



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

Cragin-Keeling Area Plan Proposed Amendment Meeting
Monday, March 5, 2012
Salpointe High School, Cafeteria - 1545 E. Copper Street
5:30 - 7:30 p.m.

42 people in attendance
36 people from the Cragin-Keeling Area Plan

The following are the comments received from participants at the Cragin-Keeling Area Plan Proposed Amendment Meeting held on March 5, 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 Cragin-Keeling Area Plan

- What is the definition (of the Cragin-Keeling Area Plan)?
- It's between Stone and Country Club essentially from Grant Road (south boundary) to Ft. Lowell (north boundary).
- Is being amended or may be amended?
- May be amended. It is going through an amendment process. We don't know if it will be approved or not. Are there property owners who have property within this area tonight?
- Where does it end?
- From Country Club to Stone.
- I mean the width.
- 1 parcel deep along Grant, except at the major intersections.
- How wide is it (the new Grant Road)? Is it from Grant to Spring, Grant to Water?
- It's not. In most cases it is only to the alley.
[The Grant Road District zoning is applicable mostly up to the alley in Segment Central and only on the side of Grant Road that the roadway is widened towards. The edge of the Grant Road right-of-way varies in its distance from the alley, with this smallest distance being about 80 feet from the back property line of residential properties within the neighborhoods].
- Are you asking if property owners are here because property will be taken in the widening?

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

The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments.

This project will be managed by the City of Tucson.

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- No. We just want to make sure that we got people here who are supposed to be here at this meeting and that is property owners, Neighborhood Associations and anyone who is interested is also welcome. We are just trying to get a feel for who is here.

- I'm trying to understand. Who you are asking about when you talk about this? This line seems to be where the taking is going to be.
 - No. This has nothing to do with the properties being taken (for the roadway widening).*
- Is that current?
 - This is the current land use map for the Cragin-Keeling Area Plan.*
- I'm still unclear about what is potentially part of this overlay. Are you talking about the remnant from the taking? Or the next block in?
 - Possibly. No, I'm talking about where this line is drawn, which in some cases goes to the alley just north of Grant Road. In this case it goes all the way to the first street up, which is Water. Then it drops back down. It mainly follows a zoning line or a property ownership line. This was a line that was drawn as a draft district line but that is not what we're here for tonight. It is going to be important and it's going to be part of what I talk about because you need to understand how this zoning works if the amendment goes forward.*
- Is that map matching with these (handout with the proposed amendment and map for Cragin-Keeling)?
 - Yes, that's the same map.*
- Or is it that the entire map?
 - It is two slides.*
- Do those colors (on the PowerPoint slide of the Cragin-Keeling map) mean something? Can you tell us what they mean?
 - Yes. I'm going to get to that. Let me back up a second. These colors go along with this legend. They are broken up into different zoning categories within the overlay zone and they are called Centers or Segments. The centers are all focused on the major intersections, like Tucson Blvd. and Grant or Campbell and Grant, 1st and Grant over here. The segments are the areas between the centers. They have different intensities of uses that are being proposed. We've got the zoning maps to show that where in some cases like this red thing which is a Center, it recommends mixed usage, commercial, office and residential. What I am showing here is the back area, is already zoned for most of that stuff. But it doesn't have the same kind design criteria that would be used with the overlay zone. But the overlay zone is an optional zone.*
- When you are talking about the Centers and the zoning at major cross roads, these are the options that the Centers can have? (Referring to the displays of the Grant Road District Draft Zoning Category Standards for the Cragin-Keeling area)
 - They are. These are different kinds of constructions that can occur at those major intersections.*

