



This project is managed by the City of Tucson.

For more information please visit www.grantroad.info or call the project hotline at 624-4727.

Phase 2 Combined Fronting Neighborhood Conversation

Key Points

4/22/09-5/13/09

The Grant Road Improvement Plan continued its outreach with neighborhoods as the project entered its second phase. In April and May neighborhoods that front on Grant Road were invited to participate in a combined neighborhood conversation with other nearby or adjacent neighborhoods to provide the Planning Team with their input on access management and design innovations that will be discussed and planned during Phase 2 of the project.

Summaries of the key points heard at the combined neighborhood conversations from April 22nd to May 13th are listed below and categorized by the Grant Road Improvement Plan's Citizen Task Force's Guiding Principles. A total of 70 people attended these meetings and provided over 580 comments. Key points are considered to be comments made more than once or that brought about general agreement from the neighborhood. In addition to these summaries related comments received during Phase 1 of the project and at these neighborhood conversations are shown on the approved alignment maps used at the Phase 2 workshops on July 1, 3, and 4, 2009 are also posted to the Grant Road website homepage under Quick Links.

April 22nd – Catalina Vista/Campbell Grant

7:00 p.m. at the Ward 3 Office, 1510 E. Grant Road.

19 in attendance

There were 113 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility –

Catalina Vista

- Catalina Vista has limited access to their neighborhood. There was concern about closing Norris or Wilson as it would take away already limited neighborhood entrances.
- Cut through traffic is a problem on Edison and Wilson, better speed management mitigation is needed. A traffic control island was suggested.
- Concerned about the amount of potential stopping points between Campbell and Tucson Blvd. (placement of pelicans and indirect left turn

This is a project of the Regional Transportation Authority.

The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. 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.

traffic signals). Felt that this could create up to 4 stopping areas in a small stretch which would lead to a stop, go, stop, go effect.

- Safer pedestrian crossings at the Grant and Campbell intersection. Set the stop bar for vehicles further away from the crosswalk.

Campbell Grant

- Concerned about the placement of transit stops and increased noise caused by more frequent transit stops.
- Safer pedestrian crossings at the Grant and Campbell intersection. Set the stop bar for vehicles further away from the crosswalk.
- Speed mitigation is almost non-existent. Bump outs and chicanes were suggested as good forms of speed mitigation.
- Alleys should be made into pedestrian walk ways, but keep garbage pickup in the alleys.
- Concerned about the safety of the indirect left turn. Afraid drivers may overshoot the indirect left turn, need for a safety buffer to protect the neighborhood if this happens.
- Cut through traffic in alleys is a problem.
- Fear drivers will use Norris to avoid the indirect left turn creating more cut through traffic in the neighborhood.
- Mitigate cut through traffic at Norris and Water.
- Maintain alley access for emergency service vehicles.

Character & Vitality –

Catalina Vista

- Business vitality would increase if more people could walk to the businesses. Cluster businesses on intersection corners.
- The alignment eliminates many businesses that they can currently walk to.

Campbell Grant

- Want to maintain the neighborhood feel of their area. Do not want the indirect left turn to make the neighborhood feel like an arterial.
- No mobile businesses or homes.
- Give businesses adequate access, alley access is counterproductive.
- Don't just want a thoroughfare. Want businesses that can be walked to, to remain.

Aesthetics & Environment –

Catalina Vista

- Overwhelming request for noise walls.
- Use the entire property of the old Raz restaurant (currently vacant) for open space.
- Extend or connect Tahoe Park to properties that will be acquired.

Campbell Grant

- Some wanted a noise wall, some didn't. Other noise mitigation solutions such as a landscaped buffer and rubberized asphalt were requested.
- Better lighting in parks at night. Light the trees in open spaces.
- Use the entire property of the old Raz restaurant (currently vacant) for open space.
- Look for an opportunity for a community garden, hummingbird enclosure.
- Flood control needed at Wilson Wash.
- Concerned about noise impact from the indirect left turn.

April 23rd, Keeling/El Cortez/Northwest

6:30 p.m. at the International School of Tucson, 1730 N. 1st Ave.

