



The Grant Road Improvement Plan is Funded by the Regional Transportation Authority.

Grant-Alvernon Area Plan Proposed Amendment Meeting
Thursday, March 29, 2012
Ward 6 Office - 3202 E. 1st Street
5:30 - 7:30 p.m.

41 people in attendance
36 people from the Grant-Alvernon Neighborhood Plan

The following are the comments received from participants at the Grant-Alvernon Area Plan Proposed Amendment Meeting held on March 29, 2012 and the responses provided by Grant Road Improvement Plan team members. Clarifications and additional information to the responses are provided in brackets [].

Questions and Comments Received and Answers Provided Related to the Grant-Alvernon Area Plan

- You were talking about the 25' maximum height and area that affects the residential area, but then you said something about you could maybe go higher if it was a stepback? So is the maximum height 25' or is it just starting at 25' and going up to 55' or 65' from there.
- It depends on the center or segment you are adjacent to. In some cases it starts at 25' and others it starts at 65'. If you are next to a neighborhood it starts out at 25' and steps and up and up.
[Maximum allowable heights vary depending on the zoning category and in some cases by the specific center the property is in; for example the Center Marketplace and Center Hub are proposed to have maximum heights, in the current draft, of 65' except in the Country Club Center where the maximum height is 55', and for Center Neighborhood the maximum height is 40'.]
- I'm from the Palo Verde Neighborhood Association and we've got a lot of businesses that have been setup in the area and have been there for awhile, for instance Pima Medical Institute and Handy Car. The impact from their students illegally parking throughout our neighborhood and drivers from Handy Car who park their cars illegally all through the neighborhood is very impactful. When we hear a lot of statements coming out from other neighbors in our area related to the creative use of parking, the shared parking, we wonder whether that is reality or not? This is very concerning. Does that mean more of these people who disrespect our neighborhoods are going to be parking on our streets? How is that addressed?
- We certainly hope that wouldn't be the case. It sounds like part of the problem is an enforcement problem.

Details about the full plan are available at www.RTAmobility.com.

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- Trying to get enforcement is almost virtually impossible at least in our area.
- *What we are trying to do is give them places they can park legally. If people understand that if they are going to the Medical Institute that they can park two doors down because they have an agreement with the adjacent properties, then that would be something the owners would have to tell their customers.*
- I often think of that walled in parking lot they have behind the Medical Institute and I think it is plenty of room but I think it is easier for them to be on the street.
- *Thank you.*
- It's packed. All of our parking lots are very efficiently used. Unfortunately open spaces are always the thirty feet between the stop sign and the first legally parked car because it looks like open space.
- *Thank you.*
- We have the same problem at Speedway and Swan next to the Sunflower Market. People park all the way up to the driveway. No one can see it's a constant problem.
- *We probably aren't going to be able to fix all of the existing problems through this process but hopefully as new development occurs there will be a fix for it.*

- *One thing that is going to happen is that some of these businesses will have to move because of the alignment. So you might want to take a look at the alignment because some of these businesses are going to be relocated.*
- Yeah, but that is not what he is saying. What he is saying is we have a problem child now, what are you going to do before you let somebody build there to mitigate the traffic problem instead of us complaining after it's built.
- *Shared parking will be regulated by the City. Some of these lots are going to be enforced by the City's parking division.*
- The City only enforces these things if somebody complains. They do not have parking cops driving up and down the street. There is no way that they enforce it if you don't call.
- *Thank you.*
- Complaints from the group about Parkwise and the City "barely" enforcing parking problems.
- Parkwise only has 6 people working and it's not a high priority for the Tucson Police Department.
- *Thank you.*
- We just want to make sure that in these beautiful complexes that could be built that most of that parking isn't part of a shared access, as in i.e. our (neighborhood) streets.
- *No. There is no way that we are going to encourage local street parking.*
- I just want to make sure that my driveway is not going to be blocked.
- *Thank you.*