- It's confusing with the new terminology and with what we know that's out there. You are changing all the terminology. Overlay doesn't mean anything to us but zoning does. You are bringing a new terminology to us. Just to clarify for me, the centers are the major cross roads, like Tucson, Country Club and Campbell and so on and so forth.
- *Yes. You need to not look at this so much as you want to read what is down here (Mike Grassinger points to the bottom of Grant Road District Zoning Category Standards).*
- It just makes more sense when I look at these maps. So the Segments which are displayed are between the remainder (major intersections) and are different?
- *Yes. This handout is a list of the major land uses.*
- How do you get to be a property owner, of City owned properties and what we're doing is to amend the neighborhood plan?
- *It could be that way but right now we are talking about existing property owners.*
- Question about the Power Point slide featuring the current zoning vs. the proposed allowed zoning with the overlay - "That's what you're showing us?"
- *This is what is zoned now (Mike Grassinger identifies this on the PowerPoint slide).*
- Do you have a copy of the amendments? This is what we're supposed to be commenting on?
- *That's the purpose of this meeting, it's our statutory requirement. There are handouts of the amendment available. It will also eventually be posted to the project website.*
- On the handout map (proposed amendment and map) . . . these are the uses as it is now . . . when overlay is in place will there be any changes to areas not now in color (on the maps)., i.e. without Campbell . . . so where those lines are drawn? When they develop they will follow the overlay?
- *Just the properties in the green line. The rest of the Area Plan will stay the same. If the properties within the green line choose to opt into the overlay then they will have to develop following the design standards and other requirements in the overlay for this section.*
- So on Grant Road in the overlay zone, west of Campbell, it could turn into the overlay? That's important to find out what could they opt into (Segment Central).
- *Those residential properties could include the permitted uses for Segment Central - residential, office, live-work, open space, limited retail (small food and beverage establishments, such as delis and cafes). There is also a handout available that compares the uses currently allowed under existing zoning compared to the uses that would be allowed with the overlay.*
- What buildings could be defined? Where is Segment Central - we have no designations (on the amendment map handout)?
- *Segment Central is the portion of properties between the intersection of Grant and 1st and the intersection of Grant and Campbell and the portion of properties between the intersection of Grant and Campbell and the intersection of Grant and Tucson.*
- What zoning height is in Central Segment- five story? It can be commercial?

- 30ft is the maximum height in Segment Central.

[See page 113 of the Initial Public Review Draft Grant Road District document that is available on the project website at

http://www.grantrroad.info/land_use_urban_design.php .

Maximum overall height is 30 feet towards Grant Road and other major roads, 16 feet towards existing residential and on non-major streets; there are also step backs that apply to the distance from existing residential and non-major streets before a building can go up to the maximum height. In addition, in reaction to comments received it is possible that the overall maximum height will be reduced to the height allowed by the existing zoning or closer to that].

- If someone wants not to sell to the city . . . isn't that block busting? What if there is commercial in the central segment—who would want to live there?
- Property owners can negotiate to keep the portion of their property that is not needed for the alignment.
- Regarding the goal of redevelopment of the corridor - I propose changing the amendment text, to only allow commercial property owners to opt into the overlay and not affect currently zoned R1 and R2 properties.
- Thank you.
- Why would that be an advantage? I'd need to think about it.

- DISCUSSION AMONG PARTICIPANTS -

- I suggest we see a show of hands of who is in favor of protecting R-1 and R-2 zoning.
- You said that there was a possibility of another meeting and I think each of us should really look at the particular area where we are near and see exactly what types of buildings and services are going to be allowed. Then we need to come back again and say - this particular type of business does not fit in this particular block. These two segments between Park and Campbell, I really think that the City should seriously consider the park option there. It would service those neighborhoods, those residences to the north and south of it and it would take care of all of this angst about what could possibly go in there. They are too narrow for any significant development without it looking weird.
- That's good.

- Parks/open space are an option, but given the current economic climate of the City, they can't even fill potholes so to ask them to add these linear parks to the City's current parks to maintain, depending on when it's done, may be impossible. There are some other options out there such as deeding the property over to the neighborhood and let the neighborhood take care of it. It's all on the table.
- When is that stretch between Campbell and Park likely to be finished?
- It is the second to last segment to be built. Towards the end of the RTA's Funding Period 3 sometime between 2017-2021.