9 in attendance

There were 87 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility –

Keeling

- Keeling has no traffic mitigation on its east/west streets due to problems with water runoff and flooding when it rains. There are currently two speed humps in place that hardly do anything. Don't make this worse.
- Use chicanes for traffic mitigation on Estrella, speed humps don't work.
- Closing streets – close all or none. Suggestion to alternate closing every other north/south or east/west streets.
- Closing streets means traffic will use adjacent streets.
- Make Estrella southbound only. Do this for every other street as well, as is done in Pittsburgh, PA.
- People will cut through the neighborhood on Estrella to avoid the indirect left turn.
- Bike traffic heading down Fontana ends up in the street after a heavy rain.
- Keeling has been told that traffic mitigation is not allowed on certain streets in their neighborhood that have heavy rainwater runoff.
- Want and need access to Mansfield Park from Geronimo.
- Want to mitigate the bar traffic coming from 4th Ave and cutting through their neighborhood.
- Lots of pedestrians use Alturas to get to the supermarket. Make it safer for them.
- How will crossing north 1st Ave. to get from the Fry's shopping center to the CVS shopping center be for the disabled?

El Cortez

- Emergency vehicle access for the elderly community near Grant and Flores.
- Adequate access to the shopping center is a concern.

- Want to mitigate the bar traffic coming from 4th Ave and cutting through their neighborhood.
- Consider bump out/chicanes with plants for better traffic mitigation.

Northwest

- Allow access to Mansfield Park from Grant Road via 4th and 6th Avenues to avoid non-neighborhood traffic cutting through the neighborhoods.
- Lots of pedestrian traffic along 1st Ave and 4th Ave heading to Fry's.
- There are speed humps in place on Lester and Waverly but these have bumped traffic on to adjacent streets.
- Want to mitigate the bar traffic coming from 4th Ave and cutting through their neighborhood.

Character & Vitality –

Keeling

- Happy that many run down areas in their section of Grant Road will be removed as part of this project.
- Create a skateboard or bike park.
- Drinking fountains attract the homeless and become camping sites.

El Cortez

- Grant and 1st Ave. is heavily populated (U of A, downtown traffic), wish there was a “plaza” or gathering place in this area.
- There is a bad element in this area. Don't want this to increase due to the Grant Road project. Seneca has good activity, bikers, and pedestrians. People are at Mansfield Park all the time, it gets positive use, encourage this.

Northwest

- Extend Mansfield Park over to the old Harley Davidson site.

Aesthetics & Environment –

Keeling

- Use native trees, low pollen trees.
- Divided benches.
- Use native landscaping.
- Want noise walls.
- Keep landscaping in front of businesses for every parking spot there should be native shade trees.
- Put exercise stations along Grant Road like along the Rillito to encourage more pedestrian use.
- Make sidewalks on all main streets. All bus stops should be made into enhanced transit stops.

El Cortez

- Strive to create something like what was done with the light rail and Central Ave. in Phoenix. It is very attractive. The architecture of the light rail is futuristic yet still has Southwest style.

- Use rubberized asphalt with an easy to clean surface.

Northwest

- Use different building materials, textures, colors, use Phoenix's Central Ave. and light rail as an example.

Other –

- Encourage responsible dog ownership. QUIET Pima County is currently working to reform dog noise laws.

April 29th, Garden District/Oak Flower/San Carlos/Vista del Monte

6:00 p.m. at Wright Elementary School, 4311 E. Linden St.

16 in attendance

There were 104 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility –

Vista del Monte

- We don't have too much cut through traffic on Goyette and Orchard.
- Flower has tons of cut through traffic coming from Columbus heading east into San Carlos. There is a traffic circle already in place.
- Keep traffic on Grant. Don't want non-neighborhood drivers to use neighborhood streets ex: Flower, Orchard, and Goyette.
- The speed humps in our neighborhood are working pretty well because drivers can see the speed humps down the street. There is still speeding on Goyette.
- Hope that a wider Grant Road will help with traffic on Flower. There is a traffic circle at Flower & Orchard that has helped slow down traffic from 50 mph to 30 mph. Speed humps do help slow down traffic.
- It is unfair when traffic calming strategies are poorly marked or have bad signage.
- Traffic circles with plants break the visual of an empty boulevard feel and help with traffic mitigation.
- Strongly think we shouldn't close Orchard or Goyette. It would funnel traffic on to Flower and other streets.

San Carlos

- San Carlos gets the cut through traffic from Goyette and Orchard.

Oak Flower

- Cut through traffic on Flower usually occurs when traffic is backed up at Grant and Alvernon.
- There are speed humps on Flower between Alvernon and Columbus but still has 40 mph speeds. Rush hour is really bad. The speed humps are not working as they should. The Grant Road plan will only increase more traffic on Columbus.

