

ZONING MEMBERS PRESENT:

Jim Mazzocco, Zoning Examiner
John Beall, Planning & Development Services
Karissa McMillan, City Recording Clerk

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1 ZONING EXAMINER: Okay. The next case is Case No. C9-
2 16-04 Bourne, I-19 and Irvington PAD, or Planned Area
3 Development. We have the Applicant? And before you speak, Ms.
4 Silvyn, how many speakers do we have for this particular case?
5 Do we have any opposition speakers for this case? I'm just
6 checking. I'm not, I'm not noticing anybody putting up their
7 hand in opposition.

8 So Ms. Silvyn, you can make your presentation. If you
9 want to make a shorter presentation, that'd be fine, too. Oh,
10 oh. First, first, let - I'm sorry. I should have John make his
11 little report. I'm, I'm rushing ahead here a little bit too
12 quickly. Okay. So go ahead, John. Make your report and then
13 Ms. Silvyn can make her presentation.

14 MR. BEALL: This is a request by Thomas Sayler-Brown of
15 SBBL Architecture & Planning on behalf of the property owner,
16 Irvington Interstate Partners, LLC, to rezone approximately 63
17 acres from R-1 to Plan Area Development Zone.

18 The site is located just west of Interstate I-19 at the
19 northwest area of Interstate I-19 and Irvington Road. The
20 Applicant is proposing the rezone from R-1 to PAD for a
21 commercial center that will include large retail establishments

1 to serve the immediate neighborhood and provide extended regional
2 services.

3 The proposed PAD is approximately 63 acres and is to be
4 developed again as a commercial center. The PAD shall include
5 all uses that are listed as permitted or special exception uses
6 in the C-2 zone of the Unified Development Code, with the
7 exception of certain uses that will be modified.

8 The PAD allows for large retail establishments, and no
9 separate or additional approvals will be required for any
10 proposed L-R-E that is in compliance with the P-A-D regulations.
11 Maximum building height within the PAD will 120 feet from
12 finished grade. Vehicle parking shall be provided at one space
13 for per 300 square feet for all permitted uses.

14 And the PAD will be divided into five development areas
15 with the actual phasing or order of development and boundary of
16 these development areas varying due to market demands and
17 responses to those market conditions. The request to rezone the
18 site to a PAD is consistent with Plan Tucson and the Santa Cruz
19 Area Plan policy direction.

20 A plan amendment is not required, and no additional
21 conditions are recommended for the Irvington Center, Commercial
22 Center P-A-D. As of 04/07/16, there's been one approval and two
23 protests. And there have been zero protests within the 150-foot
24 boundary.

1 ZONING EXAMINER: Okay.

2 FEMALE SPEAKER: (Inaudible)

3 ZONING EXAMINER: Okay. Okay. So we'll have the
4 Applicant make a presentation and then you can come up and speak,
5 okay? Okay.

6 MS. SILVYN: Good evening. Keri Silvyn, 4733 East Camp
7 Lowell Drive. I want to introduce the team that's here. We
8 brought - we didn't do a power point. We brought some boards.
9 We weren't sure if we were just gonna be interacting with you,
10 and I know you have the P-A-D in front of you. So as we need to
11 - I am flanked on either side.

12 ZONING EXAMINER: Okay. That -

13 MS. SILVYN: I want to introduce -

14 ZONING EXAMINER: That works. Okay.

15 MS. SILVYN: I do have an easel if you guys don't want
16 to stand there. All right. Yeah, I have an eas- -- yes, right
17 there. We'll do that, and I'll keep going.

18 So I'll introduce some of the folks that are here in
19 case they need to answer any questions that, that I might not be
20 able to answer. Alan Tanner and Rob East are here from Bourne
21 Companies, the ultimate property owner and developer. Thomas-
22 Saylor Brown from SBBL Architects, Andrew Makowski from Southwest
23 Traffic Engineering, and Jeff Hunt from Cypress Engineering.