- This came out of the Grant Road widening to 6 lanes. I've talked to several businesses who say they're being whacked because they're too close to the street but now you're putting other businesses right up to the street, I don't get this.
- This is the direction decided on between years of public meetings, the Citizen Task Force and Mayor and Council. They don't believe there will ever be another widening of Grant.
- I understand that but it seems like.... originally you were talking about widening the street and now you are talking about putting in commercial areas where none exist today and using this as an option for development.
- Most of the commercial area that is being proposed is overlaying existing commercial areas. There are very few places that commercial is being recommended for something other than commercial zoning.
[About 87% of the parcel area within the Grant Road District is currently commercial, office, or industrial zoning].
- I remember the RTA meetings and widening the roads, the bike lanes, the bus pullouts but I don't see the connection between the RTA which was voter approved to this. I don't see it.
- All of those things you just said are in this.
- But how did we deviate so much from this initial Grant Road widening to a business corridor? Who approved that? Was it just the city engineers to attract businesses?
- Mayor and Council have been updated on this all the way through and have approved it.
- All of the Task Force meetings are always open to the public, all of the notes and conversations from those meetings about these key issues are available for you to see. There is lots of data on the website to show the kind of discussions we have had around the alignment and then this year we are looking at the land use and vitality issues. There is a connection.
- But that is tenuous. We have kind of been divorced from that.
- Most of the public have not been involved at all. Those who have been involved have endorsed what we are talking about.
- Once you go to those initial RTA meetings and see all of the drawings and the maps, the average person thinks this is how it's going to be and rest assured that it's not going to get any worse than that. Now a few years later we are looking at this.
- Do you believe things are going to stay the same after the widening?
[Change in the land uses along Grant Road can also occur under existing zoning, and is likely to occur as the road improvements are built and generally over time as in other areas of Tucson].
- I don't know it's hypothetical, I thought, just like this? What happens, who knows?
- It's not hypothetical. Just tell me what you believe. Will things stay the same as they are after Grant Road is widened?
- There will be more traffic, there will be bus pullouts, rainwater harvesting, and landscaping that's all I was told. That's what I believe. End of story.

-Do you understand that everybody who owns property, private property, along Grant Road has the right to develop their property and has the right to ask for a re-zoning?

- But how can they develop, you just said there will only be a little sliver because the City is going to take portions of the property to widen the road.
- Some of these things that people are afraid of being developed aren't viable on that remaining land.
- So then why put the overlay there (referring to properties currently zoned residential that will be acquired for the road widening)?
- Most of them aren't in the plan. We've taken out the residential areas that are going to be very small pieces.
- No you haven't you left in the portion (of the residential properties acquired for the roadway widening) in Jefferson Park and in Samos.
- Okay, I said most of it.

- What we want to know is what you want to see done with those areas. Let us know what you want to see. Write it down and tell us.
- A landscape buffer (between Park and Campbell).
- Thank you.
- I think it's just going to be a really hard sell between the Campbell to Park area. That's got to be an incredibly hard sell to say we want that to be businesses too because clearly with what happened with Campbell, when they widened it, they got this huge set back, a wall and people want to know - why isn't it going to be like that? That's our example. Also with the overlay, the parking example with the business in the front and the parking in the back is exactly this neighborhood's most cherished enemy like Coffee XChange.
- Thank you.
- Let's say the overlay did pass as it is now, which I really hope it doesn't. Then does that mean that in our little segment from Campbell to Mountain, or Campbell to Park, those are residential homes now, does that mean that it would be possible that someone could start development before the dates you were saying (construction timing for the Campbell segment)?
- They could, as long as they stay out of the area that is going to be part of Grant Road. Trust me we are hearing all of this and we are going to go look at that.
- The City would likely sell these properties to a developer because they can't afford to maintain a park. Why would they keep it? This is important to me. I am going to be living there.
- Assuming that they could sell. They would keep it because maybe they can't sell it to a developer. A developer may not even want it.

- We understand it is important to you but we are also saying the economy may be different in 10-15 years when this section is scheduled to be reconstructed and then maybe the City could pay for a park.

- So why are you doing this then? Why destroy our neighborhood? It's so sad.
- I only want to see landscape buffers. That's all. I understand allowing commercial building close to major intersections but I do not want commercial buildings, apartments, offices, stores all along Grant between those intersections. I would love to see green zones planned for those areas especially Park to Campbell. (Comment Card)
- Grant Road from Campbell to Park is surrounded by residential neighborhoods. We wanted, during the previous meetings, and still want the left-over land to be a green belt, not a possible commercial zone. (Comment Card)
- This is an incredibly hard sell considering that Campbell from Grant to Elm was developed with green space and a huge setback from the increased traffic. I strenuously object to this change from R1/R2. From Campbell to Park, I only support green space and improved biking/pedestrian access. Furthermore, I strongly object to changing the process necessary to develop property. Major issues: parking behind buildings, no required neighborhood/council approval, taller buildings. (Comment Card)
- Grant Road from Campbell to Mountain (north side) - there's NO room for "redevelopment" as indicated! Please use remnant properties for green space and agricultural (Urban Gardens)! As the Southern boundary of Samos Neighborhood! (Comment Card)
- This seems like a developer play/coup. This area needs to have mirrored the same design seen in the Campbell sector between Speedway and Grant. These developments are fantasy. (Comment Card)