- Speed humps are not a good idea. They affect the elderly negatively. Widen Glenn to help mitigate traffic.
- A lot of our neighborhood streets are too narrow for traffic circles.
- Concerned about the increase in noise from the Grant Road plan.
- Concerned about the placement of bus stop. Ex: at Walnut and Grant there is a glass building (architect office). There is not enough room to put a bus stop here as is shown in the approved alignment, it requires a good distance.
- If the people who live closer to Grant Road complain about the noise, will you give them money to build walls/buffers on their property? Consider noise walls for people living closer to Grant Road.

Garden District

- The bump outs with plants help with cut through traffic.
- Supports closing Walnut.
- Concerned about adequate parking for the small businesses.

Character & Vitality –

Vista del Monte

- Hope there will be enough character change that people will know where they are when they are driving down Grant Road. Distinctive character.
- Hope the plan will get rid of the negative feelings about Grant Road.
- Consider using the big vacant area next to Goyette for green/open space - potential mini park.
- Grant and Alvernon is a high crime area. Consider this when creating open space.

Garden District

- I have always been taken by the individual character from the small businesses along Grant Road. Concerned about losing this character since many of these small businesses are being acquired.

Aesthetics & Environment –

Vista del Monte

- Use the strip of properties to the south between Walnut and Columbus that is being acquired for open space. Ex: skate park.
- Put open space near the refuge center. Ex: a literacy center.
- Add drinking fountains.
- Use native vegetation - trees for shade, creosote for smell.
- Use local artist art work with Tucson themes. Make art work visually appealing. Don't distract people when driving.
- There are two pieces of artwork in place on Glenn that were designed by TPAC and teenagers. The art wall at Swan and Glenn sparkles as you drive past it.
- The wall along Stone south of Wetmore is very nice, has good textures, nice light.
- Concerned student artists could produce Graffiti like art.

- Do different art themes at the intersections; this could also be a deterrent for speeding and cut through traffic.
- Don't want Billboard advertisements at transit stops.
- Would like historical markers in the sidewalks and pedestrian areas. Ex: photo history of Grant Road.

San Carlos

- Use the strip of properties to the south between Walnut and Columbus that is being acquired for open space. Ex: skate park.
- Any kind of landscaping should be pedestrian friendly.
- There are great art collaborations that can be done with school children.

Oak Flower

- Plant trees north/south of Grant in the neighborhoods.
- Use the strip of properties to the south between Walnut and Columbus that is being acquired for open space. Ex: skate park.
- Identify the different neighborhoods with beautification.
- Consider art in the sidewalks like at Pima and Craycroft where the art is in the sidewalks.

Garden District

- Use the strip of properties to the south between Walnut and Columbus that is being acquired for open space. Ex: skate park.
- Our area doesn't have a park, would like one for kids to play in.
- An art class at Doolen Middle School had a grant to design a bus stop at Glenn and Columbus. Consider something like this.

April 30th, Blenman Elm

5:30 p.m. at the Ward 6 Office, 3202 E. 1st Street

7 in attendance

There were 68 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility –

Blenman Elm

- Limit access for cars into the neighborhood from Margaret.
- Maintain Treat as access to La Madera Park. Need to be aware that not having north/south access across Grant is limiting out neighborhood from this park.
- Traffic mitigation is almost non-existent.
- Seneca St. needs speed humps. Traffic mitigation on this street needs to be readdressed.
- There is not enough traffic mitigation. Traffic mitigation is needed on Treat, Seneca, Edison and maybe Linden.
- Prefer and recommend speed humps over speed tables.

- Don't close any streets. We only have 3 access points to our neighborhood.
- Cut through traffic doesn't just apply to the Treat intersection. This is a concern all along that stretch for this area. People cut through the neighborhood on Seneca from Tucson Blvd. to Country Club to avoid the intersection traffic lights, Seneca is a straight shot. During commute times on Tucson Blvd heading north it is backed up all the way to Linden because there are no left turn arrows on Tucson Blvd.
- Cut through traffic on Seneca is generated due to back up traffic on Tucson Blvd.
- Concerned about impacting the Fire Station. Treat is used as a secondary emergency route.
- Treat is a good bike path. You can take it all the way up to the river.
- Neighborhoods are separated by Grant Road. Make it possible for people to cross on foot. This will help with open space and vitality. Parking makes businesses viable. Businesses need adequate parking.

