



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

**Unit 6 Neighborhood Plan Proposed Amendment Meeting**  
Wednesday, February 29<sup>th</sup> 2012  
Ward 3 Office - 1510 E. Grant Road  
5:30 - 7:30 p.m.

26 people in attendance  
3 people from the Unit 6 Neighborhood Plan

*The following are the comments received from participants at the Unit 6 Neighborhood Plan Proposed Amendment Meeting held on February 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 Unit 6 Area

- Can you define the Unit 6 area?  
- *Mike G. points to map showing area of Unit 6.*
- For Unit 6, what's the farthest east street?  
- *15<sup>th</sup> Ave. (farthest street to the east)*
- Those permitted uses . . . are those the same as permitted uses right now?  
Not all?  
- *Most are permitted under existing zoning but not all. Industrial currently doesn't allow residential zoning.*
- Unit 6 area also includes Pascua Village-how are their cultural concerns being addressed? You need to go to the Tribal members; they will not come to you.  
- *The Pascua Yaqui village has been invited to all of our public meetings and we have reached out to their neighborhood representatives.*
- Why wasn't this meeting for Unit 6 held in an area closer to Unit 6?  
- *We tried but couldn't find any available locations. Unit 6 is still in Ward 3 and there are only a few properties in the draft Grant Road District boundaries so we thought it would be okay to have it here (Ward 3 office).*
- On the existing Unit 6 area plan at Oracle and Grant Intersection [refers to zoning categories] . . . could you give us an idea of what could be possible under this new "Center Crossroads" use?

Details about the full plan are available at [www.RTAmobility.com](http://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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*- Mike Grassinger points out Center Crossroads and Center General zones on the Unit 6 map and displays. The land use category list I showed are the same for Center Crossroads and Center General.*

- In the text amendment, you put it in under industrial if you would insert that . . .

*- Each of the categories say the same thing (industrial, commercial, etc.) in the Plan (re: amendments to the Plan).*

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

- On the overlay, how is it related to the widening project? If you go back 10-15 years, the purpose was a cross town freeway.  
*- When the widening was first envisioned it was decided to take into account the affect on the properties to help those properties transition after the roadway widening .A process called Context Sensitive Solutions (CSS) was used to design the roadway. CSS based on adjacent uses of properties to the roadway. This helped determine the widening alignment.*
- Grant Road widening project's purpose is (to move people efficiently). I'm concerned that traffic will get bogged down . . . what's the impact on the bicycle boulevard, high density is at odds with (purposes of the Grant Road widening project). Won't higher density cause more cross-town & cross roads traffic and impact the bicycle boulevards?  
*- That's been raised before as a concern. The idea is to increase the capacity of Grant Road & move traffic efficiently not necessarily faster. Widen efficiently & provide opportunity for economic development. GRD is trying to take the pain away for a lot of people by taking care of the rezoning with the overlay. With GRD there is a provision for a traffic calming device to discourage traffic going into the neighborhoods.*
- Do the citizens get to vote on the overlay district? It wasn't part of the original vote. Why won't we get to vote on it? There's no citizen vote at all?  
*- No. It will go to Mayor and Council. It will go through a series of input opportunities. It goes to the Planning Commission and Zoning Examiner and then Mayor and Council. The plan was not to have super high density but to move traffic efficiently and work with current development and opportunities for future development.*
- Are those new uses being presented to the neighborhoods so they can compare . . . ? And they will be in a format . . . that can be compared easily? (The comparison of uses needs to be made clear . . .) They need to know this so they can give feedback (on the existing used compared to the permitted uses under the Grant Road District).  
*- Area and Neighborhood Plans list the currently allowed land uses. We can get you this information and have it available at the upcoming meetings - handout of the currently land uses and what the proposed permitted land uses are with the Grant Road District Optional Overlay Zone.*

- In order to make this as transparent as possible . . . this is the only time the public can make comments . . . people need to see what uses you are going to commit . . . need traffic calming . . . need to be transparent or this process will be tainted . . . Our concern is: do we have a vote - a “no say” doesn’t amount to a hill of beans . . . it took 3 months to push the West University Infill District through, I don’t want to see this being pushed through, a year (for the Grant Road District) is not enough .