- I want to get on this thing you call “creative parking”. Will we be zoned to have high rise parking lots like they have at the district at the 6th and 4th area where they have the residential on either side of a high rise? Is that your envisioning for creative parking?
-I can't tell you exactly what the architect's design is. I know there are options, one of which is structures and the structures could be above ground or below ground as part of options they can use.
- Can we see those standards?
-Yes, they are in the overlay zone.
[The Initial Draft Grant Road District Optional Overlay Zone document is available for review and comment at - http://www.grantrroad.info/land_use_urban_design.php]
- All the residents are worried about building height and cutting our views off of the Catalina's. We know that if the building is 65' tall that you will have to go 1.5 miles away from that building in order to see over the top of it - what I can see today with a 25' building. How are you going to mitigate that? Immediately property values will drop. Immediately we will have no views left.
- Let's put this in perspective. What we are going to need to do is show you what the percentage is of area along all of Grant Road that is subject to a 65' height. They are mainly at the intersections. They are at Alvernon and Grant; they are at First and Grant. [The planning team is reviewing the proposed building heights and will likely lower them for some zoning categories and locations along Grant Road. Some visual analysis will also be done to communicate the visibility of mountain views and potential impacts from new development under existing zoning and proposed zoning.]
- It doesn't matter because I've got residences that go all the way to Alvernon. It's not like our residences start at the depth of the shopping centers.
-I think people are over reacting to the 65' height because there is not that much area that is going to be subject to it.
- I worked on the plan for Grant-Alvernon for 18 months to make sure of the zoning and to get the plan limited on how high things are going to be so when you change that all around where I live... I'm really concerned about right through the Grant-Alvernon Area Plan. Are you going to change that height under the zoning all through that area?
- In some places it would change if people opted in to this overlay zone. But just for the boundaries of the overlay zone, not the entire Area Plan. [Refers to slide] Remember I showed you the green and black line that goes around. That is the only area that is subject. You go back a half a block from Grant Road and it doesn't apply. It's just that first tier of projects in that general area along Grant Road and then you get to the intersection then it bubbles out but for the most part it is just one property deep. [The current Grant Alvernon Area Plan allows for C-1, C-2, and C-3 zoning along Grant Road; maximum allowable heights of 30', 40', and 50-75' respectively. It does not provide any guidelines regarding reductions in building heights below that defined by zoning with the exception of a guideline for views to mountain peaks “from at least one point on adjacent properties”, “where feasible”.]

- I think you guys should put together a summary of the negative impacts to residents because you show all this junk and everything and you guys are totally convinced that it's all fantastic, but you aren't looking at it from the resident's point of view. There are a lot of negatives in there and I would love to see something like the pros and cons of the overlay. Don't just show me how great this is going to make my life because it's not going to allow me to walk anywhere. You mention in here people are going to be able to walk between destinations, baloney. I live just as far as I do now from Grant and Alvernon and I don't know how that's going to make it easier for me. I don't see how increased parking, increased amount of people and increased businesses are going to make my life any easier. So I want to see negatives put on something where you are taking a position of the residents and saying these are the cons. People in this room, we are all asking each other the same questions - what's this mean, what's that mean? You showed us 30 slides and we don't have them; you gave us pieces of paper. The color you can't even tell what color is what on your paper. You need to give us more information. Yes I could go read the damn thing, but you know what? I don't have time. You guys are pitching us, you want us to be okay with it, you give us the information.

- Alright, first if I indicated that it would be a shorter walk I apologize. What I meant was that the overlay will create things that you want to walk to. I understand what you are saying but what we are trying to do is eliminate the negative impacts.
- No you need to tell us what the negatives are from our point of view. You showed positives from your point of view.

- The comments that are being recorded here, they are all up on the website. You can see all of the things that people think are negative. We'll probably have summaries of those.

