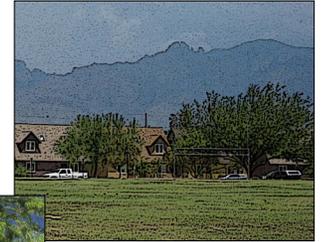


# Grant Road Community Character & Vitality Plan

December 13, 2011

**DRAFT**





## **Grant Road Community Character & Vitality Plan**

The Grant Road Community Character & Vitality (CC&V) Plan is a key part of the Grant Road Improvement Plan. The CC&V Plan develops, describes and provides steps to implement the community's vision for the Grant Road corridor between Oracle and Swan Roads. This vision includes aspects ranging from the types of land uses that will occur and the form of new buildings to strategies for maintaining parking for businesses and preserving the quality of life for surrounding neighborhoods. The CC&V Plan is a complement to the design concept for Grant Road detailed in the Design Concept Report. The roadway improvements will work together with the Plan and the policies that result from it to develop Grant Road into the vibrant, multi-modal urban corridor that the City of Tucson envisions.

The Plan will first provide an overview of the Grant Road Improvement Plan and where the CC&V Plan fits within it; then will provide an overview of the factors that led to the community's vision for Grant Road; and finally will describe the vision for Grant Road through both Planning Objectives and Center and District Concepts. The documents that implement these Planning Objectives and Vision Concepts will be provided in separate documents, such as the Grant Road District Urban Overlay Zone.

## **Grant Road Improvement Plan Project Overview**

In May 2006, Pima County voters passed a Regional Transportation Plan that allowed the Regional Transportation Authority (RTA) to collect a half-cent sales tax for 20 years. Ballot language for the named the widening and re-design of Grant Road as one of the projects to be undertaken with the sales tax. The ballot language stated that Grant Road between Oracle Road and Swan Road would be widened and reconstructed to six lanes including streetscape, bike lanes, and sidewalk improvements. RTA project listings include Grant Road as Project 18 with \$166,850,000 in RTA and committed non-RTA funds for planning, design, right-of-way acquisition, and construction. Grant Road is designated for reconstruction over three implementation periods of the RTA Plan that spans 15 years.

With this mandate, the City of Tucson Transportation Department began to undertake the Grant Road Improvement Plan, whose goals was to create a state-of-the-art multi-modal transportation corridor that integrates "best practices" for multi-modal access and design sensitivity within the unique context of Tucson's Sonoran Desert region. In addition, it is the goal of the City to clearly demonstrate environmental and economic sustainability and integrate these features into the planning, design, and construction of the project.

To this end, the City of Tucson required that the project be planned and designed using a context sensitive solutions oriented approach. The City of Tucson selected the Institute of Transportation Engineers' proposed recommended practice, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, for planning and preliminary design of the Grant Road Improvement Plan. The Context Sensitive Solutions (CSS) process seeks to combine the art and science of developing places (including streets) in harmony with surrounding areas. CSS seeks to balance safety, mobility, community, and environmental goals in planning and designing a transportation project. It involves the early and continuous interaction with various community groups as stakeholders, uses an interdisciplinary team tailored to project needs, and addresses all modes of travel. It applies flexibility inherent in design standards and incorporates aesthetics as an integral part of planning and design.

The ultimate design of the roadway will be one that provides convenient access for pedestrians, bicyclists, transit users, and vehicles. It should integrate pedestrian-oriented urban design opportunities with the roadway design. The road should be friendly to cross by foot and bike, and serve to better unify neighborhoods on either side of Grant Road. In addition, a complementary land use plan should accompany the road design.

A 19-member Citizen Task Force was formed and approved by Mayor and Council to develop, evaluate, and select alternatives and to develop stakeholder-supported project recommendations for consideration by Mayor and Council. Task Force members were also tasked to provide effective communication between the neighborhoods, businesses, and other stakeholder groups they represent. The Citizen Task Force represented Neighborhood Associations; Businesses; the Citizen Transportation Advisory Committee; the City Manager's office; the Disabled community; Alternate transportation modes communities; regional travelers; and the City of Tucson Planning Commission.

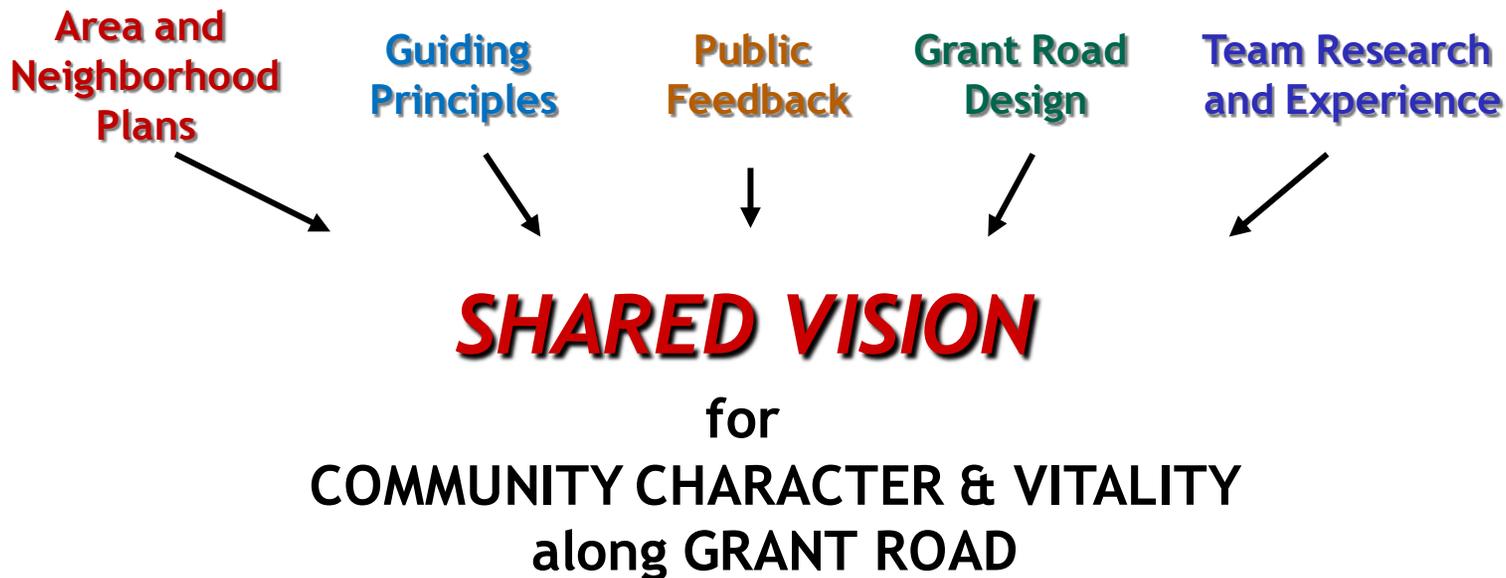
The Project Team worked with the Task Force and the public to develop a new Grant Road alignment. That alignment was approved by the City of Tucson Mayor and Council in January 2009. The Team then developed construction drawings to 30 percent and issued an accompanying Design Concept Report. For a description of the design see the "Grant Road Design" section of this plan.

## Community Character & Vitality: A Shared Vision for Grant Road

The final step of the Grant Road Improvement Plan is to develop a land use plan for the corridor, from Oracle Road to Swan Road. The plan should complement and support the street improvements, lay out the vision shared among the community for the corridor, and include ways to achieve the vision. Because this plan is broader than simply land use, the Project Team has called it “Community Character & Vitality.” Community Character & Vitality (CC&V) addresses the overall nature of places along Grant Road, which, in addition to land uses, also includes urban form, economic vitality, and the natural environment.

In creating the CC&V Plan, the Project Team drew from a series of sources. The primary sources are:

- Area and Neighborhood Plans and other Existing Land Use Policy
- Grant Road Corridor Existing Conditions report
- Grant Road Improvement Plan Vision Statement and Guiding Principles
- Grant Road design
- Public feedback



These have all been important factors in informing the Shared Vision for Grant Road.

XXINSERT SHARED VISION GRAPHICXX

The Plan will use these factors as a framework for describing the development of the Plan. Following the discussion of these five factors, the Plan will detail the Shared Vision for Grant Road through Plan Objectives and Center and Districts Vision Concepts.

### ***Area and Neighborhood Plans and other Existing Land Use Policy***

The Grant Road corridor is currently regulated by several levels of City of Tucson land use policy. At the broadest level, the General Plan provides broad goals and designations of different parts of the city; at the mid-level, Area and Neighborhood Plans provide more specific goals and policies for parts of the city up to a few square miles; and at the more detailed level the Land Use Code, Development Standards, and other documents provide the specific standards against which development applications are reviewed.