*- One of the purposes of these meetings is to determine what is confusing and clarify that. The permitted uses in the overlay are pretty limited. We can have a list of what’s permitted now and what will be permitted in the Grant Road District. We can have this as a handout at future meetings and on website.*
- It seems to me . . . you are presenting in good faith, but I’m concerned we don’t have a vote. Its one thing to have a whole lot of meetings . . . but comments may not be heard and responded to in a problem solving way.

*- I appreciate that but remember under C-1 today you have no say as to what goes there as long as it is permitted in C-1.*

*- I understand people will always be skeptical and it’s a long process until now we haven’t had the whole document available for comment. We’re all local people. We live here too. We were brought in to help put this together. We have an out of state consultant that brought us a great structure. I don’t think there is any way to have a vote. We aren’t a true democracy. It’s representative. We also have a Task Force that has been in place for five years that have helped guide this process. We have also based this on input we received on the desired character for the roadway in meetings over the past four years.*
- I don’t think you paid attention to what we said three years ago regarding the Community Character & Vitality planning for the roadway.
- Does the Imagine Greater Tucson questionnaire-does that have impact on this? It seems they are they are looking at similar things.

*- This process started before Imagine Greater Tucson. What I am hearing is that the majority of the surveys completed are for greater density infill.*
- When you’re responding to a push-poll, you’ll get those kinds of responses (for higher density). Imagine Greater Tucson didn’t consider things like water . . . and had a narrow focus.

*- We’re probably getting way out of the purpose of this discussion.*
- Imagine Greater Tucson and Plan Tucson are 2 different things - Plan Tucson’s policies to go to a public vote. I think it’s backwards; Plan Tucson should go before the voters before this (Grant Road District) goes into play. Was this Grant Road land use plan part of the RTA 2006 vote? Plan Tucson will go to voters in 2013.

*- It was listed in the information included with the ballot. I believe the ballot said ‘widen Grant Road from Oracle to Swan to three lanes in each direction with bike lanes and sidewalks’. This process is guided by the existing general plan. We don’t know what’s going to be adopted with the new general plan yet.*

- Will there still be setbacks?  
 - *Yes. Setbacks are known as the perimeter yard in the Grant Road District. [Required perimeter yards along streets are minimized in the GRD, but there will still be required perimeter yards along property lines with residential zones.]*
- So there'll be no buildings close to Grant Road at all?  
 - *There are "build-to" requirements in the overlay that require buildings to be placed closer to the street but it won't be solid buildings all along. We are requiring open space with the new development as part of the Grand Road District. This is not currently in the land use code.*
- How is open space defined? Are balconies or roofs considered open space?  
 - *I can't remember if balconies are included but we'll find out. [The current draft of the Grant Road District has requirements for both private and common open space. Balconies can only count towards the private requirement. Common space may be on a roof but has to be publicly accessible during a defined period of the day.]*
- In the West University Neighborhood Association 2/28 ordinance-they counted balconies as open space . . .  
 - *Thank you.*
- It does show more (Grant Road District) illustrations, that balconies are considered open space (in the Initial Draft Grant Road District Optional Overlay Zone).  
 - *Thank you.*
- Do these perimeters apply, using the existing code?  
 -*No they will use the existing provisions.*
- So the vision is to have conformity and continuity but it's not guaranteed . . . The public needs to be aware to end up looking the way we hope it would. How long does an owner have to opt in?  
 - *It would be forever (when you can opt into it the Grant Road District)*  
*[Clarification - Once the overlay is adopted an owner could opt-in at any time after that. It is possible, like any other zoning district that the Grant Road District could be amended in the future and those who had not already opted in would have to comply with the new requirements.]*
- Proposition 207 has a three year time frame ... does this overlay stop or start the after this time frame? [gives an example of 2 businesses/1 chooses the overlay zone; one doesn't and ends up struggling to survive. If they file suit] . . . we need a discussion with an attorney so we can figure this out.  
 - *Yes. Voters passed prop 207 which allows people to be compensated if they feel a re-zoning ordinance will diminish their value. My opinion would be (regarding the three year time limit) that it doesn't start until the after overlay is adopted.*