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

- Who votes on the overlay? The neighbors, the property owner?
- An overlay zone, once in place then the property owner within the overlay zone boundaries can opt into that zone. Then they would turn in a development plan to the City and if they determine the development plan meets the requirements of the overlay then they can proceed.
- So the adjacent neighbors have no say?
- No. This will not go to the vote.
- What are the rules for public involvement? How much power do we have as a public to modify the overlay? So . . . this public input/what we say tonight will directly impact the overlay zone? What do we need to do to change the zoning . . . what is the criteria?
- There are a series of hearings for the proposed area and neighborhood plan amendments, like what we are having tonight, and then we will do another for the overlay (zoning). We

are taking input now. There will also be public hearings with the Planning Commission, Zoning Examiner and then a public hearing with Mayor and Council.

- If the overlay passes . . . it's up to the property owners to okay the zoning? Those property owners next door have nothing to say about it? You're changing the residential to commercial zoning . . .
 - *No they will have already been re-zoned (once you opt into the overlay), but to develop their property they will have to meet the design standards. Let me encourage you to have an open mind to this overlay and compare it to what is allowed under existing zoning.*
 - [Residentially zoned areas are not being changed to commercial zoning; the current draft of the Grant Road District overlay would allow residential uses and a limited set of commercial or office uses in areas that are currently zoned residential, if the property owner opted in to the Grant Road District. This is an on-going planning process and the draft could be changes to only allow residential uses in some of these areas. This will be decided through the process with neighbor and property owner input and through Planning Commission and Mayor and Council public hearings].*
- You're proposing commercial (on a segment that is now residential, properties between Highland and Mountain on the north side of Grant Road that are being acquired for the roadway widening) and that will ruin the character of the area.
 - *Thank you.*
- Overlay zone . . . you're all talking about it as if it's going to happen, but it's all optional, correct? Who votes on it? How tall will the maximum height of the buildings be allowed today and with the proposed overlay? At Grant Road and Country Club-only two stories are allowed now. What are you proposing at that area at the northwest corner?
 - *Today building heights range from 25'-70'. In the Grant Road District it would be 16'-65'. We can't talk about each individual property. We are here tonight to look at a bigger picture.*
- In a section, there could be a mix of zoning? That's up to the property owner? New owners would have the same zoning?
 - *Yes there could be mix of both zonings (current zoning and the new proposed zoning with the overlay) in that section.*
- What the benefit of this to compared to a PAD (Planned Area Development).
 - *There isn't a lot of difference between this and a PAD. I'll come back to that.*
- I'm concerned about noise.
 - *Yes. I don't remember if there is a noise buffering element (in the draft Grant Road District). That is a good comment. We'll look into that.*
 - [There are performance standards for certain land uses in certain categories]*
- The public input process isn't like a PAD? So no public input except for now? I don't think a unified design will improve Grant Road. A unified design, (i.e. Berkeley, CA) I don't know if that's better.

- Yes, a PAD goes through this process (Mike Grassinger points to the process of existing zoning compared to the process for the Grant Road District Optional Overlay Zone on the PowerPoint slide).