Character & Vitality –

Blenman Elm

- I consider Bookman's, Catalina theater corner part of my extended neighborhood. UMC is buying this corner. This brings a completely different type of traffic and character. UMC will use this for parking and office space. This will make it a high commercial center.
- How do we empower people to develop vacant land?
- Grant Road has lost a lot of its lively gathering places over the years.
- When character is lost it needs to be replaced with something of similar character.
- We could use more restaurants that we could walk to.
- The old decorator square would be a great place to develop as a gathering place.
- It would be great to have a coffee place that I could walk to quickly.
- The first thing open space needs is shade. This is a health issue.
- People use parking lots as gathering places currently (Kingfisher, Trident bar crowd). We need an alternative to this.
- Concerned about the loss of the Hamburger Stand. There is a lot of gathering and activity there from Doolen and the apartment complex behind it. This will impact the social character of the neighborhood. Would like to see this replaced with another food venue.

Aesthetics & Environment –

Blenman Elm

- Add water fountains at gathering places.
- Use native vegetation and good lighting. Consider the Dark Sky recommendations.

- Use water harvesting to avoid flooding.
- Low pressure sodium lights should be used.
- Need attractive businesses that encourage pedestrian use.
- Shade trees are vital to encouraging pedestrian use.
- Add pooper scooper spots along the pedestrian right of way. This will encourage people to walk and responsible pet ownership.
- Create an enclosed pet friendly park as a consideration for open space.
- Have a community garden where properties are being acquired. A community garden would encourage pedestrians.
- Sidewalk art would be really cool.
- Include art with the pelican crossings. Ex: the pelican at Speedway and El Rancho shopping center.
- Use the covered canopy pelicans on south 6th as an example.
- Get the Doolen students involved in artwork in their segment.

Other –

- This plan is spending hundreds of millions of dollars making Tucson look like Phoenix or a waste land. The best way to mitigate traffic on Grant Road is to make one lane an HOV lane. The Department of Transportation should be looking at the future. How meaningful will this plan be if construction doesn't start until 2013 and the Colorado River is drying up in 2011? Focus on how to be more sustainable instead of taking all of the businesses. Concrete adds CO2, this plan is adding to this.
- We keep talking about things like character and vitality but the project is going in the opposite direction.

May 4th, Balboa Heights/San Ignacio Yaqui/OARP

5:30 p.m. at Pima Community College Downtown Campus – Amethyst Room (1255 N. Stone Ave.)

9 in attendance

There were 70 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility –

Balboa Heights

- People complain that the signage for the businesses isn't good when people are approaching the area while driving.
- I don't dare take my bike on Grant Road. We have good bike corridors in the central area. West of Campbell is more challenging for bikers. If I had an alternative route I would ride my bike.
- There are still a lot of tractor trailers in San Ignacio Yaqui. Traffic mitigation is needed to slow down drivers in this area.

- Having a light at 15th would help. People take a left on to Grant Road from Fairview but use Sahuaro and other neighborhood streets to get there.
- Shift the pelican and the indirect left turn west to 15th, this might help (with traffic mitigation).
- Keep access open at 9th. Want to be able to turn right on to Grant Road.
- At Balboa near Truck Time the traffic coming west on Grant Road waiting to turn right can't see the conflict there. Drivers wanting to turn south on to 11th pull into the same lane as the drivers wanting to turn north on to Balboa. This is dangerous.
- Keep access open from Castro on to Grant Road.

San Ignacio Yaqui

- There is no bus service in the evenings at all. The pedestrian crossings with the plan are encouraging. Currently the pedestrian walkways aren't safe. Tucson House is concerned about the smoothness of the walkways. Shade is a big concern at the intersections and pedestrian crossings.
- There is cut through traffic on Fairview. People use Fairview to get to Grant Road.
- Trying to cross Grant Road on 15th in a car is really dangerous. It is hard to see with the vegetation in the median and the traffic moves fast.
- Traffic mitigation isn't working very well. There is still unwanted traffic in the neighborhoods.
- Concerned that the Pelican signal at 14th St. will be too close to the Hawk signal at 15th St. Want the indirect left moved west to 15th St.

Character & Vitality –

Balboa Heights

- What is proposed with this plan looks more appealing to some of the small businesses. It will encourage pedestrians.
- Multi-use centers are needed. People coming and going at different times.
- Grocery carts are an issue. The elderly and families use these and walk across streets with them.
- If the area were more secure this would encourage pedestrian use and business vitality. Need business designs that encourage pedestrian access. Make safe for pedestrians as an amenity.
- A neighborhood/community wireless internet center would be a nice amenity for the area.

San Ignacio Yaqui

- Concerned about empty lots as a result of the property acquisitions.

