
GRANT ROAD IMPROVEMENT PROJECT

Public Comments received on Revised Draft Community Character & Vitality Corridor.

Comment Response #1

Comment received by City Grant Road Project Team, July 7, 2015

After the proposed intersection in the near future of Park going West, I envision the option for any properties on the North & South sides of Grant Rd. from Oracle Road to Cambell Avenue to have free choice of rezoning for wonderful options to small business (neighborhood coffee shop, bicycle repair, sales, etc, etc) or offices, all of which could benefit the neighborhood within a walking distance.

Thank you,
Joseph

Comment Response #2

Comment received by City Grant Road Project Team, July 8, 2015

I will be out of town and unable to attend the hearing for this project on the 16th. I really only have one commentary on the issue. Many of us live within a block of Grant. We have noticed an increase in traffic noise at all hours. We have also noticed an increase of foot traffic through the neighborhoods. Most of the foot traffic is good honest people trying to get somewhere. However, my particular neighborhood has had an increase in burglaries and break-ins over the past year, and I cannot honestly say they are related, but the possibility exists. My only hope is that the Grant Road project address these two issues and create a safe environment for those of us who call this area home. My suggestions would look something like this:

1. A noise reducing sound barrier on either side of Grant.
2. A safe and comfortable walking environment for the many people using Grant for shopping etc.

I appreciate your taking time to review my comments and wish the best for the betterment of Tucson.

Wade Schultz

GRANT ROAD IMPROVEMENT PROJECT

Public Comments received on Revised Draft Community Character & Vitality Corridor.

Comment Response #3

Comment received by City Grant Road Project Team, July 10, 2015

Genna Dreier
Kaneen Advertising & Public Relations
110 S Church Ave # 3350
Tucson, AZ 85701
genna@kaneenpr.com

July 10, 2015

Dear Ms. Dreier,

First/Campbell Grant Road Coalition, made up of Samos, Jefferson Park, and Mt/First neighborhood associations, would like to present out comments on the Draft Grant Road Community Character and Vitality Corridor Vision: Oracle Road to Swan Road (June 2015). The Coalition requests the opportunity to speak to each point:

Our first comments will be on the section pertinent to our “segment” (**Central Portion – 1st – Campbell**), There are four of six points found on p. 66 of the document upon which we would like to give input:

Bullet Points 1 and 2: We find this language and purpose highly consistent with our view.

Bullet Point 3: *“buffer the remaining single family homes facing Grant Road on the side that is not impacted by the widening with a local access lane and side median, as well as the potential for courtyard walls, fences, or hedgerows on the front property lines through private improvements”* – We agree with this point, and request this option, or some version thereof, be implemented for both sides of this segment, as this is a primarily a residential segment, and buffering is crucially important for maintaining quality of life and property values.

Bullet Point 4: *“revitalize the remnant parcels that remain following the widening of Grant Road with new buildings to be compatible with and to enhance surrounding neighborhoods.”* – The coalition supports utilizing the remaining property, after roadway has been established , for green space, berms and pedestrian/bike accommodations. The coalition does not support buildings.

Bullet Point 5: *“design this new development to be more intense than the surrounding neighborhoods which will make new buildings buffers between Grant Road and the existing residences while providing comfortable environments for living and working through configurations such as walled courtyards or side access via pedestrian walks”* – We object to the word “intense” as we assume that this refers to increased density. Again, we oppose the use of buildings as buffers. We do not see *“through configurations such as walled courtyards or side access via pedestrian walks”* as viable options, and oppose the concept.

Bullet Point 6: *“integrate open spaces into new development, either as individual pocket parks or as one or more linear parks that may connect to the existing “Triangle” park near Campbell Avenue. These parks will be primarily fronted by development so occupants can take “ownership” of the parks and help fund their construction and maintenance.”* We oppose the terms “new development” and “fronted by development.” We approve pocket parks, but would like to expand this vision to include the proposed Health/History Walking Loop around Jefferson Park. Complimentary design of this “central segment”, with a link to the north South Campbell Ave linear “plaza” park would effectively complete this project. This vision would exclude buildings in the remnant parcels. We find it highly unlikely that purchasers of remnant parcels would take “ownership” of these pocket parks.