- What we also want to hear are what you think are negative impacts so that when we go back and re-visit the draft overlay document we have those specifics. A lot of people have told us we don't want liquor stores, we don't want tattoo parlors, etc. We want to hear those types of specifics from you so we can write those into the plan. You know better than anyone what a negative impact to your neighborhood is.
- How can we use the Grant-Alvernon Area Plan to help protect us from the negatives that we are afraid of? Because that's what it says on this paper and I haven't really heard anyone talk about the Grant-Alvernon Area Plan and how we can use that to our advantage.
- I'll piggy back off of that comment because when I look at the amendment first draft there are no specifics in here other than the existence of the urban overlay zone. I don't have specifics here for instance on what the difference is in the setbacks now compared to with the overlay, this still needs to be written. For us to visualize a 65' building ...I have no clue how tall that is. I think one of the great crimes in Tucson is the construction that happened at Tanque Verde and Sabino where those buildings blocked the view of the Catalinas and we don't want that happen, we don't want to change the nature of our views, and they are only 2 stories (the buildings at Tanque Verde and Sabino).

- Okay thank you. The Grant-Alvernon Area Plan is not zoning. It has land use recommendations that allow zoning if somebody decides to change their zoning. The plan (Grant Road District overlay) was drawn up to basically recognize the commercial zoning that exists today. The recommendations of the plan are pretty much identical to the existing zoning. Even though there may be a piece that is zoned C-1 and someone wanted

to come in and do a mixed zone (OCR zone) the Grant- Alvernon Area Plan would allow that because it's a mixed use category, but they would still have to do a re-zoning. How do you use your plan? You would have to come together as an association and make an application to the City to amend your plan in some way.

- I think one of the things they are asking is that you are coming with a suggestion to change the plan (Grant-Alvernon Area Plan), can they (the neighborhoods) come back with a counter proposal of ways they see that their own Neighborhood/Area Plan can be strengthened right now as we are amending them.

- There a statutory procedural problem because once an application is started it's hard to amend it in some cases.

[Rather than a "counter proposal" we are asking for comment to inform the City of concerns so that the Grant Road District can be revised to minimize concerns prior to starting the hearing process with the Planning Commission.]

- Are we early enough in the process; that is, if they were to come to you with a letter from the neighborhood association suggesting that they want to see the following changes in their plan, and submit them right now in this process, they would have enough time to say fine if you want to make your changes we have this we want to make as well.

- I think what the situation would be, since you are saying the whole plan (Grant-Alvernon Area Plan), the notice would be different. There would almost have to be two separate processes to do this, but it certainly is possible. For this particular process (for the Draft Grant Road District Overlay Zone) the current notification requirement is 300' from the draft boundaries of the overlay. To amend the Area Plan the notice would have to be much larger to include everyone in the Grant-Alvernon Area Plan.

[If there are amendments to the Grant Alvernon Area Plan that the neighborhood would like to suggest that apply to future development within the proposed Grant Road District zoning boundary the City would give consideration to including that type of amendment. But remember that at this point the most effective place to propose changes and refinements is within the proposed Grant Road District document, because the Grant Road District is a rezone].

Questions and Comments Received and Answers Provided Related to the Overall Grant Road District Optional Overlay Zone

- Where are the setbacks set? In the main land use code of the City?
-The setbacks are part of the Grant Road District. It's 100+ pages so a lot to go through to understand how it works.

[The setbacks are defined on 8 pages for the Grant Road District zoning categories and these pages can be found between page 86 and 112 of the current draft].

- Give me an example of a mixed use.
- There is a lot of mixed use in Tucson. A lot of Tucson is horizontal mixed use where there are businesses next to apartments, next to businesses, next to offices. What we are trying to encourage is vertical mixed use. The best example is Sam Hughes Place on the corner 6th Street and Campbell Avenue. It has commercial on the first floor and then goes up to office or residential above it.

