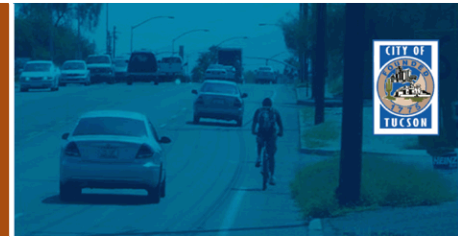




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GRANT ROAD CORRIDOR PLANNING TASK FORCE

July 13, 2010

Tucson Association of Realtors

2445 N. Tucson BLVD.

Tucson, AZ 85716

5:30 P.M.

MEETING RESULTS

MEETING TOPICS

- Project Update
- Noise Study
- Public Art Master Plan
- Streetscape & Landscape Concepts

PRESENTATIONS

- Project Update
- Noise Study
- Public Art Master Plan
- Streetscape & Landscape Concepts

Introductory Remarks

Nanci Beizer called the meeting to order, overviewed the agenda, asked for and received approval of the April 29 draft Task Force Meeting Summary.

Project Update

Melissa Antol presented an update on the RTA letter and what it means for Grant Road explaining that the Grant Road Improvement Plan is no longer on hold as the Mayor and Council approved the use of City impact fees to keep it going during the RTA hold. She noted artists were selected for the Grant-Oracle intersection and that the DCR and 30% plans would be submitted to the City by mid-July. The City issued the Notice-to-Proceed for the design of the Grant-Oracle intersection. Task Force members asked if the EIP artists that were selected were part of the original call to artists for the Public Art Master Plan and if the City will be reimbursed for the impact fees used to fund projects during the RTA hold? Melissa explained that a new call was issued for the Grant-Oracle intersection project. The City received 39 applicants from the advertisement and that the selected artists were one of four finalists who submitted for the Oracle-Grant project. Melissa stated that she was unsure about reimbursement of the impact fees during the hold. She thought they may be used to count against the City match that is required as part of the RTA plan.

Noise Study

Dave Perkins overviewed the purpose of the Noise Study, how a noise study is conducted and how the results of the noise study would be applied. He overviewed what the project team has heard from the public regarding traffic noise. The Noise Study purpose included:

- Identify receptors where future noise will exceed the ADOT/FHWA criteria

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- Collect noise readings and traffic counts
- Identify noise mitigation strategies and effectiveness for Grant Road
- Document locations and mitigation strategies for consideration during final design

Traffic noise was explained as follows:

- Definition: excessive or undesired sound
- Intensity: measured in decibels (dB)
- Measured on a logarithmic scale, not a linear scale
- 10 dB represents the doubling of noise intensity
- Human ear can detect differences of 2-3 dB
- Noise intensity drops by 3-4 dB with doubling of distance from "line" source
- Frequency: human response measured on the A scale (dBA)
- Traffic analysis: average noise level over one hour

Dave reviewed the noise abatement criteria, explaining that 64 dB was the level used to evaluate traffic noise. If the noise exceeds this level then it exceeds the criteria for noise abatement. The RTA will fund noise abatement in areas that exceed that level. He explained the Traffic Noise Model comparing existing and future conditions. Existing conditions include: lanes and alignment, traffic volumes and composition, 40 mph, pavement (biggest source of noise for vehicles) and Indirect Left Turn factors (N/A). Future conditions include: approved lanes and alignment, PAG traffic projections for 2030, 35 mph, new rubberized asphalt and Indirect Left Turn factors (two-extra lanes and traffic, increased acceleration at turn-arounds).