- I don't think a unified design would help Grant Road. I kind of like the different character along Grant Rd.
- Okay. Fair enough thanks.
[The intent of the Grant Road District is not to make everything look the same. The current draft of the Grant Road District includes 8 different zoning categories that were tailored specifically for the diverse places along Grant Road. In contrast, the existing 6 zoning designations along Grant Road - consisting of 3 commercial zones, 1 office zone, and 2 residential zones - are standard city zoning categories that are applied throughout Tucson and encourage diversity to a lesser degree. In addition, several of the Center categories have specific height and other requirements in specific locations; it is likely that, based on comment to date, further special requirements will be recommended.]
- Are you tearing down all the buildings along the green lines in the Grant Road District?
- No, the property owner would have to do the development.
- How are you going to keep businesses from parking in the neighborhoods? Samos has had a terrible time with Coffee XChange and it hasn't worked.
- Just as the City requires businesses to get a certificate of occupancy this will still need to be done and the development plan will have to show that there is adequate parking for the business. We are hoping to provide the incentives for people to do the right thing.
[The Grant Road District also provides limitations to hours of operations for some activities and this could be refined further during the planning process.]
- What's the percentage of R1/R2 and percentage of commercial in the overlay? Why change the zoning of neighborhoods?
- We don't know but we'll find out. The majority is commercially zoned.
[About 8% of the total land area of the Grant Road District is R1 or R2, and 3% is the R1 zoned trailer park just east of Swan Road. About 87% of the Grant Road District is currently zoned commercial, office, or industrial.]
- Is there a time limit to decide between the current zoning or overlay zoning?
- No you can opt in any time. If the overlay is approved it would be in place until Mayor and Council took it away.
- Two years ago we talked about Grant Road and I don't remember any talk about this (an overlay zone).
- This overlay is the result of that process. It is the tool to help implement the input that we received and achieve the project's guiding principles.
- Show us data. (Regarding how the overlay will implement the Grant Road guiding principles.)

- What about preserving the mountains (referring to a statement in the draft Grant Road District document)? Is this a joke?
- Where does someone go to request information about the overlay zone?
- You can fill out a comment card tonight. We heard a lot in the last round of workshops from people that wanted their property included in Grant Road District boundaries or not included.
- So there might be a point of conflict . . . there may be owners who want to opt-in but neighbors nearby may be (negatively) affected. So anything within this zone is already that residential and will be acquired by the City?
- Yes, this is what we want your input on.
- A lot of people who aren't here tonight are elderly owners but they should have the option to sell their property to a developer with the option of the overlay. Grant Road has never been an attractive road (cites Grant Road is used by trucks to access I-10). Provides an example of when Speedway was widened it there is one portion that was not widened because of one person in that area that was opposed to it. Now it bottlenecks in that area. The person that opposed it then moved out of state. You need to think about the whole picture and not just how it affects one person.
- What she's talking about is why the City is designing roadways the way they are now (regarding the bottleneck at Speedway example).
- I'd like to clarify - If this were a re-zoning process, this meeting would be all that's required. Will the City have another meeting—this area is complicated. Also asks for clarification of base points of step backs; alley step back minimum.
- Thank you.
- Regarding parking garages - will they abut someone on the other side? How will you get enough parking?
*- No. I can't remember. We'll look more into that and get back to you (footnotes under the stepbacks diagram-base point and alleys).
 [Parking structure heights, perimeter yards, and step backs are the same as for any other building; the differences between heights, perimeter yards, and step backs are determined by the zoning category and what is adjacent to the property the building is sited on.]*
- You are allowing parking garages in the overlay centers—what about in the segments? I'm afraid parking garages could be developed.
- Regarding parking garages: you could go down [the parking garage could be underground or partially below grade]. We aren't ruling anything out. There is an option for parking garages in the centers, but only if it's a permitted use and meets all of the other Grant Road District standards [parking garages are permitted in all categories]. Parking garages are not very viable in segments [excepting where parcels are larger, such as a few in the Segment East area].
- All of the property owners that are looking at parking garages (adjacent to parking garages) will probably end up suing the City because of loss of property value because a.) how could

they ever re-sell, b.) be ever enjoy their backyard, God forbid they have a pool. It's just weird.

- *Thank you.*

- I think what's getting to people is that, you're right we did go to meetings we said we wanted landscaping, we gave our input, but at no time were we told you are now going to a form based code, it will be an overlay, this is the only re-zoning you will see, and when we are done your input it out of it, we are done. All those things came in at the last minute. Even at the segment meetings the consultant was telling people - if you want the landscaping buffer then you need to file a plan with us, telling us how your neighborhood plans to maintain it. So there is a contradiction going on here as these things wind up to this really big process. What we need to be saying to the City is you need to slow this down, because it's created a lot of confusion and its going to create even more ill will.