- When we first heard about this Grant Road Improvement Plan I thought we were talking about 3 stories. What was it that motivated 5 stories?
 - A couple things. The opportunity on arterial to create higher density and pull it out of where people are trying to put it in neighborhoods, like mini-dorms for instance. Let's keep it out of the interior neighborhood and move it to the edges where everyone seems to be okay with commercial and higher density development. And as long as we are doing that, let's get it to a level that really makes sense. It also creates an opportunity for increased tax revenue for the city. There won't always be residential above, there will be other options and those kinds of things are important. Also, taller buildings are the best sound walls we can build along Grant Road.
 - [Also, it should be kept in mind that development does not always happen at the maximum levels that are allowed by zoning, because of lot size, market viability at the time of development, the desires of the developer and potential residents or businesses. Also, the area that would allow up to 5-story buildings make up only about 25% of the Grant Road District's currently proposed area and all of this is with the centers, not the segments, and given the step back requirements would be never be closer than 97 feet from directly adjacent residential uses under the currently proposed standards.]*
 - At some point we need to show people where those higher buildings are recommended because it is not across the street from the Ward 3 council office. It is at intersections and it is at places where there is already a supermarket and development. The center hubs are already places where you've got a lot of commercial development. I just want to make sure that everyone understands where these higher building heights will be at.
 - At the last meeting we talked about having an example or 2 of some real sites along Grant Road that show what you could do under existing zoning and this is what you could do under the overlay zone. We are working through that. We don't have that ready for tonight. It's going to come back during that second round of meetings. The other thing I see us doing is creating a map of Grant Road where you would be able to look down on it and have a map where you look at from the side of it so you can see the progression of the building heights.
- You mentioned shared parking do you have any more information in that?
 - Shared parking, right now and in the city, and we are not really proposing any significant changes to that, is where property owners get together and create a legal document where they agree to utilize each other's parking. In some cases it won't work but in a lot of cases it does because you'll have two different uses that use their parking lots at different times of the day, or at least the peak use of their parking lots. But the idea is that they voluntarily do this, but the City also enforces it. So when people come into develop, let's say you have a new tenant in the building. They have to make sure that it complies with agreement or they don't get their certificate.
 - Sam Hughes Place has the same kind of parking and also at Campbell and 6th to the west has a parking lot that is used by all of those businesses. Another example is at Wilmot and Speedway. We did that because there is a bank and an office and a restaurant next door and they had all different hours of usage.

- Are the architects local?
 - *The primary authors of the Draft Grant Road District Optional Overlay Zone document are not, they are out of Berkeley, CA. If you think someone has standards- that's where they all come from.*
[Community Design + Architecture have written zoning for Phoenix, Tempe, and Mesa; communities around Albuquerque, New Mexico; Seattle, Washington; Charlottesville, Virginia; and communities throughout California. Also, the drafting of the proposed Grant Road District zoning has been a collaborative process involving local Tucson consultants and City staff].
- In one of the other presentations they showed us how high the buildings are permitted now. Just because there is a 25' building there now doesn't mean that a 70' building isn't currently permitted. You need to compare what is currently permitted. Because you might just have a rundown old house when a 5 story building in reality could be there.
 - *Thank you.*
- Who's making the decision as to what kind of businesses come in to our neighborhood? So how many liquor stores, I saw a whole list, adult entertainment, etc. What does that mean then?
 - *The market. No adult entertainment is allowed in the overlay zone. You were looking at the existing zoning and not the proposed zoning with the Grant Road District. We have all this zoning listed side by side as a handout on the table.*
- You had said you could opt out of the overlay zone?
 -*People are asking to opt-out. There is not a process for that, other than what we are doing right now. So if people don't want to be included then they need to let us know and they have to make a case for it, why should they be out of it and then we'll take that into consideration.*
- So it is not the property owners that can opt-in or out if they own property on Grant Road? Then I misunderstood that? Can they go back and forth once they opt-in?
 -*The property owners will be allowed to opt-in when it is put in place. We are not necessarily going to opt people out because again we are trying to create continuity of the frontage along Grant Road and while this current property owner may not want to do it they don't have to they can do it under their existing zoning. But when they sell that property they might want to take advantage of overlay zone. Once you opt-in you're in.*
- Is there some sort of requirement where a neighborhood would be able to speak for the entire neighborhood to say that they are opting out? Where they would have to get at least a majority group of people saying 'No, we do not want to participate'?
 -*There are no particular standards set by the City for that. To be honest there is one Neighborhood Association that has submitted a letter to be opted-out. But the property owners along Grant Road are very important too, as much as the neighborhood. We are trying to make it work for everybody.*
- Just to clarify, really the only person who has the say as to opt-in or opt-out is the one who holds the deed to that property? Correct? But then you're saying the neighborhood

associations have some persuasive voice is that what you're saying if they are choosing to opt-out?