24 We're really excited to be here tonight. This has been

1 a long time coming. Thank you to John Beall. We've also worked
2 very closely with Tucson Water, and Tucson D-O-T on this project.
3 It has a lot of moving components.

4 Our request tonight is to rezone the 63 acres from
5 residential to P-A-D along I-19. What I wanted to do tonight was
6 just highlight a couple of, a couple of key issues related to the
7 project. And then I'm happy if I - when, in doing that, if I
8 haven't answered either any of your questions, Mr. Zoning
9 Examiner, or anyone from the audience, I'm happy to step up and
10 make sure we do.

11 The property is currently zoned residential, although
12 the current use is actually an industrial type use. It's the
13 TARP (ph.) plant as well as the Tucson Water storage yard. The
14 vision for the project as Mr. Beall indicated is a commercial
15 retail center with restaurants, and a connection to the Santa
16 Cruz Loop pedestrian bike system. It does need commercial zoning
17 and we chose to do a P-A-D based on the C-2 zoning in order to
18 control the uses in some of the development criteria.

19 I want to highlight a few things, and the, the board
20 that Andrew has shows this. The development areas, we divided
21 this into five development areas. Those development areas really
22 cue more of the infrastructure and particularly the proposed
23 roadway that's gonna be the extension of Calle Santa Cruz. It's
24 not meant to be a phasing one, two, three, four, five. It's more

1 tied, as you can read in the P-A-D to the infrastructure. Area
2 One is closer to Irvington, and Area Five is, is further away.

3 This is a unique site in that there are some pretty
4 substantial natural buffers adjacent to the uses. So the west
5 boundary is actually the Santa Cruz River. Our closest
6 residentially used, residentially zoned property is almost a
7 thousand feet away. And I say that because the TARP plant is
8 going to maintain there, and it is a residential zoned property.
9 And the Santa Cruz River is residentially zoned.

10 So you'll see in the P-A-D, we've cued all of our
11 setbacks, everything from both residentially zoned and used
12 because this is one of those areas that still has all of the
13 residual residential zoning from when it was annexed. And washes
14 and street and other things which are buffers are actually
15 residentially zoned.

16 So we have a substantial buffer over on the west. The
17 north boundary, you'll see the, the boundary line and the, the
18 aerial shows it as well. The boundary line to the north is
19 actually there's a hundred feet between our north boundary line
20 and the, the southern boundary line of the homes in Lamar City
21 Acres.

22 In that buffer is the Michigan Wash. And that wash is
23 - it's, it's about - there's a hundred feet in there. There's
24 actually a cross section on page 43 of the P-A-D that shows you -

1 it's actually 160 feet on that cross section from the P-A-D
2 property line to the most abutting residential property line.

3 You'll see the wash. There's a substantial amount of
4 vegetation in there, and then existing grade kind of comes up so
5 you can get a sense of what that buffer looks like. And then to
6 the south is Irvington Road, and complementary C-2 uses. To the
7 east is a major interstate, I-19.

8 The uses, as I said before, are based on C-2 uses. We
9 did exclude certain uses in the P-A-D, restricted adult activity.
10 That entire use script has been excluded. So no adult
11 activities. Golf course, no billboards, no cemetery, no
12 correctional use.

13 And after our neighborhood meeting, we added medical
14 marijuana as an excluded use. So we hadn't put that in there and
15 there was a lot of concern at our neighborhood that we exclude
16 medical marijuana, which we did.

17 We did have some additional permitted uses. They're,
18 they're listed major trade service and repair. Some food service
19 with alcoholic beverage services, accessory, a micro-brewery if
20 it's accessory to food service and alcohol beverage and a large
21 bar.

22 As Staff noted, LR, the large retail establishment is
23 permitted, meaning over 100,000 square feet, but the 10% grocery
24 restriction is within the P-A-D. And that was a part of the

1 discussions that we had early on that the City related to this
2 project.