OARP

- Grant Road is an area that people haven't invested in development because they are waiting for this project to happen. My guess is that this project will be a catalyst to this.

- Remember there is a lot of focus on the historic in this area. There is the potential for a National Registered historic commercial district. How you relate to the history of this area is important to preserve.

Aesthetics & Environment –

Balboa Heights

- Add benches or seated area with shade trees like along the Rillito. Water fountains would be nice if they are feasible and have the proper maintenance to keep them up.
- Make functional art pieces along the sidewalk for the incredible amount of foot traffic in the area. Make something more conducive so it is safer.
- Landscaping shouldn't provide concealment. Need to be able to see if someone is lurking around, security issues. Use native plants.
- Be innovative with things like bike racks, for example the bus stop on Broadway with the Cadillac back seat and bike rack made of old bike parts.
- Bike racks can be a security issue. Need ways to monitor these if they are put in place.
- Skate parks for kids would be good. Smaller properties that are vacant or under developed could be used for this.
- There are schools in several spots. Get input on children's art for these areas.
- For the pedestrian walkways have historic photos of Grant Road.
- Use artist collaboration with school children for art along the road, for example at bus stops. Also would like the businesses to be artful in the way they are presented to the street.
- Use native plants. Cactus, bougainvillea are natural barriers.
- The artists that belong to the artist colony in the area are very busy with their studio work but would like to involve the neighborhoods in the area to help with neighborhood art work. They would like to make something that is "our wall" for the neighborhoods. Collaborate with the artist colony in the area and with the neighbors to create public art.

San Ignacio Yaqui

- In the San Ignacio Yaqui area there has been talk about trying to use some form of signage to identify the area/neighborhood.
- Use monument signage for the neighborhoods.

OARP

- Do public art with benches. There are a lot of artists in this area. Can we celebrate some of our history in the pedestrian art?
- Good lighting will encourage pedestrian use.
- There are fears about walking in this area due to crime.
- Because there is such mixed use in this area a buffer between industrial and residential it is necessary. This can be done with landscaping.

- Stone Ave. use to have different markers as you walked along it - Rolling Stone trail (regarding public art that reflects the history of the area).

May 6th, Dodge Flower/Doolen Fruitvale/Palo Verde

5:30 p.m. at the Southern Arizona Association for the Visually Impaired (SAAVI),

3767 E. Grant Road

5 in attendance

There were 85 comments received in various forms. The key points from these comments are listed below.

Key Points

Access & Mobility

Dodge Flower –

- Concerned about pedestrian safety of the students walking to Catalina High School. It would be great if there was a sidewalk from Seneca to Dodge.
- Without a u-turn or left turn opening for westbound traffic, drivers will go through the neighborhood to head north.
- People in our neighborhood hate the traffic at Dodge and Seneca.
- Glad that the speed tables are there for Catalina High School.
- Not enough traffic mitigation on Dodge. Can't add a lot of traffic mitigation on Dodge due to flooding issues. Would like to have traffic mitigation on Winstel to help with the increase of traffic that will go to Glenn with this plan.
- Agree with the idea of a pilot project at the Grant and Alvernon intersection to help alleviate traffic going into the neighborhoods.
- There is high pedestrian traffic at the Grant and Alvernon intersection.

Doolen Fruitvale –

- On Edith if you wanted to go east on Grant you will have to cross a lot of traffic to left. People will go to Glenn or Flower to avoid this.
- Agree with the idea of a pilot project at the Grant and Alvernon intersection to help alleviate traffic going into the neighborhoods.
- The traffic circle at Bermuda and Sparkman was put in because the neighbors were concerned about traffic mitigation.

Palo Verde –

- At least add sidewalks on the west side of Dodge.
- Would like sidewalks from Grant Road to Seneca. On the east side of Palo Verde from Seneca to Pima there are sidewalks already.
- Do not close Elaine if there will be no north/south traffic across Grant from Dodge.
- Rita and Grant Road is currently a horrible intersection.
- Seneca is the only street that is parallel to Grant Road goes from Country Club to Alvernon. Concerned for cut through traffic due to the widening. The four way

stops at Camilla and Howard have helped a lot. Don't want traffic to increase with the widening.

- Since traffic mitigation has been done at Palo Verde and Seneca we haven't had one accident.
- The speed table on Dodge between Seneca and Pima is horrendous.
- Agree with the idea of a pilot project at the Grant and Alvernon intersection to help alleviate traffic going into the neighborhoods.
- Partial closure of Rita from Edison to Grant Road, making one-way in/out to alleviate traffic from Pima Medical Institute going north through the neighborhood would be good.