The next comment involves a clarification of the **legends on maps** which illustrate the zoning along Grant. NR-1 does not stand for neighborhood residential--it stands for Neighborhood Preservation Zone. This is an important distinction as it designates stricter land use than R-1.

The last comment is to the **Vision and Implementation** section found on p 7. The coalition would like the vision to formally address the commitment to ongoing input from stakeholders which is part of the Context Sensitive Solutions (CSS) model upon which the document is based. From their web-site: The CSS Process: CSS is about "open, honest, early and continuous communication and sharing of information and knowledge-not just professional knowledge, but the knowledge that communities and stakeholders bring to a project from their personal experience..." We compliment the authors on the "open, honest and early" but we would like to address the "continuous" nature of the input with an added statement i.e. 4.8 "Provide opportunities for continuous avenues of input from stakeholders as the vision is incrementally implemented"

Finally, The respective neighborhood associations have tasked the coalition with addressing five other specific issues in detail and in an ongoing manner. We would like to make the Task Force aware of these. We request that these items be placed on the agenda so that we may elaborate on them. Five briefs are attached relating to each:

- 1 -Bike and Pedestrian safety
- 2 - Jefferson Park Health/History Walk
- 3 - Redistricting Historic Boundary of Jefferson Park
- 4 - Buffers/Amenities
- 5 - Zoning/Remnants

Thank you for your consideration.

Joan Daniels
President, JPNA
Co-chair, First-Campbell Coalition

Cc: Coalition members
Ward 3, J Anderson
R.Roupp, OIP
Bam Miller, President, Samos
Rod Frable, President, Mt/First

GRANT ROAD IMPROVEMENT PROJECT

Additional Public Comments received from First/Campbell Grant Road Coalition. Please note that these comments are in addition to letter on Revised Draft Community Character & Vitality Corridor Vision received from Coalition (see Comment Response #3 in separate attachment), and that some of the comments below include references to the Corridor Vision.

Comments received by City Grant Road Project Team, July 10, 2015

Comment Response #4

ISSUE #1: BIKE/PEDESTRIAN SAFETY

THE MOUNTAIN AND PARK INTERSECTIONS & BIKEWAYS ALONG THE SEGMENT

MOUNTAIN is the 2ND most traveled bikeway in Tucson – Park may soon become 3rd

There must be accommodations for the U of A bike traffic at Mtn and Park

- Mitigation for bike safety at Mountain is currently under consideration with flexible bollards
- The Fall 2015 Park Avenue Enhancement project will attract bicycles to that intersection

ref: p. 28 “TOUCAN BICYCLE SIGNAL -The design concept also includes **Toucan bicycle signals**. Two GroUps CAN cross (TOUCAN) was designed to provide a safe crossing for two groups — pedestrians and bicyclists. ... The Grant Road preliminary design concept includes four Toucan bicycle signals.” NOTE: None of the proposed sites for the Toucan are Mtn or Park. Request these intersections be re-evaluated for bike safety.

PEDESTRIANS AND BIKES ALONG GRANT - GRANT ROAD is the logical connection for the Jefferson Park Health/History walk Loop Which design, or variation of a design, best accommodates that opportunity?