3 The other two issues I want to highlight as quickly as
4 I can. Roads and traffic and then that River Park connection.
5 And, and then I'll talk to you about the neighborhood meeting,
6 and then we'll take whatever I haven't addressed.

7 Our direct access is from Irvington Road. We also have
8 access from that extension of Calle Santa Cruz. Current traffic
9 in this area is problematic, which if you ever drive it, peak
10 A.M., peak P.M., that will become absolutely no surprise. That
11 was acknowledged very vocally by the neighbors that traffic is an
12 issue, particularly coming off of I-19 peak P.M.

13 The City has - so there's, there's four different
14 parties here that all have somewhat of an interest in fixing this
15 problem. A-DOT with the I-19/Irvington interchange improvement.
16 R-T-A has a plan to widen Irvington to a six-lane cross section.
17 The City has some development impact fees to assist in doing some
18 improvements, and then we as the developer did a traffic impact
19 analysis, and we have some obligation on Irvington Road.

20 The ideal situation would be to get all four parties
21 together, the funding available at the same time and do it all.
22 We got 50% there. We and the City have partnered and we're doing
23 a public-private partnership where we are doing some road
24 improvements. The City's responsibility is gonna be an

1 additional westbound through-lane on Irvington Road.

2 And then the developer, we are coming in at the same
3 time as part of the same construction project, which is unique.
4 Normally somebody comes in when they have the money. The next
5 person comes in when they have the money. So we are least able
6 to get two together.

7 We're gonna be doing the righthand turn lanes at our
8 entrances, the bus stop and a sidewalk, and there'll be improved
9 lighting as well, additional and updated street lights in that
10 project. R-T-A does have plans. We can't really speak to the
11 timing. It doesn't appear that there, there is any at the
12 moment.

13 A-DOT has bumped their Irvington/I-19 improvements to a
14 later date. They are going forward with the Ajo/I-19. And in a
15 phase of that, they're also including a - they're adding a dual
16 southbound right-turn lanes to the intersection of I-19 and
17 Irvington, which will help. And we're working very closely with
18 T-DOT. We're working really closely with T-DOT, who is also
19 helping us work really closely with A-DOT, and am trying to
20 figure out that, that coordination.

21 There was an acknowledgement at the neighborhood
22 meeting that there are some major problems out here, out here
23 when it comes to that traffic movement. And that while we're not
24 completely solving it, this is a step in the right direction, and

1 this allows for future impact fees as well to be put towards some
2 future projects in the area.

3 River Park coordination, we're excited about, about
4 tying into the loop system. You'll see in the P-A-D language
5 that requires us to have at least two pedestrian and bike
6 connections to that loop system River Park.

7 We're also required and intend to work very closely
8 with Pima County and City of Tucson Parks Departments on any of
9 the River Park improvements that are gonna need to go in.

10 We had our neighborhood meeting on January 21st. We
11 coordinated very closely with the Midvale Park Neighborhood
12 Association. I did speak with their President today.
13 Unfortunately, this meeting coincided with their Neighborhood
14 Association meeting. Mr. Miller's big question for us was, you
15 know what the timing - how is this working? How is it moving
16 forward? We have a great relationship with that association.

17 The summary of the meeting and the concerns is all in
18 your materials. Overall, there was an acknowledgement that
19 commercial made sense in this. The natural buffers were very
20 helpful to, to the whole neighborhood, and we don't have a lot of
21 those putting a 16-foot home right adjacent to an existing
22 residential lot kind of issues.

23 Traffic was the big issue, and I think there was
24 overall an overall acknowledgement that everybody wishes more

1 could be done sooner, but certainly not gonna, not gonna be upset
2 that something is getting done.

3 There were some questions as well about the existing
4 TARP facility, and some folks that have been living in the area
5 for quite some time. And I know that the Ward 1 Office made sure
6 that Tucson Water went to a future Midvale Park Neighborhood
7 Association meeting to answer some of those questions.