- *Thank you.*

- I don't live in this area but I've dealt with planning for a number of years. I'd like to comment on the illusion that this overlay district is like a PAD. It is like a PAD only in that it allows a development plan to choose what uses regardless of the zoning are allowed. Under a PAD, the development plan has to be in place and the uses on that particular parcel are specified, what buildings are going in and where they are going in, including the parking and the landscaping is defined within that plan. The setbacks and the building heights are defined within that plan. Once that plan is approved, if any changes are made to that plan it must go back to negotiation. Instead for a PAD along Grant Road, allowing developers to use a PAD and changing the requirements for a PAD would make more sense and would provide more assurances to the residents as well as the property owners. What I see this overlay doing is instead of offering assurances, the overlay is asking the residents to hand over a blank check to say that you can do anything, regardless of whether or not we feel that particular plan is going to have an impact on us once we see what is being proposed for that parcel because we have no input. I think there is a huge difference between this overlay and any PAD that has ever been done (applause).

- *Thank you.*

- What I read in the paper the other day is that the West University Overlay ... the residents are very unhappy with it and it's likely to end up in court. I think that we would like to avoid that. This looks like, next to my home which is currently residential, I could have apartment buildings, and that kind of changes things very dramatically, and I would have no input into that - as to what kind of business it is, whether it's high density housing and its very disconcerting.

- *As I said earlier, check the zoning of that property and see if you have any control over what goes in there now. You have to remember that there is zoning on every piece of property along Grant Road. The property owner under this would have three choices -*

- 1.) *Opt into the overlay zone,*
- 2.) *Go through a regular re-zoning*
- 3.) *Or develop under the existing zoning.*

Those are their three choices and you need to understand what the existing zoning allows. Not what's there today, but what does that zoning allow.

[Not all urban overlays are the same. It is a tool that can customize zoning for a particular area and to address the land use planning implications of Proposition 207].

- I think the problem is this overlay gives the residents no option.
- We're trying to get input from you. I'm just trying to explain things, but we are listening to everything you are saying.
- I live in the overlay zone, and I would love to have some redevelopment. I love it. I think you've done a great thing. I'm excited about this plan. I think you guys have really done a thoughtful job with the design efforts. Everyone is going to have a different experience with this and I welcome it.
- Thank you. You better walk out with me (laughter).
- You said there was an option for park. I didn't hear any discussion about parks.
- There is a recreation component with every one of the proposed zoning districts in the overlay. There is an allowance for recreation, which would be parks.
- I also read that if we want more parks we have to pay more for it, to take care of it.
- Well that's one option in the best of all worlds we all pay more taxes and the City takes the money and they build and maintain the parks. However, as Mike Holder said, during these economic times that's not likely to happen.
- One of the things we had asked for before was a comparison sheet (comparison of land uses allowed with existing zoning vs. land uses allowed with the Grant Road District). This comparison sheet that you gave us, what it doesn't do is break down further. For instance alcoholic beverage services, I know that is permitted in C-1, but only as part of a restaurant. It's a very different use from a sports bar. So this sheet while it is breaking it down to some degree, isn't really telling me is that still limited only to restaurants, or does that now allow a sports bar. The other thing is we also asked for a very simple basic comparison of the land use code /overlay. I threw one together quickly for Grant and Campbell. I have a 45' set back (today) that is being reduced to 22', I have a building height of 30' and a setback of 45' that now goes to 55' and 0 set back. Those are the kind of things that would be very easy to throw together and would tell a neighborhood what you are getting with an overlay.
- Okay well we did the best we could with two working days since the last meeting so we'll try again.
- Could you post a specific link on the website to the overlay zone? Is your link to get to the overlay zone on any of the handouts?
- The link is on the Grant Road website (www.grantroad.info) on the homepage and on the Land Use and Urban Design page. There is a box with a link to the draft document and then a comment box below to submit comments.
[Specific link to the Initial Draft Grant Road District Optional Overlay Document on the Grant Road Improvement Plan website is -
http://www.grantroad.info/land_use_urban_design.php#overlay_comments]