*- You never had a claim (if your property is not being rezoned). The only person who has a claim with Proposition 207 is the property owner. Not the adjacent prop owner*

- Some of the homes will be protected . . . far enough set back (with frontage road). But the residents won't be directly on Grant Road?  
*- There are ways to design residential development such as multifamily so that it is buffered. [Detached] Single family homes probably aren't that viable.*
- So the overlay zone - that would allow group dwellings?  
*- Yes.*  
*[Except for in Segment Central zoning category where group dwelling is not an allowed use]*
- Could you explain the term parking district?  
*- That is a permitted use I believe. Business sharing parking - shared parking between businesses with different hours.*  
*[Shared parking is an efficient way of providing and managing parking that allows two or more uses with different parking peak periods to share parking spaces; district parking is a type of shared parking where a designated lot or structure (owned and managed privately or publicly) provides parking for a variety of users in a center].*
- How do you enforce (shared parking) over time? Businesses change over time.  
*- If you need a certificate of occupancy you would have to go through a zoning review and this would be discussed. This is still a draft document when businesses come in they have to prove they have parking and there has to be some way of tracking that.*  
  
*- Any property where the City is buying parking for the alignment will be cured (deficient parking).*
- So will the city have staff to track that? (parking district/enforcement)?  
*- The City tracks this with Civano Neighborhood and with PADS currently.*
- How will deficient parking be cured?  
*- There are different options for this based on the site reconfiguration.*
- The consultants are they hired by the developers?  
*- No. The consultants are hired by the City and the RTA.*
- What are the incentives for opting in to the overlay- i.e. financial incentives from the city?  
*- The financial incentive is you avoid the cost of going through your own plan amendment and re-zoning if you opt into the Grant Road District.*
- How much does a plan amendment process cost?  
*- Between consultant and City fees plan amendment can cost between \$15,000-\$20,000 and the re-zoning is usually \$20,000 and up.*
- The benefits information is available?

*- The benefits are listed in the PowerPoint and we also have a handout available.*

- Do you have a list of neighborhood services that you're going to recommend?  
*- We're not recommending specific businesses within the Grant Road District, that's up to the market to determine.*
- What is allowed and not allowed?  
*- We had some examples for this in Unit 6 but you almost have to do this on a parcel by parcel basis.*
- It's important for neighborhoods to know about existing zone buffers and what's being proposed. They should be able to see [the differences] clearly.

*- That's what we're doing here.*

- Do we have a voice in any changes to (our) neighborhood and area plans? How do we get to say what we do and don't want? How do we know if you're responding to our comments? Now we can make our comments?

*- What we are going through tonight is the plan amendment process . . . part of the feedback we want is on the uses that are being proposed and what you want and don't want. We are recording your comments tonight. This document has to go to the Planning Commission and they will ask if we incorporated the neighborhood concerns.*

- Do you think it would be wise to have [comparison uses] as a handout at the next meeting?  
*- We will have a handout of currently permitted uses and the allowed uses with the Grant Road District.*
- There are no buildings shown (as possible with the overlay) in the illustration (of the Grant-Oracle intersection after the improvements).  
*- This shows existing buildings with the widening. We do have some simulations that show potential development within the Grant Road District but those don't pertain to Unit 6.*
- Are you going to present other options to an overlay zone, like a PAD? What's the difference between a PAD and an Overlay Zone?  
*- This is very similar to a zoning. A PAD is a re-zoning. A PAD has to have a single ownership and there is no single ownership on Grant Road. An Overlay is an option to go over the current underlying zone where a PAD changes the entire zone (for the property or a group of properties).*
- We can never change the Overlay. That's what's bad about it. We're stuck with it.  
*-An overlay zone can be changed or amended. A change would go through this same process.*
- If the developer did change it but not the neighborhoods in a PAD they would have to go back to the neighborhoods . . . you have no guarantees with the overlay that's why it's so important for people to understand about potential uses.