8 And the President of that association did tell me that
9 that did occur, and that it was very helpful. And I know that
10 the folks from Tucson Water are here, too, in case those
11 questions come up.

12 With that, I just highlighted a few things. I'm happy
13 to take any questions, and if I did not touch on something that
14 anyone from the public is, is interested in, I'm happy to come
15 back up.

16 ZONING EXAMINER: I have just a couple questions. How
17 long is the anticipated build-out of this project?

18 MS. SILVYN: The work - the anticipated - is the
19 anticipated build-out 12 to 18 months?

20 MALE SPEAKER: (Inaudible)

21 MS. SILVYN: Sorry. I had the start of construction
22 response ready for you, not the actual build-out.

23 ZONING EXAMINER: That's okay.

24 MR. TANNER: Good evening. Alan Tanner with Bourne

1 Companies, 20 East Congress. Thanks for the opportunity to be in
2 front of you tonight. Mr. Beall, thank you for all your hard
3 work in helping us get to this point.

4 So, as Keri mentioned early on, the project will be
5 developed in phases. And it's really as market demand dictates.
6 It could - the duration of construction could be anywhere from 24
7 to 36 months to maybe as long as 60 months, just depending on, on
8 market demand and, and phasing of the project.

9 ZONING EXAMINER: There's no planned residential
10 project as part of this?

11 MR. TANNER: There's, there's no residential planned
12 as, as part of this project. We do contemplate some hotel or
13 hospitality components as part of the project.

14 ZONING EXAMINER: Okay. I have a design question that
15 maybe Thomas can answer.

16 MR. SAYLER-BROWN: Thomas Sayler-Brown, 15 East
17 Pennington Street.

18 ZONING EXAMINER: Thank you. Mr. Sayler-Brown, my
19 question is how is this being designed from the pedestrian point
20 of view? Is there in your - is shade being put in there? Is
21 there any kind of heat island mitigation being considered as part
22 of the, you know, the design features of the, the (inaudible)

23 MR. SAYLER-BROWN: The Center itself is gonna meet, is
24 gonna meet the planning requirements, the landscape requirements

1 of the City of Tucson. There will be a major drive that comes in
2 from Irvington. That will be designed to be kind of a nice
3 shaded roadway that comes in to provide good, a good shaded
4 access through the entire shopping center back out toward
5 Irvington Road. But everything is gonna be done to meet the
6 current landscape standards for the City.

7 ZONING EXAMINER: Okay. Light trespass as far as the
8 neighborhood to the north and neighborhoods to the west. What is
9 - is there -

10 MR. SAYLER-BROWN: For lighting?

11 ZONING EXAMINER: For lighting.

12 MR. SAYLER-BROWN: Oh, yeah. We're, we're also gonna
13 meet the lighting code. And there'll, there'll be the standard
14 break-off shields that will be provided for any tall lights that
15 are in the vicinity of any residential use. We are a hundred
16 feet away, so it's probably not gonna be a big problem.

17 ZONING EXAMINER: Okay. And the - there's residential
18 development already to the north. How far away do you expect the
19 buildings to be from there, and would there be any kind of
20 loading activity between the buildings and the residences?

21 MR. SAYLER-BROWN: I haven't even gotten to that part
22 of the design. There's - potentially there could be. And I
23 think we've covered that pretty well in the P-A-D on how we would
24 mitigate that. We are leaving the loading areas, they will be at

1 minimum a hundred feet away, if I remember correctly. A hundred
2 feet, the loading areas will be a minimum of a hundred feet away,
3 and there will be screening as well.