- It needs to be improved by - 1.) reducing allowable building heights, 2.) providing provisions to eliminate traffic cutting through the neighborhoods and to prevent parking in the neighborhoods, and 3.) City needs to enforce noise regulations. (Comment Card)
- With the development of Grant Rd. zone please explain how you plan to deal with: 1) parking 2) the unified look. The parking is already a major problem in many areas around the Blenman Neighborhood. The unified look will get against the “character” of Tucson in general! We do not have to remake Tucson into Oro Valley or Saddlebrook! 1.) I suggest you add more safe crossings for pedestrians and bicyclists, especially on the major intersections. 2.) Also, I suggest you move the bike lane from the three lanes of vehicle traffic. Tucson has too many pedestrian and bike accidents! Please require all new buildings and parking lot developments to use solar panels! (Comment Card)
- “Establishes a unified design character and theme for Grant Rd.” The Berkeley consultants share their vision. I’ve seen these buildings in Berkeley (moved from there). It will all look the same-sort of arising-like-through mid form Tucson, where now, while some properties are run-down, at least Grant Road has its own unique character. Transform it, don’t Disney-fy it. Fix the road, don’t widen it (it’s wide enough already), add bus-pull outs, and then attract business. I see times when there are no cars on Grant near Campbell!! P.S. the RTA election of May was rigged. (Comment Card)
- Do not change what the votes, vote on. I do not want building going up on Grant Road. (Comment Card)
- If a new or current commercial property owner would opt into the GRDUOZ one should be able to opt to retain current zoning requirements. The GRDUOZ should not be prepaid. The applications of the UOZ concept must have a sunset date. The GRDUOZ does not equal a PAD. The latter allows for community changes occur to the PAD. The UOZ, as proposed and if the approved, allows no further input from the community if the current or new commercial property owner opts into the GRDUOZ. The opening paragraph of the proposed amendment to the Cragin-Keeling Area Plan lacks a clear topic sentence. The paragraph overall is written poorly. I was trained as a K-8 teacher. As written, the opening paragraph will not earn an A or B. Maybe a C minus. Did a City DPDS staff member write this paragraph? 4 yrs. It explains the bureaucratic manner of the writing style. (Comment Card)
- I think Grant Road will be greatly improved by all that you are planning. It will add to the property values in these neighborhoods. The current buildings on Grant are very old and dilapidated—that’s not “funky or charming”—it’s dirty and falling apart! (Comment Card)
- You all are doing a great job! I think this is a very exciting project. I own the properties at the following addresses which are all adjacent to each other: 2456 N. Forgeus Ave., 2460 N. Forgeus Ave., and 2602 E. Water St. I would like all to be included in the overlay plan. (Comment Card)
- Scrap trolley project. Scrap high rise dorms in historic neighborhoods. Pave roads with the money instead. (Comment Card)

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

- Who decides if a parcel will be a park/open space?
- It would be the City of Tucson. In that case the City would have bought that property and owns the remnant land so it would be up to the council member in that area to decide what goes there.
- Regarding walking across Grant Rd.-how will that work? Will you be stuck in the middle across 6 lanes? I hope it's something you talk about . . . hard enough to get across 5 lanes.
- At all of the indirect left turn intersections there will be pedestrian activated crosswalks and there will be one on either side of the indirect left turn, turn arounds. Several crosswalks have been added as part of the roadway design.
- Whereas: The RTA election was bought and paid for by the most regressive forcer in town and was most likely fraudulently "determined".
Whereas: The "6 Lane Requirement" for Grant Road was an anonymous, well-hidden bit of the "fine print" in the ballot language . . . to get Marana and Oro Valley votes.
Whereas: The entire premise that widening Grant to 6 lanes was "necessary" was not supported by the City's own engineering study nor by subsequent events . . . (traffic is down!).
Whereas: Tucson is NOT growing at the rate "expected" neither now, in the past decades, nor in the foreseeable future.
When as: The realities of peak oil, catastrophic global climate destabilization and economic collapse (the end of the brief heroin fix of fossil fuels), as evidenced by the extra time it's taking to "fill the RTA cotters from regressive sales taxes . . . is proof along with increased water scarcity, that further "growth" is not an option . . . I would like to suggest that sanity might prevail and the engineering study that determined that all Grant Road needed was bus pullouts, right turn lanes and filling in of potholes be implemented at a significant cost savings to the already over-stressed tax payers of Tucson. (Comment Card)