- Thank you.

- The biggest difference is with a PAD and the developer you can spend a lot of time. Whenever there is 10% change, the developers have to come back to you but in their case . . . (overlays) it's more uncertain.  
*- Don't forget under existing zoning you have a similar list and you can change the use according to what's allowed with the zone and you have no control. You have 3 options*
  1. Opt into the Grant Road District
  2. Redevelop by changing existing zoning
  3. Keep things the same
- Regarding neighborhood plans-does this prohibit a neighborhood saying "We'd like to change something else in our neighborhood plan as well?"  
*- We would be open to see what those things might be. It's a neighborhood plan - there are notification requirements for an amendment. The request would have to come from the neighborhood leadership representing a majority. There could be an issue with notification and timing would be a concern (depending on if it's a change in use or something else).*
- I'm concerned about allowing businesses to use the alleys as part of the step back . . . I'm totally against that (others agreed).  
*- Thank you.*
- Yet another overlay with no sunset considerations? I thought the upcoming UDC will eliminate of any kind at any time for any rationale. Secondly, because there are no sunset considerations a "permitted" development in 10, 15, 20 plus years could be the wrong development by ALL concerned and there is no way to stop that development. (Comment Card)
- Open/public space includes rooftop recreational use, balconies, possibly secured inner court within a new development? Why? Open/public space implies the general public has 24/7 access. Roof tops, balconies and similar are off limits to the general public. (Comment Card)
- Yaqui/Yoeme Tribe until its Old Pascua Village registered/enrolled members. There seems to be little or zero representation at this Unit 6 meeting. Are tribal concerns and sensitivities being solicited directly from the Tribal Council and Old Pascua Village residents? Different social and cultural protocols must be observed. (Comment Card).

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

- Is everything in that area going to be bought by the city?  
*- Not necessarily. We'll explain. We have a map available that shows which properties will be acquired.*
- Will the City sell those parcels?

*- The City could sell these in the future. The property owner has the right to negotiate to keep any of the remnant land.*

- Grant Road should be a nice road with a nice flow of traffic with business along the way.  
*- That's the intent.*
- What about landscaping?  
*- Landscaping is part of the Grant Road widening design. There is a 12ft landscaped buffer and 8 ft sidewalk in the plan. There will be 20ft between the road and the buildings.*
- And the City's prepared to maintain that landscaping?  
*- Yes, maintenance of the landscaped area is the City's responsibility*
- Who will be responsible for maintaining the streets?  
*- The City will be responsible for maintaining the street after it is built. We are open to suggestions as to who you may think should maintain this.*
- We're going into this, crossing our fingers . . . I think RTA budget should pay for street maintenance; it (the roadway widening) shouldn't be done . . .  
*- RTA isn't a perpetual entity. It won't be around forever.*
- Do you know how many residents will build on Grant Road?  
*- It's unknown at this point (how many people will build on Grant Road).*
- Would you want to build a home on Grant Road?  
*- Probably not.*
- What will be the impact on parallel roads (Glenn) -has that been studied yet? Even after construction is finished?  
*- This is a standard concern with any roadway construction and we expect there will be some impacts to other streets during the construction phases.*
- When is construction supposed to begin?  
*- Construction is supposed to begin in late spring of 2012 at the Grant-Oracle intersection. The entire project is to be constructed over a 14 year period.*
- At Oracle and Grant: Will Jack in the Box stay?  
*- I'm not sure off the top of my head but we have the alignment maps available tonight and look after the meeting if you like.*
- Which intersections will be included?  
*- The whole road from Oracle-Swan will be like this.*
- Was water harvesting taken into consideration along Grant Road?  
*- This is showing water harvesting. Wherever possible we are incorporating water harvesting.*