-That's the only one that has the say to opt in (property owners). That's the way it works in Tucson.

- If you don't opt-in then you are opting-out?

-Yes, in a sense you are right. If you don't opt-in you have opted-out. Opting-out does not mean you are not going to have new development and higher buildings. You can build almost everywhere along Grant Road, you can build higher buildings than exist there now, under the current zoning.

[What is being described as "opting-out" would actually be a revision to the proposed Grant Road District to change the boundary to not include particular properties. This will be a decision that the neighbors, property owners, consultants, staff, and the Planning Commission can have input into. But it will ultimately be the decision of Mayor and Council when they decide on the Grant Road District overlay zone].

- Would that leave the Neighborhood Association liable for damaging someone else's property, if a Neighborhood Association has chosen to opt out? Jefferson Park has basically said, 'You can opt-out', but a person who owns that property could develop a much bigger property because a Neighborhood Association has put the kibosh on it (the overlay zone) by opting out.

- The difference with Jefferson Park is they all the properties included in the draft overlay boundaries are residential and the City is going to buy them all. The City will own all the remnants. If the neighborhood wants to opt-out of the overlay, then The City will abide by that. In other sections, you've got neighborhood and businesses. The problem is having the Neighborhood Association opt-out including all those businesses that they don't have any rights to.

-Once the zone is approved, the property owners can opt-in to it. They are already out of it. And what Mike Holder was referring to with Jefferson Park is there is going to be this little strip of half parcels and they would prefer it not to be subject to the overlay zone they understand they can still be developed under their current zoning but they are more concerned about introducing non-residential uses to that residential street.

- What would be useful to me would being able to have a graph that is color coded that says here the height has been raised, here it's been reduced, here it is the same, parcel by parcel. This to me would be a visual of the impact.

- In some places the height would be higher than what is allowed today and in other cases it's the opposite and it would be lower. It's not always that clean but we'll take a look at this and see if we can do it. These things get mixed together a little and then the transitions to the adjoining properties are the real key for determining that.

- I have a 'what if' scenario. What if the overlay zone is adopted and then along comes a very rich property developer and they want to put in a 159' building in a section that's been designated for 65' maximum heights. Can that person go to Mayor and Council and get an overlay of the overlay?

- Yes and they can do that today too. You can't deny anybody the right to go through a process and make a request. They do have to go through a process and that process

includes meetings like this and then they would have to get their plan approved by Mayor and Council. It would be a re-zoning.