#### *General Plan*

The 2001 City of Tucson General Plan includes in its “Livable Tucson” goals:

- Better Alternatives to Automobile Transportation
- Safe Neighborhoods
- Infill and Reinvestment, Not Urban Sprawl
- Abundant Urban Green Space and Recreation Areas
- Protected Natural Desert Environment
- People-Oriented Neighborhoods
- Successful Downtown

Much of the General Plan addresses the “Evolving Edge” and “Future City Growth Areas,” but many policies could apply to the planning area, which lies in the “Central Core Growth Area.” Policies in the “Growth and Population” element of the General Plan which address the Central Core Growth Areas include:

- **Policy 5:** Promote land use, transportation, and urban design improvements that would link the Downtown with Fourth Avenue, the Warehouse District,

and the University of Arizona and would enhance the historic and cultural quality within the greater Downtown.

- **Policy 6:** Support commercial revitalization that builds on transportation improvements and that establishes appropriate links to the adjacent and surrounding neighborhoods.
- **Policy 7:** Promote the continued viability of historic neighborhoods, historically significant structures and sites, and the development and retention of residential uses in the greater Downtown.
- **Policy 8:** Support a mix of housing types and opportunities throughout the Central Core Growth Area to meet the diverse needs of the residents.
- **Policy 9:** Investigate the creation of Infill Incentive Districts as permitted under Arizona law.

The policies include:

- Maintain a generalized distribution of land use patterns for Tucson which (a) provides sufficient land for a variety of land uses, facilities, and services needed to serve present and future citizens; (b) recognizes the basic environmental and cultural heritage characteristics of the city; and (c) makes sound use of its economic resources and natural amenities.
- Provide sufficient land to support a mix of housing types and opportunities throughout the city to meet the diverse needs of residents.
- Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill, and appropriate nonresidential uses.
- Support appropriate locations for commercial and office uses, with priority for development and redevelopment within the existing urbanized area located in the Central Core and Mid-City Growth Areas and the abutting areas of the Evolving Edge Growth Area to promote use and improvement of existing infrastructure, to increase pedestrian activity and transit use, and to meet residents' needs for goods and services in a cost-effective and equitable fashion.
- Promote continued development of Tucson's Downtown and other mixed-use activity centers in order to increase transit use; reduce air pollution; improve delivery of public and private services; and create inviting places to live, work, and play.
- Promote industrial development and redevelopment that will contribute to Tucson's overall economic vitality, environmental quality, and community character.
- Promote regional land use planning and coordination within metropolitan Tucson to provide more livable communities and more compact and integrated land use patterns.

The General Plan's Land Use Element describes residential land use designations for "Rural character" of less than two dwelling units per acre (du/ac); "Suburban Character" of from two to six du/ac; of "Mid-Urban Character of six to 14 du/ac; and "Urban Character," of more than 15 du/ac. Non-residential designations include "Mixed Use" for places where "a diverse range of types and intensities of business, office, and commercial use may occur." "Activity Centers" are places that may be more intense and more regional in scale. Other designations include "Industrial," "Existing Master Planned Communities," and "Planning Areas." The Land Use Element sets out a community hierarchy system of Desert Village containing Master-Planned Communities, which uses the Neighborhood as its land use unit.

A map shows generalized land use designations in the city with the following relevant provisions for the Grant Road Improvement Plan Planning Area:

- No activity centers are designated in the planning area, although a large one is designated just east of the planning area at Grant west of Craycroft.
- Mixed Use areas in the planning area include Oracle Road; Stone Ave; 1<sup>st</sup> Ave; Campbell Ave; and Country Club Road north of Grant Road (and including their intersection with Grant Road), as well as Grant Road itself from Tucson Boulevard eastward to the eastern end of the study area.
- The only industrial area lies around Stone Ave south of Grant Road
- The only high-density residential area in the study area is Balboa Heights and a small patch northeast of Alvernon and Grant.

### *Area and Neighborhood Plans*

Area plans set forth policies on future residential and commercial development, priorities for public open space and facilities, transportation and drainage. Three main area plans and three neighborhood plans cover the study area (see **Figure 2.3.10**):

- The **Grant-Alvernon Area Plan** (prepared in 1999, and updated several times, most recently in 2007) covers most of the eastern two-fifths.
- The **Cragin-Keeling Area Plan** (prepared in 1990, and updated in 1994) covers a large area of the study area in the northwest.
- The **University Area Plan** (prepared in 1989) covers a large area of the study area in the southwest.
- Overlaid upon a square mile of the University Area Plan is the **Blenman-Vista Neighborhood Plan** (prepared in 1986).
- In addition, the **Arcadia-Alamo Area Plan** (prepared in 1992), the bulk of whose constituency lies to the east of the study area, covers a small area north of Grant Road and east of Columbus Boulevard.
- The **Jefferson Park Neighborhood Plan** was completed in December 2008.
- The **Unit 6 Neighborhood Plan** covers some properties southwest of the Oracle-Grant intersection.

In general, the draft Vision Statement and Guiding Principles reflect the goals of the various neighborhood and area plans within the Grant Road study area. Although many of the neighborhood and area plans were prepared several years ago, the broad goals expressed in the visioning process such as improving mobility/accessibility, community character and vitality and aesthetics are common themes in these plans.

### Grant-Alvernon Area Plan

The Grant-Alvernon Area Plan addresses the eastern 40 percent of the study area (within the Eastern Segment). It specifies where high density residential and office/commercial would be allowed to be built, which is mainly on arterials. The land use issues of Tucson Botanical Gardens are specifically called out. Similar to most of the other plans for the study area, this plan includes design guidelines that jell with GRIP guiding principles. The plan mentions the need for connections to the Rillito River. In regard to the Grant Road Improvement Plan specifically, the plan mentions the need for noise and traffic impact mitigations, elimination of nonconforming signs, and the possibility of landscaping as a buffer.

## Cragin-Keeling Area Plan

The Cragin-Keeling Area Plan addresses the northern side of Grant Road from Stone Avenue to Country Club Boulevard, thereby including portions of the eastern, central, and western segments of the Grant Road planning area. It restricts high-density residential uses to locations along arterials with access requirements. It also mentions that low-to-medium density residential uses should remain along Mountain and Glenn to support the bike corridors there. In regard to the GRIP, the plan supports a landscape buffer between Grant Road and neighborhoods to the north between Park and Campbell. Between Norris and Wilson, the plan supports a landscape buffer and restrictions on conversions to non-residential uses along Grant Road. The plan also includes provisions for closure of neighborhood street access to arterials that are widened.

## University Area Plan

The University Area Plan covers the south side of Grant Road from Stone Ave to Country Club Road. It has similar new residential land use policy as Grant-Alvernon and Cragin-Keeling Area Plans. Non-commercial land use policy discusses conversion of residential to non-residential, generally allowed on arterial streets. The plan contains a Mixed Use section supporting integration of residential and non-residential uses in specific areas (arterials designated for commercial office, with access requirements).

The plan also recognizes the industrial district south of Grant Road in the Western Segment and provisions for it not to expand and to maintain commercial uses at edge as buffer.

## Arcadia-Alamo Area Plan

In general, this area plan and its subareas focus on the medical campuses within it to the east of the GRIP study area. The section applicable to the GRIP is a tiny corner. General policies of the plan tend to match those of other area plans in regard to land use. One policy specific to the area covered by the GRIP is Policy 6: "Allow the frontage on the north side of Grant Road between Columbus Boulevard and Goyette Avenue to transition to neighborhood commercial/office uses when the criteria in Policy 2 (Primary access can be provided from an arterial street or as reflected in Policy 4; Parking and maneuvering requirements can be met on-site; Screening and buffering for adjacent residential uses can be provided on-site; Design criteria in Policy 1 are employed) are met, as shown on the Conceptual Land Use Map." Transportation Policy 3 encourages well designed transportation improvements that enhance the visual environment of the plan area through the use of landscape buffers, berms, noise walls, and/or other means. Design guidelines emphasize blending in with existing styles, planting drought tolerant, native or adaptive vegetation and preserving views to the mountains.

## Blenman-Vista Neighborhood Plan

This neighborhood plan overlays the University Area Plan and covers the area south of Grant Road from Campbell Ave. to Country Club Road. It encourages residential uses on the edges of Blenman Elm/Catalina Vista. High Density residential allowed on arterials identified for commercial or office. New commercial/office is allowed on arterials. For transportation improvements, landscaped buffers, berms, noise walls, and/or other means to improve the environment are

encouraged.