Corridor Vision considerations for this request

Reference:

P 26 The **137-foot street section** is applied to segments of Grant Road where access to land uses is not a major requirement or to segments where access control strategies can be applied to minimize the adverse impacts of access on Grant Road operations and safety. This section includes the following features:

- 17-foot median sized to support a rainwater harvesting system in combination with an enhanced storm drain system.
- 11-foot travel lanes to minimize the street section width without compromising safety and to be consistent with the “target speed” for Grant Road.
- **A 6-foot bike lane** with 1-foot buffer, which was developed in consultation with City and County staff and with a representative of the Tucson/Pima Bicycle Advisory Committee. The bike lane will be colored green in motor vehicle conflict areas.
- A 20-foot pedestrian realm, which includes a continuous 8-foot sidewalk and landscaped 12-foot buffer from Grant Road. The buffer is to be landscaped with native plants irrigated with harvested rainwater. **BICYCLE PATHWAY AS PART OF THE “ABOVE CURB” DESIGN to accommodate the History/Health walk.**

p 28 The design concept includes an **enhanced 20-foot pedestrian realm**. The City of Tucson standard street sections generally include a 9-foot pedestrian/utility area. This will generally accommodate a 6-foot sidewalk and 3-foot landscape area. The preliminary design concept for Grant Road enhances the pedestrian realm to 20 feet. This will accommodate an 8-foot sidewalk and a 12-foot landscape area that separates the sidewalk from the Grant Road curb. The 20-foot pedestrian realm will result in right-of-way acquisition requirements beyond what would be required with the City standard 9-foot pedestrian realm. **This 20' option does not accommodate bikes as well as pedestrians.**

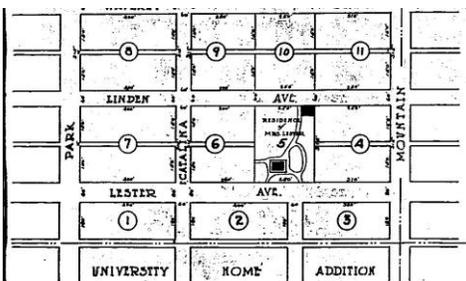
P 27 The **160-foot street section** is applied to segments of Grant Road where access to land uses is a major requirement and segments where access control strategies cannot be implemented to minimize the adverse impacts of direct access to Grant Road. This section's primary application is for areas where residential uses front onto Grant Road both to provide access (curb cuts and on-street parking) and to provide additional separation and buffering from the through traffic lanes. ... a more active retail frontage that would be well-served by on-street parking and the buffering from Grant Road through traffic. The 160-foot section includes the following additional features:

- A 43-foot local access lane, side median, and pedestrian area consists of a 10-foot side median, 10-foot one-way local access lane, 7-foot parallel parking lanes, and a 16-foot pedestrian areas that includes a sidewalk and landscaped buffer. The side median and buffer is to be landscape with native plants irrigated with harvested rainwater.

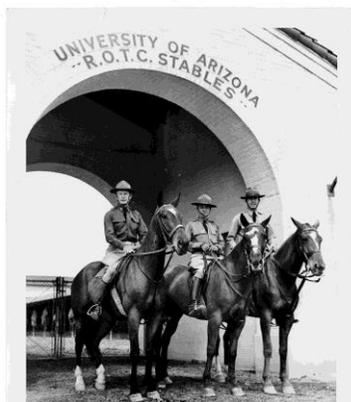
ISSUE #2: JEFFERSON PARK HEALTH/HISTORY WALK Jefferson Park would like the GRIP to take the opportunity to integrate this amenity.

JEFFERSON PARK HISTORY/HEALTH BIKE/WALK – is several intersecting loops in Jefferson Park which unite and enhance county/city projects. The loop includes

- (east/west) **Elm Street Enhancement Project** that is being accommodated by Banner Health with green space, amenities and water harvesting projects. This is a potential Neighborhood Reinvestment grant to be undertaken by the Jefferson Park Neighborhood.
 - **Projected** -Pima County and supporting grant monies
- (north/south) **Mountain Avenue**, the second highest traveled bikeway in Tucson. It is the conduit for many U of A students who bike from the north side of the campus to classes. Enhanced bike safety is planned at the Mtn/Grant intersection
 - **Existing** – TDOT Project (2002)
- (north/south) **Park Avenue**, an enhancement project which will include bike and pedestrian pathways, scheduled to begin fall of 2015. Resulting from a Grant application in 2007 (AZTEA Round 15, Transportation Enhancement Grant). It is anticipated that bike travel will increase along this corridor as a spill-over from Mountain
 - **In Process** –ADOT funded project-Grant written by JPNA (2007)
- (north/south) **Campbell Avenue**, Much traveled access road on the east side of the neighborhood with green space and sidewalks extending from Elm to Grant Road and with linear plazas/parks at each end.
 - **Existing** – TDOT Project (2002)
- (east/west) **Grant Road**, An opportunity to tie all the above existing or in progress, pedestrian/bikeways into an integrated loop. The History/Health walk revitalizes the neighborhood and is a proposed partnership with Banner/Health. Loops such as these benefit the entire community.