Dave reviewed the noise study findings. Of the 29 areas studied, seven locations in the following neighborhoods meet mitigation warrants: Ocotillo Oracle, west of Stone Ave; El Cortez, between 4th Ave. and 1st Ave; Samos, between Warren and Campbell; Doolen-Fruitvale, Doolen Middle School Sports field; Dodge-Flower, apartments located north of Grant on the west side of Alvernon; Doolen-Fruitvale, Adobe Manor Mobile Lodge, west of Sparkman; Crossroads Trailer Park Estates between Mountain View and Arcadia. Dave presented the properties where noise may exceed noise abatement levels and explained that it was up to the property owner to accept the mitigation. Dave reviewed a variety of different noise mitigation strategies that sometimes may be employed to reduce noise:

- Rubberized asphalt: 3-4 dBA
- Buildings: 3-12 dBA, depending on size, height and spacing.
- Walls: 5-12 dBA, depending on height. A 6' high wall would generally provide 5 dBA
- Intermittent walls are generally not recommended.
- Berms (2:1 slope): 3 dBA additional reduction than an equal height wall in same location.
- Landscaping: reduces reverberation, creates visual and psychological benefits.
- Final mitigation to be determined during final design.

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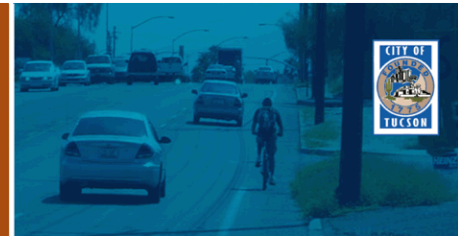
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The Task Force had a number of questions pertaining to the noise study including:

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- How the noise study was conducted? Was 64 dB the average over the roadway? What time of day noise was measured? How were the sampled locations selected? *Dave explained 64 dB was the average and measurements took place over peak periods and included vehicle, truck, bus noise levels, volumes, pavement and average speeds of 40 mph. Measures were sampled in 29 locations along the Grant Road corridor. The recommendations of noise abatement experts was used in conducting the study.*
- Is criteria for what constitutes excessive noise different for commercial than residential? *64dBA is the level used for both.*
- What were the specific measurements, noise level drops and data obtained? A copy of the noise study report will be provided to Task Force members who requested it.
- How to answer concerns of the Neighborhood Associations that noise walls will send noise into the second block? Will distance reduce traffic volume? *Noise will be abated to an extent as it depends on factors such as speed, grade, vehicle types.*
- How is noise a reflection on the Doolen sports field and will the community be involved if it is walled off? Dave explains most noise is generated by traffic on Grant Road and that the neighborhoods and the school district will be involved .
- Is rubberized asphalt more expensive to apply, does it last longer? CPAC indicates rubberized asphalt does abate noise, not in use long enough to determine longevity. DOT expects surface to have 12 yr life.
- Will noise levels be increased by new roadway and by how much? Are there any plans for post-construction analysis to evaluate noise levels, particularly in residential areas? *Dave indicates there will be segments where noise will increase and others where noise will be reduced. The current scope does not include post-construction analysis.*
- Will there be money to abate the noise for property owners not identified at this time? *Uncertain how City will responds to this.*
- Where are boundaries of Central segment? *Tucson and First Ave*
- Any plan to present this information to the public? When? DRC going to City in July, will go on website, planned open house will have noise station.

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Nanci Beizer asked for the Task Force to endorse the methods and findings of noise analysis, locations where future noise exceeds criteria; and documentation in DRC and defer noise mitigation decisions to final design. The Task Force noted that they were not noise experts; could not assess the validity of methods used or locations selected and would have to rely on the recommendations of the project team and noise experts used.

The Task Force endorsed the project team's recommendations for noise abatement. The Task Force endorsed the documentation in DCR and defer noise mitigation decisions to final design.

Public Art Master Plan

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Sally Krommes, Tucson Pima Arts Council, presented the Public Arts Master Plan: how the plan was developed, will be used, community input and concept recommendations. A Public Art Master Plan is developed through: coordination with the Design Team, development of vision, research, community input, development of themes, budget, preliminary recommendations, draft and final Plan. The draft Public Art Master Plan will be on the Grant Road Website.

Sally overviewed how a Public Art Master Plan is used:

- Creates a framework for integrating art into projects.
- Will be integrated into the planning and design processes.
- Used to develop, advertise call to artists for art production representing community wants.
- Provides guidance to selected artists on what themes are important to the community.

