



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

Grant Road District Workshops Public Comments Received

West Segment (Oracle to Park) - February 6, 2012

Grant Road District Draft Zoning Map comments -

- Consider expanding this area (Stone Center) to allow currently allowed C-3 zoned properties in the district.
- Consider adding this property (property to the northwest of Oracle Center draft boundaries) to the overlay zone, 2 lots and tax codes, 1 owner.

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

- Save trees! Replace with same size trees for oxygen in Tucson.
- Donna Liggins Center (old Northwest Neighborhood Center) - referring to the Fontana Center.
- Leave existing heights.
- No 2 story.
- No 3 story.
- No 4 story.
- No 5 story.
- No large sites.

Comment cards received -

- No 5 story, no 4 story, no 3 story, no 2 story at Grant and First.
- You keep asking our opinions - and then do whatever is it that you do. So why ask us?

Question and Answer session -

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

- How tall is C-3?
- Up to a 70 ft maximum
- Where is the Center Marketplace?
- It's a category designated for properties that are currently large shopping centers.
- Are your plans involving 14th St. to the overpass?
- No. This is not part of the area defined for the roadway project and therefore is not part of the land use plan
- You did have major construction at Fairview?
- We can bring that up later (the construction mentioned is not part of the Grant Road Improvement Plan from Oracle to Swan).

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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- Some of the people who live there now - how will they get money to do development?
- Some properties will be acquired for the roadway project - there is a City process for that; revitalization of properties will occur through private investment and development.
- Where is the Walgreens/storage area? [Asks regarding: maps, displays show what?]
- (Phil Erickson illustrates)
- As I came down Grant ...bumper to bumper cars...are you planning to do something with the cars?
- The cars are an important part of Grant Road - an important transportation function.
- Concern expressed about transportation flow along Grant Road -ADA areas?
- Concern about the maintenance of medians.
- How locked in are we...what's the degree of public input? You said there have already been 84 meetings.
- We're always up for more input.. these area details are draft. Tonight we are looking for your reaction and input to the draft materials we prepared.
- Does the alignment have the ability to change? Any chance of changing anything in the alignment such as bike lanes, sidewalks, bus pullouts etc.
-Big alignment movements won't change. Some refinement to details is possible as the design of each segment is completed.
- So if you have a residential property ...
- R-1 (not impacted by the alignment) stays R-1. If the building is impacted it is included in the overlay zone.
- I went to all of the previous meetings ...we never wanted a 5 story building at Fry's (Grant and 1st) ...if nobody listens to us, why keep meeting with us? Grant Road is a high ridge...a watershed...a 5 story building will block views...more sun...more noise. I don't see the reason why?
- We do listen and there are discussions and we have received a range of input of potential building heights. This was discussed with the Citizen Task Force and at that time it was determined that to balance the concerns with height, economic vitality, etc. they were comfortable moving forward with this. If there are still concerns we will continue to discuss this.
- You've termed it "optional", what if a neighborhood wants to opt out? We'd lose our historic preservation status with the NPZ (i.e. Jefferson Park neighborhood).
- The Jefferson Park Neighborhood Preservation Zone (NPZ) is something to look at regarding the specifics. That is open for discussion. The stepping down in that area is similar to the residential. If Jefferson Park neighborhood wants to have the height restrictions in the NPZ stay in place, then that is open for discussion. The only properties included in the overlay are the ones that front on Grant Road that are zoned commercial or residential properties affected by the alignment.

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- If you take the houses from Grant Road to the alley, does the City own the plot?
- There will be a negotiation with the property owner and the City, and the property owner can decide if they want to keep the remainder of the property.
- So you're saying you'll only buy what you want to use. Have there been any properties purchased yet?
- There have been properties between Park and Campbell that the City has purchased in the past, but not for this project.
- So what are the overlay specifics? Height? Landscaping? Parking? So the property owner can make an informed decision regarding which zoning they want.
- Height varies by zoning category. There are different requirements for parking based on use. There are requirements/variations related to landscaping, the amount of glass that can be used in buildings, etc. There will be a public review draft of the proposed zoning before it goes to Mayor and Council.
- Once you opt in is it for "eternity"? 20 -50 years?
- It's what zoning is going to be (for "eternity"). But there can be variances and amendments, and like other zoning in the city there will likely be amendments made to the overlay over time. Things can change but the idea is once you opt in you go with it. There is little reason for someone to opt in to the overlay zone unless they were planning on developing something.
- I would be for saving some of the trees (example: trees at Doolen Middle School). I'm concerned about oxygen in Tucson...save the trees, move them if they are not too large. I'd rather see save the trees then spend money on these nice things (referring to the conceptual simulations).
- There are evaluations, as the roadway design is finalized, to see if some of the plants and landscaping can be saved or moved. What we are showing in the simulations is an 8-10 year growth.
- You would use native trees?
- Yes, that is what is planned for the roadway improvements.