4 ZONING EXAMINER: Okay. Is there anything about how
5 trucks or anything would be waiting or running in the back there?

6 MR. SAYLER-THOMAS: I'm trying to remember. I think I
7 had idling -

8 MS. SILVYN: Yes.

9 MR. SAYLER-BROWN: Okay.

10 MS. SILVYN: There's no idling between the hours of I
11 think it's 5:00 A.M. to 9:00 P.M., if I have the times right. I
12 can look fairly quickly. And they have to be at least a hundred
13 feet away. And then the, the docks have to be screened by I
14 think it's an eight-foot (inaudible)

15 ZONING EXAMINER: Okay. So the, the truck will pull,
16 pull behind a wall. There's be a wall separating them, plus the
17 distance -

18 MR. SAYLER-BROWN: Yes. (Inaudible)

19 ZONING EXAMINER: - from the residential units?

20 MR. SAYLER-BROWN: So not only a hundred feet, but
21 there's also gonna be a wall.

22 ZONING EXAMINER: Okay.

23 MS. SILVYN: And there is no wall required if there's
24 an intervening building. So if it turns out its property line

1 (inaudible) some parking, the building, the loading's on the
2 other side, then it may not need the wall. The wall would be if
3 it's within that hundred feet, and it's on the other side of the
4 building.

5 ZONING EXAMINER: Okay. I think you've answered all my
6 questions. I think the transportation issue - that's, I think
7 that's a very complicated issue, and I think you've answered it
8 as well as you can, understanding what we know at this point.

9 So first, I'm gonna ask, is there anybody in support
10 who wants to speak? Second, anybody in opposition that wants to
11 speak? And thirdly, anybody who's not in either of those
12 categories?

13 MS. LEON-RODRIGUEZ: (Inaudible)

14 ZONING EXAMINER: Okay. Okay. Then come up and speak
15 and you can speak in the middle category. Okay. So before you
16 start speaking, sign in and then say your name and address for
17 the record. You don't, you don't have to stand there. I have, I
18 have that in my papers here, but if you like standing there, go
19 ahead. Okay. Go ahead, ma'am.

20 MS. LEON-RODRIGUEZ: Okay. So my name is Martina Leon-
21 Rodriguez. And I live at 931 West Michigan.

22 ZONING EXAMINER: Could you say your name again?

23 MS. LEON-RODRIGUEZ: Martina Leon-Rodriguez.

24 ZONING EXAMINER: Thank you.

1 MS. LEON-RODRIGUEZ: I have two last names. So I live,
2 I want to say that I live in that section where it says limited
3 disturbance area. I think that's what I'm understanding. 931
4 West Michigan. If you can show me -

5 ZONING EXAMINER: So you're in the north, along the
6 northern boundary of the proposal?

7 MS. LEON-RODRIGUEZ: Yes.

8 ZONING EXAMINER: Okay. Gotcha.

9 MS. SILVYN: Show me which house.

10 MS. LEON-RODRIGUEZ: I would say I'm the first house
11 next to the bridge.

12 MS. SILVYN: Right there.

13 MS. LEON-RODRIGUEZ: So here's the bridge, right?

14 (Inaudible comments.)

15 MS. LEON-RODRIGUEZ: Okay. And my concern, or our
16 concern, my husband and my, my concern was how was the PAD going
17 to be accessed? Would it be accessed only on the, on the south
18 side? Is it gonna be accessed on the north side? And, you know,
19 and then how much of an impact it was gonna cause as far as
20 traffic, like foot traffic or, you know, are people gonna be
21 still able to access it through the north side? That's our
22 biggest concern.

23 ZONING EXAMINER: Okay. Good questions, and I'm gonna
24 ask the - Ms. Silvyn to speak, or one of your team.

1 MS. LEON-RODRIGUEZ: And I want to say that the reason
2 for that, -

3 ZONING EXAMINER: Okay.

4 MS. LEON-RODRIGUEZ: - the gentleman here had mentioned
5 about the school, you know, the school, and - or the other guy.
6 I don't know who it was. But somebody had mentioned about the
7 problems with drugs and, and again, I'm not a drug addict, but I
8 kind of, you know, can identify what's going on. People having
9 sex on the side of my house next to the freeway, you know that
10 kind of stuff.

