whether or not they found those changes acceptable. The changes were accepted.

There being no further discussion:

Motion voted on and passed: 11 yes and 3 no

9. Next Step(s)

Michael Barton: He said that basically the next steps in the process is to continue through the design concept report and start to develop design options working with the neighborhoods and stakeholders to evolve some of the design concepts. Some work needs to be done on some of the design elements at the St. Mary’s/6th Street connection. They must also start working on the drainage to minimize any scheduling conflicts with the modern streetcar project. They can also start to advance some elements of the No Whistle Zone. The big process that comes up next, now that an alignment has been selected, is to go back to the urban design component with this particular alignment with the urban design elements and that will start immediately.

John Burr: He asked that they start the public process and get going on stages that the neighborhoods can be involved in.

Susan Gamble: She requested that having worked as an artist consultant on DLUCS II 20 years ago, she doesn’t believe there has been an artist assigned to this project and would like to request that the committee consider assigning an artist. She also asked that the committee consider that when scheduling meetings for the public design process, that those meetings be passed through and developed with the committee so that they don’t have a continued sense of people being unheard or left out of the process.

NO ACTION REQUIRED

<p>10. <u>Call to the Audience</u></p> <p>Terrence McMahon: The main thing is that unless you have a low-grade crossing, the railroad will not accept it depending on the right-of-way. There will be three rails and high speed trains coming in from Phoenix, double the impact of freight trains, and he knows someone will be hurt or killed so the railroad will fence it off. If they don't put a bridge there then the platform over the roadway doesn't mean anything. He suggested extending Perry Avenue (he shows picture) where you cross and follow the right-of-way down. He thinks that the crossing is going to be closed down and we will not have an at-grade crossing.</p> <p>Dick Basye: He was disappointed that this alignment was pushed through. Traffic flow is important and they don't know how this road will move traffic. Millions of dollars will be spent and there will be terrific congestion that will go through the neighborhoods. Years ago this committee rejected a plan that was then described as a grand design for Tucson. It moved traffic very well and was very inexpensive. It was rejected by doing a traffic flow analysis and it was said that it didn't move traffic as well. It was a fraud and he presented it to the City Manager who said that they would correct the document, but that was never done. Regarding the land that is given away or purchased when the roadway is moved, the City will need to look carefully to see that no one is a special beneficiary.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>11. <u>Adjournment</u></p> <p>Meeting adjourned at 8:00 p.m.</p>	<p><u>NO ACTION REQUIRED</u></p>