- With this example if we adopt an overlay zone will we no longer have a public forum to speak to Mayor and Council about how we wouldn't want 150' building?
 - *This is something that people are concerned about and we need to look at putting in place some way that there is an option that allows people to have a voice.*
 - [A building taller than the maximum heights that would be defined by the Grant Road District would not be approved. A property owner would need to propose a further re-zoning of their property either as a PAD (Planned Area Development) or an amendment to the Grant Road District. The re-zone process would require an amendment to the Grant Alvernon Area Plan, a hearing with the Planning Commission, the Zoning Examiner, and the Mayor and Council. Just like with the proposed Grant Road District review process, there would be multiple opportunities for public input].*
- Are the buildings, which will remain after this project is done, are there some sort of architectural requirements, the consistency of the street?
 - *If they are going to re-develop then yes, but if they are just going to use the same existing building then no.*
 - *If they acquired the front of the property that was for example a parking lot but didn't acquire the building, the property owner could keep the building, but they wouldn't have any parking and then couldn't use it for certain purposes. They would either have to buy some more property adjacent to the sides of the property or reduce the size of the building, or sell it all to the City. A lot of properties along Grant Road that are businesses don't have adequate parking because they are grandfathered. Once the City purchases even a sliver that's going to have to be forever. A lot of that insufficient parking up and down Grant Road is going to be cured by this road widening.*
- You mentioned 'new streets' are you talking about the frontage roads?
 - *No I am saying where someone takes a whole block and decides to re-develop the whole thing and says I'm going to put a new street through it or into it. Then they will have to meet the standards in the overlay zone for the new street.*
- Can you give me the statutory authority for the City's creation of this overlay?
 - *It's online in the comments from one of the other meetings, but I will email it to you.*
 - [General Plan Element 2: Land Use, Policy 6.14.A Investigate zoning overlay zones for areas suitable for redevelopment or enhancement.*
 - Land Use Code 5.1.2.2 Specific Plans and Regulations. The Mayor and Council shall adopt specific plans, regulations, programs, and legislation as described in Sec. 5.2.3 and as may be needed for the systematic implementation of the General Plan and provided for in the Arizona Revised Statutes (ARS) Sec. 9-461.08.]*
- Could you go back to the slide shows the current proposed plan heights (with the Grant Road District) and the building heights that are currently allowed on the Grant Road corridor? As I recall the highest heights allowed were 40'? Is that correct?
 - *70' is the highest heights allowed in a C-3 zoned area.*

[The following are the maximum building heights allowed under existing zoning categories— C-1 30', C-2 40', and C-3 50-75' depending upon the land use].

- It would help the tenor of the discussion (I think, but this was my first meeting) if you would present a few slides at the beginning showing project designs for the appearance of the road (could be before/after photos or a similar development elsewhere) so we can see something attractive, property value enhancing, pedestrian friendly, etc. (with little people enjoying the new set-up). Then we get to the negatives!! (Comment Card)

Questions and Comments Received and Responses Provided Related to the Grant Road Improvement Plan and Roadway Design

- Can you discuss the planned bus depot at Grant-Alvernon? I work for the City's 911 line and I am familiar with the type of crime in this neighborhood and people talk a lot about the open space. There is a lot of gun crime, drug crime and muggings in this area. If you have a lot of open space it is great in theory but it is a great place for the criminal element to congregate. What types of plans do you have to address that? Which corner?
- We have concept plans at this point. The road alignment is set and adopted by the Mayor and Council. As they get into the building of the road, it gets built in phases and the phases won't go from one end to the other in a sequential manner, they jump around to different sections of the road. As they design each section of the road they get into the very detail of that section. The designs have conceptual plans for a bus pullout and at that pullout we did talk about having a police presence or kiosk, whatever is the technically best thing to have at that given time. The west corner.
- The map that you showed with the blue perimeter line, did you say that there would be 12' of landscaping?
- Yes, 12' landscaping from between the red and blue. There will be 12' landscaping right behind the curb and an 8' sidewalk behind that.
- Is this updated on the website?
- Yes. These maps are on the website. There are also even more detailed 30% engineering design plans for on the website.
- These are all correct?
- Yes. The only area that has been designed more is Grant and Oracle. The design for this area is at 100%, it is complete.
- What is the turquoise line in the median?
- This is the approved center line of the road here and then there (identifies on the slides).
- Given the trouble the City has been having maintaining its landscaped areas, who is going to be responsible for maintaining this landscaping?
- That question has been asked at other meetings as well and the answer is the City will be maintaining the landscaped areas. The way that they generate the money hopefully is that we create opportunities for new economic development which in turn creates new tax revenues for the City to help maintain these areas.