### Jefferson Park Neighborhood Plan

This recently completed neighborhood plan overlays the area south of Grant Road from Euclid Ave. to Campbell Ave., which is contained in the University Area Plan. The plan is largely aimed at preserving neighborhood character, including measures to prevent student-oriented multifamily housing. It uses 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 on the GRIP, with provisions relating to neighborhood involvement, street closures, buffering and other issues.

### Unit 6 Neighborhood Plan

The Unit 6 Neighborhood Plan's northeast corner touches the western edge of the GRIP study area at Grant Road and Oracle Road. The plan includes land use and circulation components and emphasizes inner-city revitalization. The primary objective of the land use plan for the Unit 6 area is "to stabilize the balance of residential, commercial and industrial uses in the area." The plan designates the parcels on the west side of Oracle Road between the southern study area boundary and Grant Road as "Low Medium Intensity Commercial," and the parcels on the south side of Grant Road further to the west as "Industrial." The circulation plan mentions a truck route planned for 15<sup>th</sup> Ave. south of Grant Road.

While these Area and Neighborhood Plans lay some of the groundwork for the Grant Road Community Character & Vitality Plan, they have some shortcomings that the CC&V planning process will need to address through amendments to the plans. These shortcomings include vague goals and policies, lack of mention of the Grant Road corridor, and the fragmented nature of the plans impedes the ability to plan the Grant Road corridor in a comprehensive manner.

### ***Existing Conditions report***

The GRIP Team conducted an existing conditions study at the onset of the project. This study included aspects of the GRIP study area that helped to inform the Community Character & Vitality portion of the project, including demographics, land use, urban form, and business establishment and property analysis. The team used Geographic Information Systems (GIS) to analyze data and make maps that summarized themes of the corridor. The team also used on-the-ground fieldwork to observe urban form, validate land use and business establishment data, and note the overall character of the corridor.

The report found that the GRIP study area offers great diversity in its population, land uses, housing units, businesses and character between Oracle Road and Swan Road, and that Grant Road and its surrounding area offered distinct places and opportunities for improvement of the multi-modal environment and further place-making. The report defined three clear segments, West, Central, and East. Their character, positive features and shortcomings offered direction for the further development of the places within them and improvements to the public realm and community character of these areas. The segments also became a framework for the project's outreach events.

The report summarized the corridor's assets, needs, and opportunities. The general conclusion was that the Grant Road study area has many assets including independent businesses, ethnic diversity, a range of non-profit and community organizations, specialized retail and services, popular restaurants and bars, a unique diversity of housing, and walking, bicycling, and transit ridership. But the physical environment of the road and some of the uses along it are impeding the ability of Grant Road to be a great street passing through a set of vital urban places. Inconsistent pedestrian and cycling conditions, a lack of comfortable public spaces and amenities, a lack of community identity in much of the built environment, bad connectivity and challenging conditions for those driving along Grant Road, an often confusing or haphazard land use pattern, missed opportunities to capitalize on ecological processes, inefficient parking management, and a host of other factors are holding Grant Road back from achieving its potential as a great street in a great place.

The following is a summary of assets, needs and opportunities for the Grant Road Improvement Project study area resulting from this analysis of land use and urban form.

## Assets

### *Independent businesses are prevalent on Grant Road*

A vast majority of Grant Road's retail sector businesses are small and independent. Tucson residents seem to look to Grant Road as unique in this manner.

### *There is substantial ethnic diversity in Grant Road's neighborhoods*

While the study area does not have clear districts with ethnic identities, it has substantial diversity, especially in the Western Community Character Segment. Unlike other parts of Tucson, which contain a clear majority of either white or Hispanic residents, the western portion of the study area is a mix of white, Hispanic, Black, Native American and Asian residents. The eastern end of Grant Road centering on Alvernon Way, with its multifamily housing, social service organizations and bus connections, has emerged as a center of refugee resettlement in Tucson.

### *The study area has areas with high levels of walking, cycling, and transit use*

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

### *Grant Road serves a range of housing needs*

The study area contains areas with more multifamily housing than typically found in Tucson. This serves a wider range of housing need than solidly single family

neighborhoods (although most multifamily housing is rental, under-serving any demand for owner-occupied multifamily housing). The amount of multifamily housing also creates a relatively high population density which could support local businesses.

*The study area contains numerous organizations and social services*

The study area contains numerous quasi-public amenities such as social service/non-profit organizations, schools, religious facilities, and shopping centers.

*The west end of the study area has a dynamic mixed use character*

The Western Community Character Segment has rare mixed use character, including manufacturing, warehousing, storage and construction contractors with residential areas, clusters of auto-oriented businesses, and some unique regional and local serving businesses, such as the Grant Stone Supermarket.

*Views to surrounding areas link Grant Road to the regional landscape and city*

The study area features significant views to the mountains north of the city as well as the mountains west of the city, and in some places, to downtown.

*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 sideyard 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.

## **Needs & Deficiencies**

*Few public spaces and amenities exist*

The study area as a whole lacks traditional public amenities such as parks, plazas, and community services, such as libraries and community recreational facilities, as well as connections to existing open spaces such as the Rillito River.

*Many areas lack a community identity*

Many stretches of Grant Road could be in need of an identity, especially in the face of newer retail centers at the city's periphery.

*Low income areas and others needing social support require sensitivity*

The Western Community Character Segment is a part of a north-south swath through Tucson that has high levels of poverty, undereducation and unemployment. It could demand a different approach than the rest of the study area.

*Some neighborhoods have poor connectivity within them and with Grant Road*

While revitalization districts in the Western and Central Community Character Segments have good connectivity to surrounding street grids, districts in the Eastern Community Character Segment — and the strips along Grant Road between them — are largely cut off from access to the surrounding neighborhoods and need better connectivity.

*Much of Grant Road lacks a quality relationship between public realm and private building*

The public-private interface on much of Grant Road, with its large setbacks, landscaping, parking, goods display, curb cuts, quasi-public space and stormwater detention invites further inspection for articulation and improvement.

*Smaller independent businesses may be particularly sensitive to the Grant Road widening*

A majority of independent businesses lie on relatively shallow lots, making them more susceptible to the road widening.

**Opportunities**

*Extent of vacant parcels that allows for significant transformation of some areas*

Vacant parcels are numerous in the western end of the study area as well as at key nodes in the eastern part of the study area. There are also a number of parcels that have land values that are higher than the value of the buildings on them, per County assessor's data.

### *Use of streetscape to give identity to entire road and subdistricts*

The study area contains several “districts” which offer amenities such as neighborhood and specialty retail, services, open spaces, organizations and others. However, these amenities are often fragmented from one another. Streetscape elements such as street trees, lighting, sidewalks, and special paving can tie together individual buildings and properties to create and enhance districts, segments and the entire length of Grant Road. Consideration should also be given to establishing neighborhood and sub-area specific design guidelines.

### *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, the plan should look to smaller-scale options which 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.

### *Utilization of smaller cross-streets to create neighborhood linkages*

Some of the most enticing opportunity areas like Fontana Avenue, Tucson Boulevard and Columbus Boulevard are smaller cross streets within the larger mile-grid streets.

### *Examination of parking as a district-scale issue*

The road widening will likely stress the parking supply of some businesses. Parking shared between nearby businesses can provide multiple benefits, including reducing the amount of total parking that is provided by meeting the needs of businesses whose peak traffic comes at different times of day, the creation of a district identity, and more pedestrians walking on the street. Placing shared parking in the back or at the side of buildings can make the roadside environment more enticing for pedestrians.

### *Capitalization on topography for views and to give character to districts along the Road*

In some cases, subtle topography could be an advantage for a district: the bowl-like feeling of Tucson Boulevard, or the hilltop sense of Fontana Avenue.

### *Exploration of setback alternative uses that improve aesthetics and provide public space*

Examples from the study area show that more opportunities exist to use Grant Road setbacks for uses other than simply parking, such as landscaping, dining, goods display and stormwater management.

### *Consolidation of retail into identifiable clusters*

Explore the consolidation of retail uses into accessible districts, making room for public amenities, residential infill and redevelopment.

### *Leveraging of existing organizations and institutions*

Opportunities exist to leverage the presence of organizations and educational institutions such as the Tucson Symphony Orchestra, Doolen Middle School and the refugee center to enhance the public realm.

#### *Encouragement of ethnic community development*

Encourage diverse communities of immigrants and refugees toward economic development, especially as it develops an identity for Grant Road and its districts.

#### *Expanding of office uses to increase activity and support for businesses*

Offices offer a growing and economically viable sector for the study area that can support local business activity and possibly provide local employment opportunities.

#### *Planning for long term transformation of shopping centers*

Shopping centers offer position along transit corridors and large lots for possible redevelopment into higher-density mixed use development and open space.

