



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

Grant Road District Workshops Public Comments Received

East Segment (Tucson to Swan) - February 9, 2012

Grant Road District Draft Zoning Map comments -

- Country Club Center - 6 separate lots all owned by the same owner who wants them all to be in the same category (southwest corner of Country Club Center - one parcel not included in the Country Club Center overlay boundaries).
- Protect residential areas from abutting service areas (whole project).

Community Character & Vitality Draft Centers and Segments Vision Concepts Map comments -

- The Botanical Gardens needs a road off of Grant as well as Alvernon (Alvernon Center).

Comment cards received -

- Is this the time to start asking who is planting and replacing all of the beautiful trees? See vision statement 4.5. Take away the trees and vegetation and this is a very different project in 30 years.

Question and Answer session -

NOTE: the responses to the questions were made by the Grant Road Planning Team's lead land use consultant.

- Are we approaching the point to discuss replacing trees when they die, get run over, etc.?
- *One of the things that has been addressed during the road project is how they (trees, landscaping) are going to be maintained; this will need to be reviewed prior to constructing each phase of the roadway. Also, there are tree and landscape requirements in the GRD. Shade has always been a part of the discussion.*
- But there is no enforcement when a tree dies, even when it's in the code. What about an RTA tax or bond (to pay for replacements)? So we're approaching the time to get their (Mayor and Council's) approval (for a replacement process)?
- *We are putting together an implementation strategy about those types of things - shared parking, maintenance, open space ... While the Area and Neighborhood Plan review process is happening we will draft the implementation strategy and it will get reviewed with other public outreach we will be doing.*

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.

FOR MORE INFORMATION
CALL 123-3456

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- Is there a history of this kind of planning in other areas? How much is approved and implemented or not? I meant specifically in Tucson.
- In Tucson the Downtown Links project has been doing overlay zoning. The types of things they are doing with their overlay are different than this [In terms of height and fitting within the more industrial character of the existing area and historic buildings]. The light rail project in Phoenix and Tempe implemented an overlay zone. There are examples around the country and state.
- How receptive will they (Mayor and Council) be to this? Do they raise objections?
- The scope was defined by Mayor and Council saying this is what they want to look at. The Planning Commission knows this is coming and will provide feedback to mold it.
- With drainage are you going to concentrate where the water goes - way down Grant Road? Is there a plan?
- The roadway design parameter is to make water run-off no worse than today and where possible [within the scope and available funding of the project], make it better. The drainage problems go far beyond Grant Road. The Design Concept Report for the roadway identifies a few places where underground drainage is close to Grant Road and can tie into the design.
- Our [existing] building will have a parking issue out front. We'll need all of the parking we have. Where can we find out more information about parking? That information will be sent out in mailers?
- The details of what happens with properties with the future roadway will happen closer to construction. That's when you will get into the details. There are policies in place about this; one is the Business Retention Assistance and Maintenance Program (Biz RAMP). There will be more public meetings and one-on-one conversations with property owners as each phase approaches final design.
- A question about the overlay zone categories: Center Hub, Center Marketplace, etc. Does the overlay operate along the entire stretch of Grant Road or is each center a district overlay zone? Does each have distinct overlay characteristics? So they are distinct from each general area? So, each of the identified centers are customized?
- It varies. There is the Grant Road District and some of the standards for the District apply to all of the properties. Then there is each of the categories. The category code will give you the height requirements and other design standards. Then some centers have specific conditions that are applicable to them, for example the Country Club Center is around Doolen Middle School, multi-family housing, commercial development is less intense in character. The Center Marketplace generally has 65ft maximum heights, except in the Country Club Center where its 40ft customizing it by location for market potential and the desired character for the area. Center Marketplace at the Swan Center follows the general requirements for Center Marketplace.
- The draft and the final document text would tell you where those certain requirements are -Am I in the Grant Road District or not? What center and what category am I in?

- For each of those areas - how will those guidelines be determined? The guidelines - are they to be developed with the neighborhoods or are they developed already? Should the guidelines become part of the Neighborhood Plans, instead of the plans fitting into the overlay guidelines?
- The idea is for these to be standards. You opt into the Grant Road District and don't have to go through the re-zoning process. The GRD re-zoning will have already taken care of any inconsistencies. We know this draft plan will need some refinements prior to its adoption by Mayor and Council. As we get feedback from the Area and Neighborhood Plan amendment meetings we will make additional refinements. The feedback we have received so far may lead to some further refinements. When we are done there will be standards in place.
- Reconstruction sequence - are you fairly certain this is the sequence?
- Yes this is the sequence for reconstruction.
- What is the purpose of preventing an east bound driver on Grant Road from making a left turn at Swan?
- The purpose from a traffic flow standpoint and a safety standpoint is that left turns would lead to more congestion. The Indirect Left Turn from a time standpoint is quicker and it still gets you to where you need to go, but using a different route. It is much safer.
- Is it a circle (the Indirect Left Turn)?
- No. The Indirect Left Turn requires drivers to go through the intersection, pull into a turning lane to the left and then make a u-turn to head back to the intersection to complete your originally intended left turn by making a right turn on the street that will take you to your destination.
- Won't those back up into the intersection and make more congestion?
- It won't back up as it does now. As we approach the Grant-Oracle intersection construction there will be an education program so that people understand how the intersection works and are prepared to drive through it.
- I think people need to see a visual of how that works?
- There is a simulation of the Indirect Left Turn on the project website - www.granroad.info .
- What if we don't have a computer to see the Indirect Left Turn simulation on the website, what do we do? You should put it on Channel 12.
- Call us and we will figure out a way to show it to you.
- What happens if you start this and run out of money? You won't start it without all of the money?
- It is more of a cash flow issue than a total amount of funding concern. If sales tax revenue is coming in more slowly it will take longer for it to get built. This is one reason why the construction phasing is numbers and not specific dates.

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- How much of this presentation is on the website?
- The presentation and displays are not currently on the website but they will be in the next week or so.
- We don't want to do this, then tear it up and put in a light rail. Can we be sort of ready (for a light rail)? With the price of gasoline going up, people will use it.
- During the design phase we developed a cross-section where we could accommodate light rail, Bus Rapid Transit, or another form of mass transit down the median.
- I'd like to give a compliment - these drawings are beautiful, but you see the buildings, we don't have any buildings like these. I'm afraid you'll not find business owners who want to make it pretty, so we might just get more pavement. How can we incentivize the business owners?
- One of the issues with existing zoning is all of the requirements you have to go through discourages this type of investment. These things work incrementally as projects come forward. Positive feedback to developers lets them know that a community is ready for this type of investment. It will take time.
- The reason you say, that incremental development, will happen is because there will be less red tape to go through?
- Partially, but economics have to make sense. This sets the parameters for economic investment when the time is right. We did do a market analysis as part of this project.
- I could see a joining in a couple of times [redevelopment occurring in a couple of locations] along my stretch of Grant Road to get those layers of buildings. However most business owners feel that if they have made it through 2008 then they don't see reason to change.
- Have you seen frontages along big corridors with improvements? If we make Grant Road look beautiful, they (investors) will come.
- Has there been any mention about something like Rio Nuevo to help with funding this? Some of it seems logical, to pave lots as you go along the road - give the owners a break. [Reference to neighborhood improvements that can happen on Grant Road.]
- That's a question for Mayor and Council. I can't answer that (regarding Rio Nuevo or something like it for Grant Road).