The Public Art Master Plan schedule was overviewed. Urban Rock is on schedule to complete the final plan in the late Fall, 2010.

Sally presented the organizing vision for the Public Art Master Plan:

- Repeated occurrences and themes that create a visually linked public realm.
- Reinforces pedestrian concepts and designs for the roadway.
- Adds an organizing layer for how people experience Grant Road.
- Works together with the transit, streetscape and landscape to coordinate sequences that could be experienced by pedestrians, bicyclists and motor vehicles.

Sally presented the community input received for the Public Art Master Plan including Area and Neighborhood meeting summaries, Task Force input and workshops, Access and Mobility workshops, Public Art workshop and Design Open House. She presented the organization for the public art recommendations:

- Scale: How big in size and area. Estimated figures for the project.
- Budget: Associated with the scale of the project.
- Genre: Type of artwork? Site-specific, Integrated, Functional, Media Based, Temporary.
- Form: How configured? Point/ Iconic Object, Line/ Sequence of Elements, Plane/ Surface Imagery, Space/ Room or Environment, Anomaly/Appropriating Existing Elements.
- Content: What does art say? Environment/Ecology, History/Memory, Culture/Identity.

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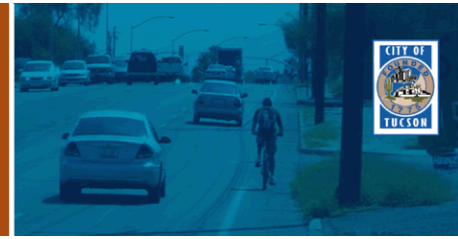
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Sally noted that one of the recommendations in the draft plan is that an environmental thread be placed throughout the project, for example integrating water harvesting with public art. As the project progresses recommendations will be reviewed and the community will decide what they want to see in an area. The Task Force questioned if there will be other water harvesting options in addition to public art and suggested plaques accompany the art to educate the public. Water harvesting will be integrated into other elements of the project, such as landscape and streetscape.

Sally reviewed the five areas that could be used for gateway project: Oracle, Campbell, Country

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Club, Alvernon and Swan. She presented the recommended public art streetscape plan and public art recommendations:

- Pavement and Wall Art – small scale – used to reflect flora and fauna as surface art on ground, vertical surfaces, adjacent to transit, on sidewalks, medians, crossings.
- Special Places – medium scale – community has identified locations along Grant that may be used as art plazas, pocket parks, or outdoor rooms. May be a combination of public-private partnerships, or use of remnant parcels.
- Public-private partnerships (water harvesting potential).
- Temporary art

The Task Force asked about the public art budget and the process to determine how much money will go to a particular segment of Grant Road. Melissa Antol noted the budget is 1% of the project construction budget. At Grant and Oracle, the public art budget is \$90,000. Sally explained the process at Oracle and Grant: the project was scoped and an international RFP went out, artist applications were submitted to a panel which included representatives from the community at large, business owners, neighborhood representatives, artists and the Design Team who interviewed and selected artists. The Task Force asked if all of the recommended gateway projects would be located at the intersections that are planned to have Indirect Left Turns at them and the answer was "yes". Gateway project recommendations were made based upon public input and are not cast in stone.

Nanci Beizer asked for and received the following endorsements from the Task Force:

- The approach taken to develop preliminary art recommendations for Grant Road.
- The structure of Master Plan to allow development of detailed recommendations.

Landscape and Streetscape Concepts

Phil Erickson overviewed landscape and streetscape concepts and presented the community feedback received: support for improved landscape character and pedestrian-oriented design, concerns about the long-term maintenance, concerns about business visibility. He noted rainwater harvesting will be passive in design and infiltrate areas in most landscape.