11 So I just, that's my concern. I don't want that to
12 increase because I've been very diligent as far as calling the
13 police and having, you know, making sure that I have lights that
14 are pointing, you know, that, that direction of the freeway so
15 that I can kind of mitigate that situation. You know, get rid of
16 these people out of the neighborhood.

17 ZONING EXAMINER: Okay. Ms. Silvyn?

18 MS. SILVYN: I'm gonna grab the aerial.

19 MS. LEON-RODRIGUEZ: And I didn't make it to the, I
20 didn't make it to the neighborhood meeting. I forgot about it.

21 ZONING EXAMINER: That's fine. That's fine. We'll,
22 we'll, we'll have Ms. Silvyn try to answer your questions.

23 MS. SILVYN: So the only, the access is all from
24 Irvington Road. There is no access up to the, up to the north.

1 So - and we set that north boundary line to allow the current
2 Michigan Wash and all that vegetation that's there to remain as a
3 buffer.

4 MS. LEON-RODRIGUEZ: (Inaudible)

5 MS. SILVYN: Well, the - right. So the - let me -
6 okay. So you know the loop trail that runs through there. So
7 the idea was, and at the neighborhood meeting there were some
8 questions from some of the neighbors in your neighborhood about
9 being able to access directly into that commercial area. And the
10 answer is where we facilitated it is you have access to the loop
11 trail, -

12 MS. LEON-RODRIGUEZ: Uh-huh.

13 MS. SILVYN: - and then we are gonna be providing two
14 access points. So you can access the loop trail and then come.
15 We're not providing any access to the north because the Michigan
16 Wash is a regulated wash.

17 MS. LEON-RODRIGUEZ: Uh-huh.

18 MS. SILVYN: And so we can't go in and do anything in
19 the wash area and within 50 feet of that wash area.

20 MALE SPEAKER: (Inaudible)

21 MS. SILVYN: Right. And it's - exactly. It's also
22 staying a City of Tucson property. So our property line doesn't
23 start until about a hundred miles (sic), or sorry, a hundred feet
24 - not a hundred miles. Hundred feet south.

1 The - right now, we don't have a full-blown development
2 plan. What we have is the bubble plan - Andrew sat down. What
3 we have is the bubble plan, and this will give you a sense. So
4 that's the north property line. Right there, that's the
5 Irvington-Michigan Wash.

6 That's a hundred feet in there, and there is a cross
7 section in the P-A-D, and I could show you what that looks like,
8 and I can do that right now. So there is no direct access up
9 there.

10 We don't know exactly what buildings are gonna be
11 there. It would be a combination of buildings and parking in
12 that area. We will have to meet the Outdoor Lighting Code for
13 lights, which means they'll be shielded and those were some of
14 the questions that the Zoning Examiner asked.

15 So we have to keep (inaudible) levels down, and we have
16 to keep them shielded as well so that there's no light trespass
17 onto any adjacent - which means that we can't have light trespass
18 past our northern property line, let alone over a hundred feet
19 right over, over there. So -

20 MS. LEON-RODRIGUEZ: I have another concern. You know
21 when Tucson Spectrum was built, you know, we have the two lanes
22 on each side of the road and even getting out of our neighborhood
23 has been difficult. There's 15th Avenue right before the light
24 to get into Fry's, the Fry's Shopping Center that's next to I-19.

1 We cannot drive out of there. I have, I have to go - if I go
2 down, if I happen to go down to the Home Depot in Tucson
3 Spectrum, which in reality I choose to go to the El Con one
4 because it's horrible, what you mentioned right now.

5 I know that in - I mean I want to say I don't want to
6 be like, you know, pointing fingers or anything, but if you go to
7 the north side, there's signs that say, do not block, you know,
8 the entrance and exit, whatever. We don't have that over here on
9 Irvington.

10 When you get to 15th and Ajo, I mean and Irvington, I
11 used to be able to turn in, into my neighborhood, drive in. I
12 can't anymore. I have to drive all the way to, I believe - well,
13 the street right before 12th Avenue or all the way to 12th Avenue
14 to get around - I have to go all the way around and go down to
15 Michigan to get back over to my house.