#### *Focusing on regional-serving industry clusters*

Regional-serving industry clusters have emerged for motor vehicles, home furnishings and medical offices and offer opportunity for further focus.

#### *Development of climate-sensitive design*

Some architectural and landscape design solutions have been developed in Tucson and the Grant Road study area, which could be built on, including stormwater management.

## ***Vision Statement and Guiding Principles***

As one of the first steps of the planning process, the Project Team worked with the Citizens Task Force to develop a Vision Statement and a set of Guiding Principles for the Grant Road Improvement Plan. The Team presented the Vision Statement and Guiding Principles to the community in the first GRIP public workshop, after which they were finalized. The Vision Statement and Guiding Principles were used by the Team repeatedly throughout the process to evaluate design concepts and planning objectives and policies.

### **Vision Statement**

The improvements resulting from the Grant Road Improvement Plan will enhance safety and balance mobility and accessibility for all users including motorists, pedestrians, bicyclists, transit riders, and those with disabilities. The Plan will direct the widening of Grant Road to six lanes, also improving its function as an urban arterial street within Tucson's network of streets. The Plan will balance the needs of those traveling through the area on Grant Road with those who live, work, and shop along Grant Road.

The community values the scale, character, and diversity of the neighborhoods and businesses along Grant Road and the Plan will reflect these values. The Plan will recognize the diversity of residents and independent businesses along Grant Road, and will help them to revitalize the places in which they live and work.

The Plan will strive to improve the visual character and quality of Grant Road and the land uses along it, and it will define Grant Road as a unique and vital place that ultimately enhances the community and region as a whole.

The Grant Road planning process and its implementation will balance a long range vision with the definition of improvements and programs that fit within the financial resources identified for this project. It will be forward-thinking in its design, consider likely future trends and work to effect positive change to the environment and public health. It will set high standards for community involvement while providing an inspirational model for future Tucson roadway enhancements.

## Guiding Principles

### *1. Mobility and Access*

Mobility and Access mean moving along and connecting with uses on Grant Road — both for people living and working nearby and those passing through; both freeing up motion (mobility) and getting to specific destinations (access). Through mobility and access, the Plan will work toward sustainable transportation both for the local community and the Tucson region by doing the following:

- 1.1 Balance the transportation needs of those traveling locally with those passing through Grant Road by:**
  - improving Grant Road’s role in Tucson’s street network and its role for neighbors;
  - recognizing all populations using Grant Road; and by
  - increasing the efficiency of traffic flow along Grant Road while designing Grant Road and the context along it to encourage drivers to travel at safe speeds.
  
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road, including pedestrians, bicyclists, transit riders, and those with disabilities, by:**
  - recognizing that Grant Road is not the exclusive domain of cars;
  - improving access for all modes of travel to neighborhoods, commercial districts, schools (including the University and community colleges), and other destinations;
  - improving the physical conditions of the roadway, and the pedestrian and bicycle environments along and crossing Grant Road and on connecting streets;
  - improving transit stops and access to them as well as considering the land uses around them; and by
  - considering land use and other needs of transit, bicycle, and walking dependent populations.
  
- 1.3 Balance mobility along and across Grant Road with access to businesses, residences, and other destinations along and nearby Grant Road by:**
  - providing safe vehicular access to properties on Grant Road;
  - facilitating regional access to businesses (including deliveries) that avoids cut-through traffic impacts to adjacent neighborhoods; and,
  - improving neighborhood access to businesses and other destinations by providing quality connections for all users.
  
- 1.4 Ensure that roadway improvements support and enhance the community’s values regarding the character, vitality, aesthetics, and environment of Grant Road by:**
  - Recognizing that different sections of Grant Road may require a different balance of mobility and access
  
- 1.5 Provide the potential for future transit options, such as bus rapid transit, modern streetcar, light rail, or other high-capacity transit in the design of Grant Road improvements with the goal of minimizing future costs for construction and right-of-way acquisition.**

## 2. Character and Vitality

Character and Vitality mean the health of the places surrounding Grant Road — neighborhoods and businesses, public space and activity, and private investment. Character and Vitality define the overarching goals for aspects of the study area such as housing, neighborhoods, employment, and public space. Through character and vitality, the Plan will work to enhance, in a fair manner, the economic and social environment of neighborhoods and districts by doing the following:

- 2.1 **Preserve and enhance the scale and character of existing residential neighborhoods** by providing appropriate transitions and buffering from Grant Road and the uses fronting onto it to the neighborhoods behind.
- 2.2 **Support opportunities for a range of options for housing tenancy and housing type** which serve and expand upon the diversity of residents who live along and nearby Grant Road.
- 1.3 **Support the viability of small, local, and independent businesses.**
- 2.4 **Preserve and enhance opportunities for a range of employment** along Grant Road, including restaurants, retail, manufacturing, construction, repair, service, professional office and medical jobs.
- 2.5 **Create a cohesive public realm** that adds new public spaces to existing parks, plazas, schools and other community gathering places; forming an accessible network that supports and is supported by the design and function of Grant Road, and the neighborhoods and businesses along it.
- 2.6 **Build on the attraction and strengths of community and social service organizations** to revitalize districts and enhance the public realm with activity along Grant Road.
- 2.7 **Develop districts with multiple uses and shared parking** that will be destinations for neighborhood residents as well as people from the region at large.
- 2.8 **Recognize the differences in demographics, environment, scale, neighborhoods, business types, and other aspects of character;** and use them to reinforce the identities of Grant Road's Community Character Segments.
- 2.9 **Work to create safer environments that discourage crime** and increase personal safety.
- 2.10 **Support and build upon ethnic diversity** in relation to the social and economic vitality in the Grant Road Study Area.
- 2.11 **Encourage private investment** that revitalizes opportunity sites along Grant Road.

## 3. Aesthetics and Environment

Aesthetics and Environment build upon the principles set out in Character and Vitality by focusing on the details of key issues such as climate, utilities, views

and the watershed. Through aesthetics and environment, the Plan will work toward human and ecological sustainability of Grant Road and the neighborhoods and districts along it to the benefit of those in the Study Area and the greater Tucson region by doing the following:

- 3.1 **Create an aesthetically pleasing, comfortable, inviting environment**, both in the street right-of-way and in adjacent public spaces, that is framed by the buildings and landscapes that front Grant Road.
- 3.2 **Enhance the identities** of Grant Road's Community Character Segments through the creation of business clusters, streetscape design, and other elements.
- 3.3 **Capitalize on Grant Road's natural environment and regional scenery** through climate adaptation, utilization of desert plants (especially those native to the Tucson basin), topography, key views and the integration of aesthetic and environmental design.
- 3.4 **Capitalize on Tucson's culture**, through urban form, architectural styles, public art, and other elements.
- 3.5 **Mitigate utility issues** including overhead wires, to the extent financially feasible.
- 1.6 **Mitigate watershed issues** such as flooding, stormwater runoff, ecological health and water harvesting in a holistic manner.
- 1.7 **Mitigate noise impacts** of traffic on Grant Road utilizing a range of techniques that are appropriate to the surrounding context.

#### ***4. Vision and Implementation***

Vision and Implementation mean making the vision for Grant Road's future a reality. Through vision and implementation, in a fair manner, the Plan will work incrementally towards long-term sustainability in transportation, economy, livability and ecology by doing the following:

- 4.1 **Define a long-range vision as well as priorities** that can be achieved within the budget and timing of the Grant Road Improvement Plan.
- 4.2 **Define cost-efficient and effective phases** for successful implementation.
- 4.3 **Protect the viability of businesses during construction** by maintaining their visibility, their parking, and access to them.
- 4.4 **Provide information and technical assistance to residential and business property owners** directly impacted by the Grant Road Plan.
- 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.

4.6 **Rely on policies and programs** in addition to physical improvements in achieving the vision.

4.7 **Coordinate new development and revitalization with new and existing amenities and multimodal infrastructure.**

## **Grant Road Design**

The Grant Road Improvement Plan offers a rare chance to design transportation improvements in coordination with changes in land use policy. One of the primary goals of the project, as stated above, is to improve conditions for non-auto modes in the Grant Road corridor. The new design of Grant Road addresses this goal in a number of ways and provides a foundation for creating walkable, bikeable, transit-accessible places along Grant Road in the future. The CC&V Plan can leverage these aspects of the street design to make multi-modal supportive development more effective. The following describes the highlights of the design. For more detail than what is given here, see the GRIP Design Concept Report.