Tim Johnson, The Planning Center, overviewed the landscape/streetscape zones: respond to and support street context: pedestrian mixed use centers, mixed use Districts and Centers, residential; zone elements help create character for Centers and Districts. Tim presented the Grant Road base landscape palette:

- Non-indicator Plant Species
- Shrubs: Creosote Bush, Cleveland Sage, Red Chihuahuan Sage, Jojoba
- Accents: Murphey's Agave, Saguaro, Desert Spoon, Ocotillo

Tim presented the Pedestrian Mixed Use Centers Zone:

- Highest pedestrian activity
- Indicator plants include: Palo Brea, Red Hesperaloe

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Tim presented the Mixed Use Districts and Centers Zone:

- Varying land and increased emphasis on pedestrian activity
- Indicator plants include: Mesquite, Palo Verde, Agave, Red Bird of Paradise

Tim presented Indirect Left Turn Landscape, which included use an “ILT-indicator” tree in addition to the base landscape/streetscape zone. The team is recommending the Ghost Gum, a type of eucalyptus. Although not native, it has long history in Tucson and is drought tolerant. Tim overviewed utility considerations, noting portions of the Grant Road corridor include a range of TEP power lines and the TEP standards restrict tree height under utility poles. Utility considerations include agreement between project team and TEP on height and location of trees and utility poles at signalized intersections and remainder of corridor.

Tim overviewed landscape maintenance noting concerns from both the public and Landscape Advisory Committee, as well as the request to make recommendations realistic:

- Density of understory plantings reduced to meet City maintenance considerations.
- Grant Road DCR and Implementation Plan to define an approach to potentially enhance landscape through installation and maintenance agreements with property owners, developers, or business organizations (prior to construction, following construction).

Phil Erickson presented the Streetscape information:

- Works with landscape to achieve Guiding Principles (lighting, street furniture, signage, paving.)
- Street furniture: recommended sleek, modern, light colored. While manufacturers may change designs over the next 15 years as Grant Road is rebuilt, it will be easier with this recommended style to keep potential new street furnishings within the same design ‘family’.
- Signage: Gateway/Identity; banners; pedestrian and transit rider wayfinding; business signs; integration with public art.
- Pedestrian-supportive improvements: additional improvements can be located in those places where more pedestrian activity exists or is expected in the future, for example Alvernon Center; potential improvements include horizontal and vertical shading structures, additional pedestrian safety lighting, bollards, and seating.

Phil presented diagrams and images of base bus stop improvements, pedestrian-supportive improvements, base pelican crossings (support safe crossing, create identity). Phil presented pedestrian crossings – ILT median refuge:

- Provide refuge and buffer for people crossing major intersections.
- Landscape concentration signals pedestrian area.
- Opportunity for water harvesting education.

Phil presented pedestrian crossings – base channelized right turn:

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- Speed table calms traffic.
- Informational signage for the surrounding Center.
- Concentrating understory landscaping in proximity to high levels of pedestrian activity.

Phil presented pedestrian crossings – pedestrian supportive improvements:

- Adding: shade structure, bollards, and pedestrian safety lighting.

Phil presented landscape examples of a residential local access lane with potential permeable paving, an ILT intersection with it's turn arounds illustrating the use of the skyline trees to highlight the intersection and the turn arounds; and highlighting the pedestrian crossings at the main intersection and the Pelican crossing and pavement scoring treatments at the turn arounds.

The Task Force had a number of questions and comments regarding Landscape and Streetscape:

- Concern about plants with thorns, falling branches along bike paths for cyclists and pedestrians. The plan is to plant two feet away from back curb. The public wants native trees, plants recommended meet City of Tucson guidelines.
- Concern that the Ghost Gum will have excessive peeling bark and leaf drop. *The bark peels only when young, leaf drop is minimal for species.*
- Concern over TEP utility poles and wires. Phil notes the poles will be every 200 feet or so, may be 8-12 Palo Verdes between poles; Ghost Gums will help block view of poles from the roadway. The team will be working on simulations to see the visual impact of landscaping with over-ground utilities.
- What was % of reduction in number of landscaping plants? *50% reduction in groundcover, no reduction of trees.*
- Good choice not cutting back on trees
- Nothing worse than building a beautiful landscape and letting it deteriorate into weeds, glad trees a priority and attention is being given to the realities of maintenance.
- Are we planning other elements for longer view beyond current economic conditions? DOT has been trying to control maintenance costs for several years, this issue is not related to current budget crisis. *DCR will provide guidance over next 15 yrs.*
- Will landscape break up vast amount of paving in ILT? Opportunity for small plantings, scored pavement, public art here too.
- There will be different parking arrangements, shared parking for stores, helpful to have signs saying 'parking for these stores' and avoid A-frame signs.
- Has Sun Tran been contacted about their bus stop signage needs? *Yes*
- Will we be forced by allure of purple saguaros with ads and subject to same thing? *Will have same vendor, providing new design and color, no ads at this point.*

Nanci Beizer asked for and received the following endorsements from the Task Force:

- Endorse landscape concepts for documentation in the DCR and 30% design plans; use as guidelines for final design
- Endorse streetscape concepts for documentation in the DCR and 30% design plans; use as guidelines for final design.

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Task Force Roundtable

Nanci Beizer conducted the roundtable and Task Force members had the following comments:

- Utilities concerns have not gone “underground”, taking a rest until could assess where RTA was; will have more to say next Task Force meeting.
- Did we just endorse above ground utilities by endorsing landscape and streetscape? Phil responds, no. If the TEP lines were underground the landscape and streetscape concepts would be the same, so the endorsements are not endorsements of TEP above ground utilities. The poles are not integral part of streetscape design, this design is “if” poles are above ground. The approved design will apply to either above or below ground utilities.
- As a neighborhood representative, is there a date when the neighborhood association might see what the design would be for their neighborhood? When will my neighborhood association have an opportunity to share their coalesced opinion? *This month 30% design is going to City, when reviewed will post to public via website this Fall. Some elements have to do with CC&V plan and will take longer, develop as project evolves.* Melissa Antol offers to meet with neighborhood association and get their concerns recorded, noting that the 30% public meeting will be another opportunity for change.
- The fact that 30% plan will be in place and we will not know what bus shelters will look like 15 years from now is a concern for me. Dave responds that the plan will put design elements in place; details such as the look of the bus stop 15 years from now may change.
- Really excited about the public art – adds a lot to character.
- Adding trees such an enhancement, even with cutback in landscape budget.
- Went on bike ride for north side alternative route – great fun
- Missed last two meetings and glad to be back!

Next Steps

Melissa Antol reviewed the next steps for both the Grant Road Improvement Plan and the Grant-Oracle Intersection Design. Grant Road Improvement Plan: submit 30% design for review, submit DRC for review, submit technical reports for review, complete bike boulevard planning, maintain CC&V planning activities. Grant- Oracle Intersection Design: scope public art activities, revise design schedule, continue property acquisition and utility relocation design, hold kick-off meetings, begin 60% design. At the request of the Task Force, Melissa showed slides of the selected public artists work.

Call to the Audience

There were no audience questions or comments.

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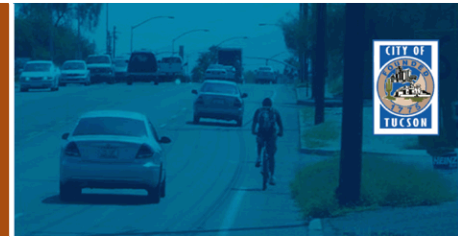
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TASK FORCE PARTICIPANTS

Susan Alexander
Judith Anderson
Tom Bush
Dale Calvert
P. Wayne Cullop

Sarah Evans
Roy Garcia
Jim Hogan
Joseph Maher
Alice Roe

Beverly Rutter
Linda Marie Small
Robert Tait
Moon Joe Yee

TASK FORCE MEMBERS NOT IN ATTENDANCE

Barbara Bird
Michael Midkiff
Jay Young

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