16 Or I can go down to the freeway and get off on Ajo and
17 come around because it's, it's impossible to turn in. People
18 will not let you in. And there's no signs indicating that, you
19 know, we want to drive into our, our neighborhood. I've lived
20 there over 20 years, and I mean I've seen how it's changed. It's
21 changed quite a bit, especially when Tucson Spectrum came in.

22 Now we're getting a new development, a new - well, the
23 PAD now. How is that gonna mitigated, you know? And then now,
24 you know, we're getting the expansion of the freeway. We're

1 like, you know, it's just so much change at once.

2 ZONING EXAMINER: Okay.

3 MS. LEON-RODRIGUEZ: You know, I mean one day I
4 couldn't even get out of my neighborhood, I mean out of my home.
5 My driveway was completely blocked. So I'm just thinking that
6 this is gonna add more traffic. Of course, more people coming
7 into the neighborhood. But how are we gonna be - how are we
8 gonna have easy access into our neighborhood?

9 ZONING EXAMINER: Okay. I'm gonna ask, I'm gonna ask
10 Ms. Silvyn - without going through everything, 'cause you kind of
11 addressed this a little bit early in your presentation. But if
12 you could just give a summary so Ms. Leon-Rodriguez could
13 understand a little bit clearer what the traffic issue is there.

14 MS. SILVYN: Sure. So our traffic is all gonna be on
15 Irvington Road.

16 MS. LEON-RODRIGUEZ: Yeah.

17 MS. SILVYN: And so what we've been doing is we're
18 partnering with the City and what's gonna be added is an entire
19 extra westbound through-lane so the traffic will then have an
20 extra full through-lane.

21 In addition to that, as the developer of the site, and
22 because of our traffic impacts, we have to provide a dedicated
23 righthand turn lane in, into each of our driveways. And what
24 that helps with, too, is it makes the through-lanes, right, work

1 much more efficiently once we have a dedicated righthand turn
2 lane.

3 We are putting in a bus pullout in that area as well.
4 There are gonna be sidewalks and some additional lighting.
5 That's the initial phase to start with this project, and that's
6 where, you know, R-T-A and A-DOT both have projects as well
7 because it's been acknowledged that this area needs some relief.

8 MS. LEON-RODRIGUEZ: I know (inaudible)

9 MS. SILVYN: Now it's a question of funding. So -

10 MS. LEON-RODRIGUEZ: (Inaudible) can you please put
11 signs up so that people do not block the way into our
12 neighborhood? That's all I'm asking for, you know? 'Cause I
13 mean I'm sure all these changes are gonna be coming with A-DOT
14 and yourself, but signs, we all want signs, too. I mean I know I
15 do. I know it's been a big pain for me, so -

16 MS. SILVYN: So I know Jesse Soto from T-DOT is here as
17 well, and so we can have a discussion afterwards and talk a
18 little bit about where she's talking about for signs 'cause her -
19 that's all to the north, and we're not gonna have traffic impacts
20 up there, but there is a lot going on. And so we can help
21 facilitate that discussion.

22 ZONING EXAMINER: Okay. That's good. No other
23 speakers? I notice we have some folks from the Water Department.
24 Did you want to make any comment at all, or you're just here to

1 answer questions? Gotcha. Okay. Anybody else? Okay.

2 So I'm going to close the public hearing, and I'm going
3 to produce a preliminary report on this case in five working
4 days. Thank you all for coming and the public hearing for April
5 7th, 2016, is over. Goodbye.

6 (Case: C9-16-04 was closed.)

I hereby certify that, to the best of my ability, the foregoing is a true and accurate transcription of the original tape recorded conversation in the case referenced on page 1 above.

Transcription Completed: 04/15/16

Kathleen R. Krassow
KATHLEEN R. KRASSOW - Owner
M&M Typing Service