Extensive research by the JPNA has gathered many images of the rich history of Tucson and the Jefferson Park area



Lester homestead, street names that now extend east and west, UofA Polo, TB tents- all are along the health/walk trip.

TUCSON'S HISTORY- Jefferson Park has it to share!

This opportunity can be created by small changes and fits in many ways with the Corridor Vision

Corridor Vision Support for this request

Reference:

P 6 3.4 Capitalize on Tucson's culture

P 22-23 **ASSETS** ■ ***The study area has sections with high levels of walking, cycling, and transit use***

The study area has a number of sections with higher transit ridership than the city as a whole, as well as sections with high rates of bicycle commuting.

■ ***Urban form typologies that exist today point to opportunities for tomorrow***

Grant Road, as a product of Tucson, its culture and climate, has specific urban form typologies to build upon, including the courtyard, the side yard sanctuary, the wall, converted single family homes, one story multifamily, shaded patios, murals, and classic signage.

■ ***Positive urban design precedents have been built in the study area***

The Grant Road study area offers positive urban design precedents, including a bikeway, pedestrian-friendly parking lots, stormwater management provisions, and frontage roads.

P 24 ■ ***Creation or building upon public amenities***

Public space and amenities are both a major need and opportunity of the study area. With little vacant or public land in the study area, consideration should be given to smaller-scale options that not only provide public space but also tie into the vitality of neighborhoods, businesses, organizations, and civic institutions. A diversity of public realm opportunities exists, including the construction of smaller public spaces on vacant or redeveloped land, utilization of public-owned property, potential streetscape connections, other connections to amenities outside the study area, and public or quasi-public amenities to tie together or build upon.

P 44 ***Objective K: Make Tucson History & Culture More Evident***

Tucson's history and culture are imprinted throughout the Grant Road corridor, whether in the motel architecture of the Oracle area, the carts serving Sonoran street food, the city's specialty home furnishings businesses, or in the eclectic front yards of properties along Grant Road. The corridor can extract more from the area's rich history and culture at a variety of scales. Tucson architectural elements such as motorcourts, courtyards, and walls can provide the deeper time-tested patterns that can be expressed through a variety of modern styles and uses, while materials such as rusted sheet metal lend a local texture to places.

P 66 ■ provide an interesting, engaging frontage along Grant Road that encourages activity, safety, and walking; **and bike riding for the Jefferson Park Health/History walk?**

P 69 "These projects improve and expand the center's existing public spaces such as the northwest corner "Triangle" park and the linear plaza along the west side of Campbell Avenue to the south of Grant Road, each leveraging the Grant Road streetscape improvements to tie the open spaces to surrounding uses . **Provide a connection from the Grant Road pathway to the Campbell Ave walk/bike way.**

An accommodation request--- expand the minimum 20' and add the 6' bike pathway so it is above the curb and in the proposed walkway or utilize a variation of the 137' mitigation p.26.

ISSUE #3 : REDRAWING THE BOUNDARIES OF THE JP HISTORIC DISTRICT

The City has agreed to pay the cost of the consultant to submit a redistricting to SHIPO for the historic boundaries of Jefferson Park. The demolitions on the south side of grant will remove 23 contributing properties. The redrawing of the boundaries is necessary to compensate for the loss of those properties as it serves to rebalance the statistics to help maintain the 50%+ contributing properties. Removal of these properties from the Historic District does not affect the R-1 zoning nor the NPZ overlay.