### **Development of Roadway Alignment Concept**

The initial roadway alignment concept was prepared using community input received in 2007 and 2008, design criteria established cooperatively with City staff and the Task Force. The initial roadway alignment was reviewed and refined by the Task Force in four Task Force meetings conducted in July-September 2008. The resulting roadway alignment including the innovative design features were presented to property owners and the general public in a series of three open houses in October 2008 after which the Task Force reviewed public comments and refined the preliminary alignment to a recommended alignment which was presented at an informational open house in January 2009, in advance of presentation to the Tucson Mayor and Council in January 2009.

Each of the design concepts evolved from public input received at community conversations and workshops conducted in 2007 and 2008. In 2007, community input resulted from over 40 community conversations with over 1,000 neighborhood, business, and special interest group representatives who provided over 5,000 written comments. In addition, over 1,200 responses resulted from website, telephone, and other survey instruments. In 2008, community input was received from over 500 community representatives who participated in six workshops covering design topics including roadway cross-sections, pedestrian and bicycle features, transit amenities, and intersection improvements.

Phase 2 preliminary roadway design consisted of preparing 15 percent and 30 percent construction plans and cost estimates. Fifteen percent construction plans were prepared in the summer and fall of 2009 and submitted to the City of Tucson for City review in December 2009. A key input to the development of 30 percent construction plans was a series of neighborhood conversations conducted in early 2009 on mobility, access, and streetscape. In these

neighborhood conversations, public comments received in 2008 on mobility and access were summarized and presented at neighborhood meetings to obtain clarification on public concerns on subjects such as neighborhood access to and from Grant Road and neighborhood traffic management issues. In 2010, the 30 percent construction plans and Design Concept Report were completed.

### **Typical Street Cross-Sections**

Participants at public workshops expressed a desire for a street section that was wider than the City of Tucson standard section for six-lane urban arterials of 120 feet to allow more space for pedestrians, but to also minimize the street width between the curbs to reduce vehicle speeds, minimize property impacts, and to preserve businesses. The Design Team and Task Force considered public input and perspectives, and developed two typical street sections for application to Grant Road.

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:

- A 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 be consistent with the “target speed” for Grant Road.
- A 6-foot bike lane with 1-foot buffer 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 includes a continuous 8-foot sidewalk and landscaped 12-foot buffer from Grant Road. The buffer is to be landscape with native plants irrigated with harvested rainwater.

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. Its primary application is for areas where residential uses front onto Grant Road both to provide for access (curb cuts and on-street parking) as well as to provide additional separation and buffering from the through traffic lanes. It may also be used in locations where the nature of businesses that front onto Grant Road support 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.

## Major Intersection Design

At the request of the City and the Citizen Task Force, the Design Team conducted research and analysis of one non-traditional at-grade intersection concept, the **indirect left-turn lane intersection** concept, as a possible way to increase intersection capacity, improve pedestrian travel efficiency and safety, and reduce the impacts to businesses and properties. A review of nation-wide practices related to indirect left-turn intersections identified that the intersection concept has been operational on wide-median urban arterials in Michigan for over 30 years and has been constructed on a limited basis in North Carolina and South Carolina among a few other states. The concept, however, had been limited to divided multi-lane arterials with wide medians of 60-foot or wider. Operational evaluations of Michigan indirect left-turn intersections through the years have indicated significant improvements in travel time, congestion, and safety over traditional intersection concepts.

Favorable traffic analyses of the indirect left turn concept performed by the Design Team led the Team to recommend a combination of indirect left turn intersections and traditional intersections on Grant Road. The Task Force endorsed the Design Team recommendation to construct enhanced traditional intersections and indirect left turn intersections. The indirect left turn intersection is an intersection design that has the potential to increase vehicle capacity through the intersection, while achieving Grant Road guiding principles of improving the pedestrian environment and minimizing impacts to business and property. An indirect left turn intersection employs a combination of a U-turn followed by a right turn to replace a prohibited left turn at the main intersection. The indirect left turn intersection has several advantages compared to more traditional signalized intersection improvements including dual left-turn lanes and separate right-turn lanes. The primary advantage is that it reduces the number of signal phases required, significantly increasing traffic flow through the intersection. Removal of left-turning vehicles at the intersection eliminates the need for a separate left-turn phase. The simplified signal phasing (3 phases) will allow for increased green time to be allocated to through vehicles.

In addition to improving vehicular mobility, indirect left turn intersections offer advantages to pedestrians over traditional intersections with the removal of the left turn lane that results in a narrower (by approximately 20-foot) roadway which pedestrians are required to cross. A traditional intersection is approximately 130-foot wide, including turn lanes. In addition, the indirect left turn provides an opportunity to combine a Pelican pedestrian signal with each turn-around, providing additional pedestrian crossing opportunities approximately 600 to 700 feet from the main intersection. Finally, several studies have documented a reduction in left-turn crashes at indirect left turn intersections.

In response to community input and perspectives, traditional intersection approaches on Grant Road, including **north-south street approaches** to the indirect left turn, where feasible, will be enhanced to include pedestrian refuge islands that separate the through movements from the left turn lanes. The purpose of the pedestrian refuge islands is to increase the safety and comfort of pedestrians as they cross the intersection. Pedestrian refuge islands may be provided between the turn lanes and through lanes, as well as at the center median island.

### Other design concept features

The indirect left turn intersection provides the opportunity to construct **Pelican pedestrian crossings** at each indirect left turn turnaround. The PEDESTRIAN LIGHT CONTROL ACTIVATION (PELICAN) provides a two-stage crossing for pedestrians. The crossing incorporates the median island refuge between the two stages. A pedestrian presses a button to activate the first signal. When the light turns red, a “WALK” signal prompts the pedestrian to proceed to the median. The pedestrian then walks a short distance along the median to activate the second signal. A second “WALK” indication appears when the traffic signal turns red. The PELICAN

uses a standard Red-Yellow-Green signal for motorists and remains green unless activated by a pedestrian. The Grant Road preliminary design concept includes 20 Pelican pedestrian crossings, including 14 at indirect left-turn intersections.

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 Toucan has been implemented at several locations within the City of Tucson at locations of heavy bicycle and pedestrian crossing activity and along roadways that are prioritized for non-motorized uses such as “Bike Boulevards.” An added benefit to the TOUCAN is that motorized traffic is not allowed to proceed through these signals, decreasing the number of cars on neighborhood streets. A TOUCAN can be activated only by bicyclists or by pedestrians. Both use a push button to activate the signal. Bicyclists respond to an innovative bicycle signal and use a special lane when crossing. The Grant Road Toucans are a modification of Toucans that have been constructed elsewhere in the City of Tucson in that the Grant Road Toucans will be the first with a divided median and a median refigure in the center of the intersection. The Grant Road preliminary design concept includes four Toucan bicycle signals.

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.

The concept maintains **flexibility for future transit improvements**. The standard street section that was endorsed by the Grant Road Task Force and approved by Mayor and Council provides design flexibility for future transit options such as bus rapid transit, modern street car, light rail, or other higher capacity transit technologies. The intent of the design flexibility is to minimize future costs for reconstruction and right of way should these technologies be implemented on Grant Road. The 137-foot right of way can be modified to accommodate future transit technologies by converting an outside travel lane or the center median to a transit lane.

Grant Road improvements will include **enhanced transit stops**. The enhanced transit stops will include shelters at every stop and amenities such as benches, bicycle parking, pedestrian level lighting, information kiosks, landscaping and shading, and connections to continuous sidewalks. Bus pullouts are provided at every transit stop. Transit stops are generally located at ¼ mile spacing. In addition, opportunities for construction of transit plazas have been identified in locations such as the Grant-Alvernon intersection.

The design concept will include an **enhanced bicycle lane and bicycle pavement markings**. The public expressed a desire to improve conditions for bicyclists on Grant Road. The Grant Road Design Team, in collaboration with the City of Tucson Bicycle and Pedestrian Coordinator and the Tucson-Pima County Bicycle Advisory Committee, recommend an enhanced 6-foot Bicycle Lanes and 1-foot Buffer, Conflict Areas Pavement Markings, and a “Bike spot” at indirect left turn intersections.

- Landscaping, Streetscape, and Public Art
- Noise Mitigation
- Water Harvesting
- Local Access Lanes
- Shared Access
- Cross Access
- Parking Strategies

This design concept and the features described above are critical to improving aspects of Community Character & Vitality along Grant Road by offering choices for mobility but also for creating more opportunities for great places along Grant Road. The Community Character and Vitality Plan seeks to build on the multi-modal aspects of the design concept by creating policies for development that further improves the ability for people to walk, bike, and ride transit along and to Grant Road.