Character & Vitality

Dodge Flower –

- Get rid of the abandoned gas station at Haskell and Grant Road. Illicit behavior (drugs, prostitution) going on there and the Jiffy Lube next door that is now also abandoned. Get rid of these post haste!
- When trees are added don't create shadows from the lighting. Need good lighting in this area for safety. Want the Police kiosk at the Alvernon transit center that is proposed.
- Neighbors by Walgreens are unhappy that Walgreens turns off its lights at night. Would like the lights to be on for security reasons.
- I'm grateful the Walgreen's isn't a 24 hour Walgreen's but I would like their commercial lighting.

Palo Verde –

- Use divided bus benches. People camp on bus benches at night.
- The southwest corner of Grant and Alvernon - the Circle K and check cashing place bus bench always has a lot of people hanging out around it. It is unsafe.
- Don't want people to get too comfortable in our area at night.
- Ryan has a lot of negative activity going on there. The easement south of Ryan has transients using this as a bathroom. The Moon Smoke Shop and the Circle K create a lot of problems in our area.

May 13th, 2009 -Samos/Jefferson Park

5:30 p.m. at Salpointe Catholic High School Cafeteria, 1545 E. Copper St.

15 participants

62 comments received

Key Points

Access & Mobility

Jefferson Park –

- Crossing the street now feels like you are taking your life in your hands.

Samos –

- Crossing the street now feels like you are taking your life in your hands.
- How does someone on a bike make a left hand turn at the indirect left turn intersections? Bikers would have to dismount and walk their bikes if they choose to make their left at the intersection pedestrian crossings.
- Spring off of Campbell where it becomes one way - traffic mitigation isn't working. Need better control than just a sign.
- Will there still be access to the alley? That's where our garbage pick up is (regarding what happens if Martin is closed).
- Support closure of the north side of Martin. Property on the northwest side of the intersection should be available for purchase. This closure will allow an extension to the park.

Character & Vitality

Jefferson Park –

- Will there still be access to the alley? That's where our garbage pick up is (regarding what happens if Martin is closed).
- Jefferson Park is close to an elementary school.
- UMC buying the Catalina Theater corner doesn't help us as a neighborhood. This space would be a prime place for a community/activity center but not anymore.

Samos –

- It will put a more impermeable barrier between neighborhoods. We don't need nor want "development"!
- Leave it the way it is. Right now on the north side you can see the great adobe structures and little wall. The character will be greatly impacted by the destruction and widening of Grant Road. North/south visibility needs to be maintained. Tucsonans in midtown want this. They want to maintain character not the widening.
- It would be nice to extend the hummingbird park to the Goldberg and Osborne property.
- Keep it residential. Don't want strip malls.

Aesthetics & Environment

Jefferson Park –

- Want green space on the south side of Grant between Santa Rita and Mountain where there is a full taking.
- Maintain the Campbell motif along Grant Road.

Samos –

- Maximize green open space as much as possible.
- Desert green, native vegetation.
- Bring this issue to the children. They will be the ones that have to live with the 6 lanes. What do they want?

- Community gardens.
- Plant trees as shade for pedestrians.
- Add benches so pedestrians can sit.
- Campbell south of Grant is really nice. The century plant clay tiles. Get the same person do art like those on Grant Road.
- Don't let another artist mimic the mountains. This is done everywhere.
- There is a great artist in our neighborhood. His name is Jerry Hall he does metal sculptures.
- Want green space on the north side of Grant between Vine and Highland where there is a full taking.
- Expand the Hummingbird Park further to the pocket park and Coffee X-Change property on the northwest corner of Campbell and Grant, which is the neighborhood's only green space.

(SEE QUESTIONNAIRE BELOW)

Character/Vitality

- 5.) What concerns and hopes do you have about the effect of the Approved Alignment on the character of development along Grant Road?

- 6.) Are there places where the new alignment can improve the liveliness and usefulness and safety of open spaces along your stretch of Grant Road? Please identify these potential places.

Aesthetics/Environment

- 7.) What are the needs for open space and landscaping for your neighborhood and how might these be fulfilled along Grant Road?

- 8.) Considering the Grant Road alignment and street section for your area, could there be enhancements or amenities that encourage pedestrian use?

- 9.) What kind of art work, materials and textures should be used to visually improve Grant Road and do you recommend any specific locations.