REQUEST: That the head of Tucson Department of Transportation confirm this commitment on City letterhead with no conditions. That the document address

- 1- when the consultant will be contracted
- 2- how the neighborhood will be updated
- 3- the specific area which will be contracted to be included in the redistricting
- 4-a commitment to pay all required fees

NOTE: Contributing properties are being lost on the southern boundary of Jefferson Park and Banner Health is creating an MOU with Jefferson Park to cover the costs of redrawing the southern boundary. Extensive work has been done with Jonathan Mabry around this issue. The north and south boundaries need to be undertaken separately and funded by separate entities.

Historic Designation – After 10 years of work with the city and state, and countless volunteer hours researching in the city directories and at the Historic Society, Jefferson Park was named the 31st historic district in Tucson in 2013. The post-WWII transition in building style now is preserved and the mix with territorial and pre-territorial architecture is now available to all Tucson. The neighborhood has paid its \$38,000 debt to the city for the nomination through various fundraising projects and many private donations.

Corridor Vision Support for this request

Reference:

not specifically addressed

ISSUE # 4: BUFFERS/AMENITIES

THREE REQUESTS FOR THE CENTRAL SEGMENT from Hampton to Fremont (Phase II)

- 1) CLOSE HAMPTON BY ENLARGING the proposed alleyway onto Hampton to provide for a “hammerhead turn” and place BOLLARDS across Hampton. Street closure already approved by nearby businesses. This has been an issue with the neighborhood since the proposal for the Walgreens/Sausage Deli. As predicted, and the cut-through traffic has increased significantly.
- 2) BERMS ON THE BASIN AREA BETWEEN HAMPTON AND PARK
- 3) WALLS or BERMS from Park to Fremont

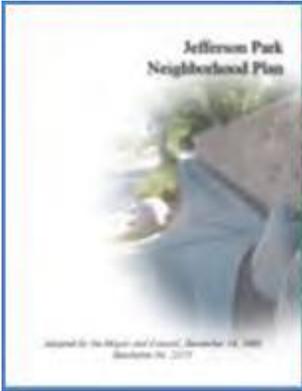
THREE REQUESTS FOR THE CENTRAL SEGMENT from Fremont to Campbell (Phase V)

- 1) WALLS or BERMS from Fremont to Campbell. Expressing the greatest noise mitigations near the intersection of Grant and Campbell.
- 2) KEEP THE TRIANGLE PARK on the northwest corner of Grant/Campbell
- 3) DESIGN A CONNECTION on the southwest corner of Grant/Campbell to the linear park on Campbell thereby closing the proposed Jefferson Park Health /History Bike or Walk loop.

Corridor Vision Support for this request

Reference:

P 19 Jefferson Park Neighborhood Plan



The Jefferson Park Neighborhood Plan overlays the area south of Grant Road from Euclid Avenue to Campbell Avenue -- an area also contained in the University Area Plan. The plan is largely aimed at preserving neighborhood character, including measures to prevent student-oriented multifamily housing. The plan provides specific tools to accomplish this, including the Residential Floor-Area Ratio (RFAR) for the R-1 zone, as well as measures for height and lot coverage. The plan overrides the University Area Plan with respect to conversion of residential to non-residential on arterial streets, and also recommends against conversion of R-1 to R-2. The plan includes a fairly comprehensive section addressing Grant Road improvements, with provisions relating to neighborhood involvement, street closures, buffering, and other issues.