### ***Public Feedback***

Like with the Grant Road Street Design Public outreach was the heart of the Community Character & Vitality process. This outreach has included public workshops (Community Character Segment Workshops), open houses, community conversations, and design focus groups. Specifically important to the CC&V part of the GRIP were the character segment workshops. The Team held four sets of these workshops over the course of approximately two years. The first two workshops focused on determining an alignment and design for Grant Road as well as the community's vision for the places along the corridor. The last two workshops, with the alignment determined, focused on the Community Character and Vitality aspects of the project. The summary of comments received from these workshops, as well as from one open house, is below.

## **Character Segment Workshop 1**

*January, 2008*

There were 3 workshops, one for each of the Character Segments. These workshops were comprised of two activities. The first presented participants with a large map of the particular segment and asked them to assess the needs and opportunities work the Team had done as well as to mark their own desires for the segment. The second allowed participants to construct their own cross section for Grant Road using "cards" representing different pieces of the cross section.

Much of the feedback was focused on the alignment and street design for Grant Road, but participants also offered many comments related to CC&V:

Western Segment:

- Pedestrian safety and improve sidewalks
- Improve bike access
- Beautification, specifically at Fry's at Grant/Stone
- Bus pullouts (but only 2 out of 5 tables specifically mention this)
- More trees and water harvesting
- Cluster businesses, gathering places and community activities
- Improve lighting
- Enhance neighborhood integrity
- Improve drainage and flooding

Central Segment:

- Accommodation/safety of pedestrians and bicyclists
- Need bus pullouts
- Landscaping and shade
- Flooding, drainage and water harvesting
- Need Neighborhood traffic calming and minimize cut-through traffic in neighborhoods
- Improve access to businesses and neighborhoods
- Public gathering places
- Noise abatement
- Preserve and protect historic homes and businesses
- Develop mixed-use and urban villages
- Recognize equity and fairness issues
- Improve lighting to deter crime

Eastern Segment:

- Improve pedestrian & bicycle environment & safety
- Add bus pullouts
- Preserve small, local businesses & cluster
- Plan more parks & green spaces
- Fix flooding at numerous locations

- Improve left turns onto, off of Grant Road
- Add shade, with structures & landscaping
- Better lighting
- Landscape with water harvesting

#### Overall themes

- **Buffer:** Agreement that buffering of adjacent neighborhoods is important; methods of buffering should vary depending upon specific conditions and could include using buildings for buffer; soundwalls where needed; varying landscape width; use of public art; and ‘Eyes on the street.’
- **Development:** Support for relocation of existing independent businesses. Alternatives include redevelopment & revitalization in Western Segment and at Grant & Alvernon; creating café frontage at Grant and Country Club. Storefronts should be close to the street & buildings can provide sound buffer.

## Character Segment Workshop 2

May, 2008

There were 3 workshops, one for each of the Character Segments. These workshops were comprised of two activities, each related to a specific location along the segment. The activity presented the tables of participants with large drawings of potential Grant Road alignments and land use scenarios. 171 people attended these workshops.

#### Overall themes

##### Buffering

One consistent area of comment was the use of buildings to provide a buffering affect for adjacent neighborhoods. There were no specific questions about the use of buildings as a buffer, but it was noted by several participants in the West and Central segment workshops.

##### Excess Right-of-Way/Development

There was a broad range of feedback in regards to the future use of excess right-of-way. It is interesting to note that there was quite a lot of interest in options for developing new or replacement uses on excess property. There were also those interested in open space—parks, plazas, and landscaped buffers. Several tables and individuals expressed concerns about the maintenance and safety of new and existing open space along the road. In regards to new development, several people expressed concerns about the ability to achieve desired development within the economic constraints of the real estate market, and others were concerned about the ability of existing businesses to afford space in new buildings if they need to move from locations that are impacted by the improvements to Grant Road.

## **Parking**

The concept of shared parking for the commercial, and future mixed use, districts along Grant Road received a very high level of support. People saw the value in being more efficient in the use of parking, both to reduce the costs of replacing parking that is impacted by the Grant Road improvements and the environmental benefits of reducing impervious surface area, developing more compactly and efficiently, etc. There were concerns expressed about safety of shared parking lots and the convenience of centralized parking to all businesses (particularly those that sell bulkier goods).

## **Western Segment**

### **Buffering**

A number of participants felt that buildings would provide a good buffer between Grant Road and adjacent neighborhoods, more than in the other two segments. This likely reflects the higher interest in the western segment to see new development along Grant Road.

### **Excess Right-of-Way/Development**

First Street Intersection: There are concerns with building height within this area of Grant Road with a significant majority favoring 1 to 2 story buildings, although 3 to 4 story buildings were also supported by nearly half of the participants.

Opinions regarding the types of uses were more diverse with just over half of participants preferring the mixed use development concept to the north. A number of people expressed concern regarding the development feasibility of the land use concepts that were presented as well as expressing concerns about the cost of new development for existing businesses.

Fontana/Mansfield Park: Similar to the opinions expressed in the First Street portion of the workshop, a large majority support 1 to 2 story buildings with a number also supporting 3 to 4 story buildings. A strong majority of participants felt that 2 story buildings are appropriate along Sahuaro Street. About ¼ of participants supported the concepts for restaurant and storefront frontages onto Grant Road.

## Parking

Nearly  $\frac{3}{4}$  of participants favored the concept of shared parking to increase the efficiency of district parking.

## Safety

Over  $\frac{1}{3}$  of participants expressed concerns about the safety of parking garages.

A number of participants felt that an increased police presence was desirable in this segment of the Grant Road Study Area. Several participants suggested that areas should be well lighted to increase security in the area.

## Central Segment

### Buffering

A significant proportion, but not the majority, of workshop participants felt that buffering adjacent neighborhoods from Grant Road impacts was the most important issue that the Grant Road Improvements Plan needs to consider. A number of participants felt that buildings could provide an effective buffer to Grant Road.

### Excess Right-of-Way/Development

Campbell Intersection: Nearly  $\frac{2}{3}$  of workshop participants felt that 3 to 4 story buildings are appropriate for future development around the Campbell Road intersection, a small number but still over half of participants were supportive of 1 to 2 story buildings.

Between Park and Campbell: Office mixed use development was the most favored concept for reuse of excess right-of-way. The combination of residential development and open space was favored a bit more than open space; this is likely related to concerns about safety.

The residential courtyard alternative was also favored by a majority of the participants.

### Open Space

A minority of the workshop participants believe that open space is the most important issue to consider in preparing the Grant Road Improvement Plan. A number of participants highlighted the expansion of park at the southwest corner of Grant and Campbell as a good design concept.

## Eastern Segment

### Excess Right-of-Way/Development

A majority of the participants felt that both the storefront and restaurant frontages would create good pedestrian environments along Grant Road.

### Open Space

A relatively large proportion of participants raised concerns about the provision of plaza spaces near to bus stops. The concern appears to mainly center around issues of crime and other anti-social activities that could occur in these public spaces. Several participants mentioned the concept of providing open space between buildings rather than in front of businesses or residents as these spaces would be more sheltered from traffic noise and other impacts from Grant Road; Raging Sage was identified as an example of this approach.

### Parking

Similar to the overall feedback from the combined workshops, a large proportion of workshop participants favored the concept of shared parking. The four parking replacement options each had support from a majority of the workshop participants with street reorganization and providing support to businesses to reconfigure their parking lots and operations to achieve more effect parking receiving the most support.

## Character Segment Workshop 3

*June, 2009*

There were 3 workshops, one for each of the Character Segments. These workshops were comprised of two activities:

- The first presented participants with a large map of the particular segment with comments from the Open House from the previous January shown and asked them to assess the comments with the GRIP guiding principles in mind, and make their own comments.
- The second presented participants with a large map of the segment with proposed center and district boundaries and asked them to comment.

There were over 800 individual comments made by the 22 small groups during the three workshops. Since the alignment had been determined, the comments were mostly focused on CC&V.

## Overall themes

There were common themes to all segments and key contrasts between segments that are evident from the workshop input:

**Landscape, Streetscape, and Water Harvesting:** There was broad support for the proposed improvements with concerns expressed about the long term maintenance of improvements, and the need to design landscaping with safety in mind.

**Safety:** Concerns about making improvements for pedestrians that walk along and cross Grant Road. There were also concerns about safety and crime expressed about certain locations along Grant Road.

**Neighborhood Character:** There was much input provided around the issues of benefiting and protecting existing neighborhoods. While the specific goals or emphasis changes from segment to segment and for some specific locations, the general themes are:

- Revitalize Grant Road and provide opportunities for services that better meet the needs of residents;
- Provide a buffer (i.e.; noise, light, visual, etc.) between Grant Road and adjacent neighborhoods, some comments focused on providing a noise wall, others on rubberized pavement, landscaping, and buildings as buffers;
- Encouraging homeownership was a theme, but how the Grant Road Improvement Plan can address this is a challenge; and,
- Protection from cut-through traffic and speed control within neighborhoods.