- I have a separate question about the road itself. We are phase 3 in this area and I have some real concerns about that turn thing that you guys are doing at the intersections where we will have to make u-turns. Is that written in stone? Is there any changing that? I'd love to see how it happens and works in phase 1 and 2 before it happens in phase 3.
 - *The first indirect turn is planned to start construction in the next couple of months hopefully, and that is at Grant and Oracle. The next one will probably be the one that Pima County is doing at Ina and Oracle. They will see how they work and then move on to the next phases.*
- So they could change it if it becomes a real disaster?
 - *Possibly, sure.*
- I wanted to ask again about the bus area planned for Grant and Alvernon. You mentioned there would be a pullout for buses, but I was under the impression that it would be more, like a small Ronstadt Transit Center with multiple bays.
 - *Yes in that area it would be more than just bus pullouts. A small transit center is what the original concept showed.*
 - [The concept mentioned is primarily a plaza space with additional shade structures, and a location for the TPD parking space (rather than a kiosk); buses would stop at bus pullouts along Grant and Alvernon].*
- Is this going to be a bus bay where buses are going to be housed there temporarily, so they could be coming in for example from 7:00 - 9:00 at night? Multiple bays where people will wait?
 - *It will be much more than a bus pullout. The details of operation will be determined during the final design of that segment of the roadway. It could be that the buses will be able to pull off on to the property so that bus drivers could take a break.*
- How long will each segment take once it gets started?
 - *They are going to start construction at Grant and Oracle in the next couple of months and that will take about a year to a year and a half to complete. This summer they are going to start the Stone to Park design work, which will take about a year and a half. They will start the right-of-way acquisitions after that, then the construction after that. In the meantime they will complete the design and right-of-way acquisitions from Alvernon to Swan and then the construction. The whole process will go through 2026.*
- So each segment will take almost 2 years?
 - *Between finishing the design and construction more like 3 to 4 years.*
- Why are you starting at Oracle and then going back to Swan and then back and forth, back and forth? You are making all of that equipment go through there, why all the back and forth?
 - *The main reason they are jumping out to the east end is that we needed to do the 1st Avenue portion first because 1st Avenue is another RTA project set to start in a few years and they wanted to get that portion of Grant done so we don't have two processes going on for both those streets at the same time. So they will then jump out to the east end and go away from 1st Avenue.*

- There was a public input process on the reconstruction phasing. One of the things is the cost. The Alvernon to Swan portion was going to be one of the most expensive segments because there are a lot of drainage problems and this will cost a lot of money to fix. Part of it had to do with the cash flow from the RTA and when the money is going to be available.

- I just want to make sure that the Tucson Botanical Gardens is considered in this. I don't hear anything mentioned about that. It is an asset to this community and I know that where it sits it's going to have the largest buildings in front of it. We do have a small view of the mountains right now from the gardens, and I am just wondering if there is anything in this plan that is going to protect the botanical gardens? We've always wanted another exit, not just on Alvernon, but an exit on Grant Road. At the meetings a long time ago I did see something written that this was one thing that was possibly going to occur.
- We will have to look at the preliminary design plans and see how it affects the Tucson Botanical Gardens.
[There is nothing in the roadway design plans or the proposed Grant Road District zoning that would preclude access for vehicles from Grant Road to the botanical garden property. But it would require an easement or right-of-way through the privately owned shopping center that is located in between Grant and the garden property].
- Will the speed limits change? Do we know yet?
- The speed limit will be reduced to 35 m.ph. There will be rubberized asphalt. The intent, with the indirect left-turn, is to move traffic more efficiently and you will be able to move down Grant quicker.
- I would like to know more about the design of the bus depot at Grant/Alvernon. Will it be as large as the Ronstadt Transit Center? Will there be multiple bus bays where people will congregate? What security features will keep people from congregating for long periods of time? A "police kiosk" is not a realistic method for this. Officers are on the street responding to calls, not relaxing at a kiosk. If they need to complete paperwork, or interview suspects they will do it at the large sub-station at 22nd and Alvernon, where there are computers, interview rooms, lockers, bathroom facilities, desks for briefings, etc. A "kiosk" will not be staffed or utilized. It will not address the already high rates of violent/gun crimes, drug sales, pedestrian assaults and muggings in the area. (Comment Card)
- I have attended many meetings regarding this project. Then I return to meetings and I continue to see the changes the RTA is proposing, yet I see that my prior concerns have not been addressed and this expansion will have a big impact on our business (Villa Maria Care Center). (Comment Card)