P6 2. Character & Vitality

“Character & Vitality” means the health of the places surrounding Grant Road – neighborhoods and businesses, public space and activity, and private investment. “Character & Vitality” defines that overarching goals for aspects of the study area such as housing, neighborhoods, employment, and public space. Through character and vitality, the Corridor Vision seeks to enhance in a fair manner, the economic and social environment of neighborhoods and districts by doing the following:

- 2.1 Reserve and enhance the scale and character of existing residential neighborhoods
- 2.5 Create a cohesive public realm

P 6 3. Aesthetics & Environment

“Aesthetics & Environment” builds upon the principles set out in “Character & Vitality” by focusing on details of key issues such as climate, utilities, views, and the watershed. Through aesthetics and environment, the Corridor Vision acknowledges the human and ecological sustainability of Grant Road and the neighborhoods and districts along it to the benefit of those in the corridor and the greater Tucson region by doing the following:

- 3.1 Create an aesthetically pleasing, comfortable, and inviting environment
- 3.2 Enhance the identities of Grant Road’s Community Character Segments
- 3.3 Capitalize on Grant Road’s natural environment and regional scenery
- 3.4 Capitalize on Tucson’s culture

P8 12. Integrate watershed management in site design

P37 2 Character and vitality

2.1 Residential neighborhoods by providing appropriate transitions and buffering from Grant Road and the uses fronting onto it to the neighborhoods behind.

P38 3. Aesthetics and Environment

3.7 Mitigate noise impacts of traffic on Grant Road utilizing a range of techniques that are appropriate to the surrounding context.

P 39 4. Vision and Implementation 4.5 Define the improvements so that the vision can be achieved incrementally with both the RTA funding base and additional public and private funding to enhance the improvements.

- Identify and give priority to the implementation of those improvements that provide the most benefit and that address those issues that are a priority concern to the public.
- Identify and pursue additional sources of funding early in the process to ensure that the desired improvements can be implemented.

P 41. Objective D: Protect & Enhance Neighborhoods

The existing mismatch between the auto-oriented nature of Grant Road, both in terms of traffic and land use patterns, and the quieter residential character of most adjacent neighborhoods has led to much discussion of the need to protect neighborhoods from the negative aspects of Grant Road; many policies of the area and neighborhood plans address this issue. Land use planning will define guidelines for the transition of building massing to the smaller scale of neighborhoods; buffering with landscape, setbacks, and transitions to similar uses; and other site design approaches.

Related Guiding Principles: 2.1, 2.2, 2.3, 2.5, 2.9, 2.11, 3.7

ISSUE #5: ZONING

The coalition requests that the existing zoning remain.

Southside- Jefferson Park and zoning

- 1) **NPZ or NR-1** – the application for Historic Status allowed Jefferson Park to seek a neighborhood preservation overlay zone. This zoning is more restrictive than R-1 and seeks to preserve the historic nature of the district. The JPNA board and neighbors spent many hours and public efforts including yard signs, press releases, and attendance at public meetings to ensure this protection for the neighborhood.
- 2) **Historic Designation** – After 10 years of work with the city and state, and countless volunteer hours researching in the city directories and at the Historic Society, Jefferson Park was named the 31st historic district in Tucson. The post-WWII transition in building style now is preserved and the mix with territorial and pre-territorial architecture is now available to all Tucson. The neighborhood has paid its \$38,000 debt to the city for the nomination through various fundraising projects and many private donations.
- 3) **Clarification of R-1**: At its own cost and paid through neighborhood fundraising and private donations JP sought a clarification of the R-1 residential code. As a result, all Tucson R-1 neighborhoods have protection from transitional, multi-resident group dwelling rentals exemplified by the mini-dorms .

The effort and perseverance on the part of the JP residents cause the neighborhood to vehemently oppose any changes to zoning on its northern border.

Northside - SAMOS and zoning

- 1) R-1
- 2) Imminent application for Historic Status

Corridor Vision Support for this request

Reference:

P 68 The *Jefferson Park Neighborhood Plan* does not provide explicit land use designations, but does recommend against:

- the conversion of residential uses to commercial uses (O uses or C uses) along the three adjacent arterial streets (Grant, Campbell and Euclid)
- the conversion of low-density residential uses (R-1) to medium density residential uses (R-2) in any part of the neighborhood
- the conversion of any remaining low density residential uses (R-1) to medium density residential uses (R-2) or commercial uses (O uses or C uses) along the east side of Euclid Avenue