**Intensity and Type of Development:** A broad range of interests and concerns were raised in regards to development along Grant Road. There is support for intensification and mixed use in particular locations by some. There are some specific locations where the scale of existing development is particularly valued and where there may be opportunities to shape development to complement historic patterns and character. There was also a range of interest and concerns about the potential for residential development along Grant Road. This is discussed further below for specific segments and presenting alternatives for public comment is a major focus for the November workshops. A related topic, is the wide range of comments and ideas about the future use of property that may remain after acquisitions are made for Grant Road improvements.

**Economic and Social Vitality:** There was input and concern about supporting small and independent businesses in terms of affordability and type of commercial spaces that will be available along Grant Road in the future. There was also a desire for providing places (i.e. plazas, courtyards, small parks, etc.) for positive social gathering; alternatives for satisfying this desire will be explored in the November workshops.

## Character Segment Workshop 4

January, 2010

There were 5 workshops, one for each of 5 small segments of the corridor. These workshops were comprised of two activities, each related to a specific location along the segment. Most activities presented the tables of participants with large drawings of potential Grant Road centers or districts, and gave them “chips” representing specific land uses and building types and asked them to construct their preferred scenario at that center or district. Other exercised presented participants with land use or development scenarios at specific centers and asked for preference or feedback. 94 participants attended, making up 12 small groups. Over 550 individual comments were received.

### Overall Themes

- Support for mix of uses in most locations
- Height concerns, not always in line with existing zoning
- Residential
  - Supported in many cases
  - Student residences – some support & some concerns
  - Some area plans don’t support specific locations
  - Some zoning supports higher densities
- Transition uses & heights adjacent to neighborhoods
- Improve pedestrian access
  - From neighborhoods to Grant Road
  - Through parking lots

- Open space and gathering places
  - How to make it safe?
  - How to maintain it?
- Neighborhood serving uses
  - Retail, restaurants, & cafes
  - Some interest in community gardens and mercados
- Shared parking
  - Safety concerns
  - Access to business concerns
  - Getting the right amount
- Structured parking
  - Some support, varies by center
  - Safety concerns

## **Community Character & Vitality Planning Objectives**

The project team has developed a number of key objectives for the CC&V Plan. These objectives have emerged from the Grant Road Improvement Plan vision statement and guiding principles, themes identified throughout the CC&V workshops, the design of the Grant Road street improvements, examination of existing city policy, and the project's team's analysis work. The objectives will be addressed by the policies and guidelines that are included in the Plan. The following describes these key objectives:

### **Encourage Viable and Compatible Land Uses**

The plan will guide development toward land uses that are economically viable and compatible with the vision for the future of the centers and districts along Grant Road and in mainly single family neighborhoods that surround Grant Road. Current policy allows a wide range of land uses in most parts of the Grant Road project area, but lacks sufficient direction on how best to relate these different land uses to one another and to create the types of places desired by the public; The Plan will guide how clustering complementary land uses and buffering between dissimilar land uses can help to create better places along Grant Road and support the neighborhoods' goals for their residential quality of life. Community input into the Grant Road planning effort has stressed community land uses such as health centers and open space and gathering places such as shops and restaurants. At the same time, economic analysis has shown that Grant Road has too much commercial space for the market and would benefit from some reduction in space and clustering of complementary retail and services.

**Related guiding principles: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.11, 3.2, 3.7**



## Create Context Appropriate Building Heights and Massing

Building heights and massing in Grant Road’s centers and districts must balance between respecting the largely low-rise Tucson built landscape and selective allowance for higher buildings that can accommodate the intensity needed to support vibrant street activity along Grant Road and the desired retail and commercial uses. Public input from the Grant Road workshops has expressed both concern about the impacts of taller building heights and the acknowledgement of the benefits of taller buildings along major streets such as Grant Road. Well-designed building massing is essential to make taller buildings work in the context of Grant Road, where mountain views are valued by the community and historic architectural styles are predominantly one story.

**Related guiding principles: 2.1, 2.7, 2.8, 2.11, 3.1, 3.2, 3.4, 3.7**



## Contribute to Street Activity and Safety

The use of a context sensitive design approach in developing the roadway and streetscape design for Grant Road will result in a future road that creates a more pedestrian and transit supportive environment. The CC&V Plan will set guidelines and policies to create the pedestrian supportive context that will take best advantage of Grant Road’s redesign. Design concepts that the CC&V Plan will support include: providing for “eyes on the street” by orienting buildings so that their entries and windows are in proximity to Grant Road; allowing for and encouraging outdoor seating for restaurants and cafes and outdoor display for retail and service establishments in support of pedestrian activity, providing on-site public gathering places with shade and shelter from the weather, and high-quality lighting at night, providing pedestrian circulation from the public sidewalk to adjacent buildings are shaded and well lit, and when parking must front onto Grant Road, provide a buffer between the parking and the sidewalk.

**Related guiding principles: 2.2, 2.3, 2.5, 2.6, 2.7, 2.9, 2.11, 3.1, 3.3, 3.4**



## Protect and 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. The CC&V Plan 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.

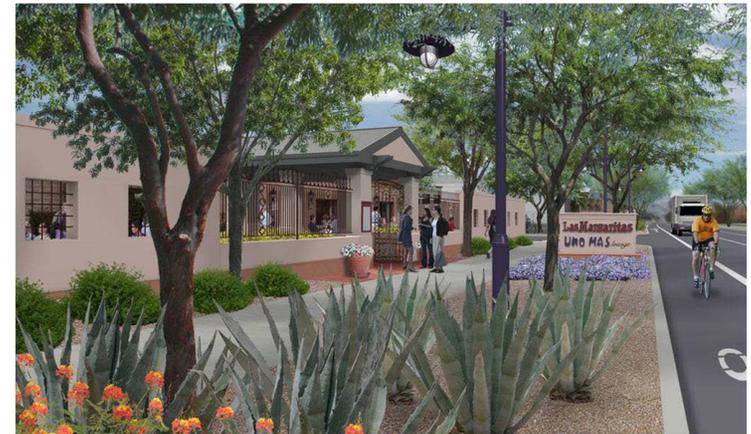
**Related guiding principles: 2.1, 2.2, 2.3, 2.5, 2.9, 2.11, 3.7**



## Support Small and Independent Businesses

Much of Grant Road's current character is defined by the small, independent businesses that front onto it. The public has indicated that it values many of these businesses, which include restaurants, building materials stores, antiques shops, among many others. Many say Grant Road's small, independent businesses are their favorite part of the street. However, the widening of Grant Road and future revitalization along the street pose challenges to these small businesses, many of which rely on visible parking and inexpensive rents in older buildings. The widening will take away much of this front parking, and the Plan will develop strategies to replace parking while also supporting a walkable street environment along Grant Road that can help businesses in the long term. The Plan will also develop implementation strategies to help business owners stay in their buildings or be able to afford space in new development, as well as center- or district-wide strategies to create complementary clusters of businesses to more effectively draw from neighborhood and region-wide customer bases.

**Related guiding principles: 2.2, 2.3, 2.4, 2.7, 2.8, 2.9, 2.10, 2.11, 3.1, 3.2, 4.3, 4.4**



## Provide, Improve, and Connect Public Spaces

Grant Road, and many of the neighborhoods surrounding it, lack public spaces such as parks and plazas. These public spaces can become the community hubs that help generate the vibrancy of a street or neighborhood, and can be a key component of that area’s identity. The few public spaces along and near Grant Road, such as the “Triangle” park near Campbell Avenue and Mansfield Park, lack sufficient connections to both Grant Road and the surrounding areas, and therefore they are not the community assets that they should be. Community input during the Grant Road workshops expressed the desire for augmentation of these existing public spaces as well as new public spaces, especially parks. The Grant Road street improvements will create a more walkable environment which will enhance and connect the existing open spaces and, along with the CC&V Plan, provide the opportunity for more public spaces. It is critical that all of these existing and new public spaces be integrated into their surrounding environment and the public realm of the Grant Road streetscape improvements.