- Will the landscaping be done before you begin Phase II?  
*- Yes, landscaping will be done at Grant-Oracle before the 2<sup>nd</sup> segment. The City has requested funding from the RTA so design could start this summer but two sections of Grant won't be under construction at once.*
- Hundreds of people will be losing their homes?  
*- There are hundreds of properties where a portion of the property or the entire property will be acquired, but these aren't all residences, mainly businesses.*
- The Oracle and Grant cross sections - the illustration doesn't show the accurate dimensions.  
*- I don't know if this (simulation) is to scale.*
- When you did the widening on Campbell, there was a noise wall. Are you doing any studies on noise walls? So if you have a section without any breaks in it, could it have a noise wall?  
*- The City's position is that noise walls are only for properties where it's determined through a noise study (conducted during each reconstruction phase) that it is necessary. The City is shifting more towards rubberized asphalt. The City doesn't really like noise walls because they are expensive and hard to maintain.*  
  
*- Noise walls also often reflect noise on to the neighborhood across the street. Or if both sides of the street have noise walls this can create "noise canyons". The best noise buffer is a building.*
- If what we're proposing [is high buildings] aren't we creating "noise canyons"?
- This looks like Speedway Blvd-it loses its unique character. This [illustration] looks deceptive-there will be more asphalt.  
*- Change is always hard to accept for all of us. Some engineers have studied this and there may be some changes as we approach the final design for reach construction phase such as reducing the width of some elements, therefore using less asphalt and saving cost.*
- What is the logic about an 8' sidewalk?  
*- It allows two people to pass each other with baby strollers to pass each other without going in to the landscape.*
- It will be a rubberized road all the way?  
*- Rubberized asphalt will be used on the entire roadway, but not necessarily on all of the intersections or cross streets. Rubberized asphalt is not being considered in the intersections because of vehicle turning movements which make it deteriorate faster.*
- Is there research on the safety (regarding the widths) of the lanes?  
*- The narrower width of lanes causes people to drive slower. The speed limit will also be reduced to 35 mph on Grant Road.*
- Is it just cost-savings?  
*- It also helps reduce the overall width of the widening thereby impacting less private property.*

- Are these turns at the major sections, the Michigan Left Turns? There will be five?  
- *There will be Indirect Left Turns at 7 major intersections on Grant between Oracle and Swan. Pima County is also planning to construct an Indirect Left Turn at Ina and Oracle.*
- When will we talk about when sidewalk construction? Will it affect my property?  
- *The sidewalk width was determined through public input during the past 4 years of public meetings.*
- I think 8' sidewalks are really too wide . . . could be 6' the difference between 6 and 8' is unnecessary (more concrete).  
- *Okay we'll pass that along and that is something they will look at in final design during each segment.*
- You actually listened to the public?  
- *Yes. That is why we are here tonight and all of your comments are being recorded.*
- I haven't heard about the transitions of the chunks (i.e. segments of construction); transitions need to be addressed. One of the things I hope you don't do [ex: S.Alvernon/22<sup>nd</sup>], this is a dangerous transition.  
- *Drive East on Grant Road and just after Columbus you will see the roadway gradually gets wider to Swan to transition to the three lanes. This will be similar for the Grand Road segments.*
- How much money has been raised so far? Do you think the money will hold on for 20 years? What would be cut from the project? So from what we've seen-what would be cut [due to the value analysis?]  
- *I'm not sure how much money has been collected so far. It's probably on the RTA website. They are projecting with the current economy it would be less than the \$2.1 billion originally estimated. Every RTA project has to go through a Value Analysis to determine where to save costs. Reducing the width of the sidewalk and landscaping are one option to save money. Within the Grant Road project one suggestion is to fund the Swan intersection with different funds which will save millions of dollars. Because of the economy projects are coming in at lower bids to construct.*
- Major and Council will be having a study session in two weeks asking for RTA to give them a cost/project update.  
- *That is correct. Thank you.*
- How do we get in touch with the local Grant Road Team?  
- *Project information line - (520) 624-4727*  
- *Email - [information@grantroad.info](mailto:information@grantroad.info)*