**Related guiding principles: 2.1, 2.5, 2.6, 2.7, 2.8, 2.9, 2.11, 3.1, 3.2, 3.3, 3.4, 3.6**

## Balance Needs of Regional- and Local-Serving Businesses

The revitalization of Grant Road will rely on investment from the private sector. The CC&V Plan will catalyze the flow of capital into economic activity along Grant Road in a way that balances the needs of the greater Tucson region and surrounding neighborhoods. Many of the conflicting desires for the future environment along Grant Road reflect the differing needs of these neighborhood and region-wide users. The design for Grant Road’s improvements has addressed these types of conflicts in the roadway, but they are also present within the properties that front Grant Road, such as in the mix of businesses that cater to different customer bases, and how people use different transportation modes to access those businesses. The CC&V Plan will encourage the organization of land uses to minimize conflicts between regional- and local-serving businesses and create patterns of development where these uses can be mutually supportive.



**Related guiding principles: 1.1, 2.1, 2.3, 2.4, 2.7, 2.8, 2.11**

## Strengthen Community Identity

Participants in the Grant Road public workshops emphasized the desire to use Grant Road to communicate who they are as communities. Grant Road currently poses challenges to this goal, but each of the communities along Grant Road contains unique history and demographics that can be brought to Grant Road and contribute to its revitalization. This objective also means preserving and enhancing particularly valued businesses and institutions. Community members have expressed interest in drawing from various local traditions. The Public Art Master Plan provides ideas on how to incorporate history, ecology and other local aspects into both the street improvements and the built environment along Grant Road.

**Related guiding principles: 2.1, 2.3, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 3.1, 3.2, 3.3, 3.4**



## Provide Adequate and Well-designed Parking

Parking is important for businesses along Grant Road, but the location of most parking spaces between the street and the buildings is an important factor that prevents Grant Road from being a walkable street. The improvements to Grant Road will impact the parking supply of many businesses that have spaces in front of their buildings, and the CC&V Plan will develop strategies to replace this parking through techniques such as sharing with adjacent businesses, site reconfiguration, and district parking. The planning effort will also explore making changes to city requirements for parking. For reconfigured sites and new development, parking can take forms that help support Grant Road objectives for walkability, vitality, and sustainability.

**Related guiding principles: 2.1, 2.2, 2.3, 2.5, 2.7, 2.9, 2.11, 3.1, 3.4, 3.6**



## Complement the Tucson Environment

A successful and sustainable Grant Road will integrate with the natural Sonoran Desert environment and climate of the Tucson Basin. The development along Grant Road today has paved over many of the washes and natural features that define this environment, but new development along Grant Road can incorporate aspects of the natural environment such as native plants and fauna such as birds, mountain views, and the watershed, as well as of the climate with ample sunlight, solar heat, and wind. New development can also use resource-efficient techniques to mitigate the summer heat such as shading and buildings with courtyards, and the design of major rainwater harvesting features as shaded and useable “oases” along Grant Road.

**Related guiding principles: 2.5, 2.8, 3.1, 3.3, 3.4, 3.6**



## **Make Tucson History and Culture more Evident**

Tucson's history and culture makes its imprint 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.

**Related guiding principles: 2.1, 2.3, 2.8, 2.10, 3.2, 3.3, 3.4**

## **Integrate Watershed Management in Site Design**

Rainwater creates both an environmental benefit and a liability in the Grant Road corridor. Rainwater "runoff" that is often conveyed into storm drains is largely the result of the impervious surfaces created by buildings, roads and parking lots. This water is exposed to the introduction of pollutants and can create flooding. At the same time, rainwater presents opportunities for irrigation. In recent years, the City of Tucson has developed policies that encourage and mandate water "harvesting," or onsite infiltration, retention, or storage of rainwater, on private property. The new Grant Road likewise incorporates water harvesting into its design. The CC&V Plan can also support water quality and reuse of rainwater in the Grant Road corridor in a number of ways, including guidelines for permeability of parking areas, well-designed onsite infiltration and retention, incorporation of water harvesting into open space areas, and education about the watershed into public art.

**Related guiding principles: 2.5, 2.8, 2.11, 3.1, 3.3, 3.4, 3.6**

## Respect Important Views

During Grant Road workshops, members of the public have consistently stated that views of the Catalina Mountains are a scenic resource that should be preserved and enhanced. The Catalina Mountains provide a backdrop to the north side of Grant Road along the length of the corridor, though substantial views of the mountains occur only occasionally down cross streets and between buildings; much of the existing development on Grant Road, though low-rise 1 and 2-story buildings, effectively blocks views of the mountains. Almost none of the development on Grant Road frames or otherwise enhances these views. The CC&V Plan can guide massing and setback of buildings and placement of unbuilt space to maximize and frame quality views of the Catalina Mountains.

**Related guiding principles: 2.1, 2.5, 2.8, 2.11, 3.1, 3.2, 3.3, 3.4**



## Increase Multi-Modal Access to Places along Grant Road

The Grant Road street improvements provide solutions for many of the access issues that have challenged motorists, bicyclists, pedestrians and transit riders along Grant Road. However, many of the properties fronting Grant Road also pose challenges to multi-modal access, in particular larger parcels that typically contain shopping centers. The CC&V Plan will provide policies and guidelines to improve pedestrian circulation within these larger properties, particularly helping pedestrians navigate through their large surface parking areas and making pedestrians feel more comfortable. The CC&V Plan can also provide measures for connection of the surrounding street network to Grant Road while also reducing the impacts of through traffic in adjacent neighborhoods. As larger sites are revitalized with new development, they can be places to accomplish these street network improvements.

**Related guiding principles: 1.2, 2.1, 2.5, 2.7, 2.11**









## Grant Road - Centers and Districts Vision Concepts

The purpose of the Grant Road Community Character & Vitality Plan, which will be prepared over the next year, is to put into place the planning policies, guidance, and ordinances to shape future development to achieve the community's vision concepts for the centers and districts along Grant Road.

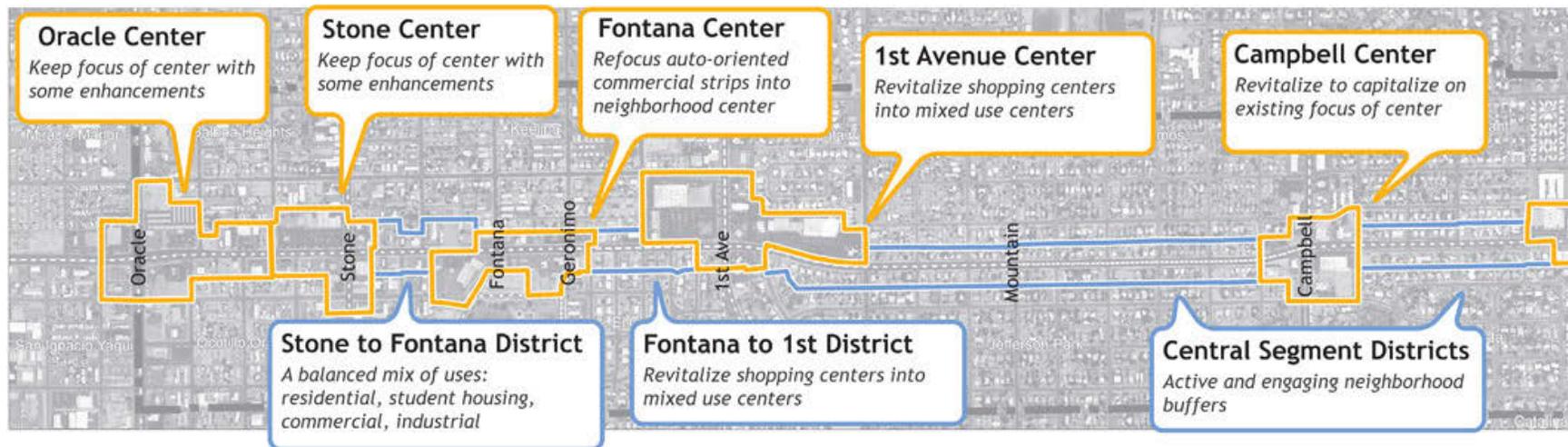
This document provides an initial draft of the vision concept for each center and district along Grant Road. The initial draft vision concepts are based on input from the community received at the previous four Community Character & Vitality workshops, other input from the community, the design for the Grant Road street improvements, current city land use policy, and the Grant Road planning team's policy, market, and urban design evaluations of the centers and districts.

### Centers and Districts

The Community Character & Vitality planning effort has identified a series of centers and districts that have specific use, built form, and community character conditions and opportunities. These characteristics vary between the various centers and districts, and are based on a combination of existing conditions, market feasibility, and the desires and needs of property owners and the surrounding community.

**Centers** are areas where concentrations of activities occur around the intersection of Grant Road with other major roads, such as Oracle, Tucson Boulevard, and Alvernon. Centers are destinations with a mix of uses that vary in size, scale, and diversity of uses. Centers may provide services to the region, and may also be designed to be compatible with the residential neighborhoods around them.

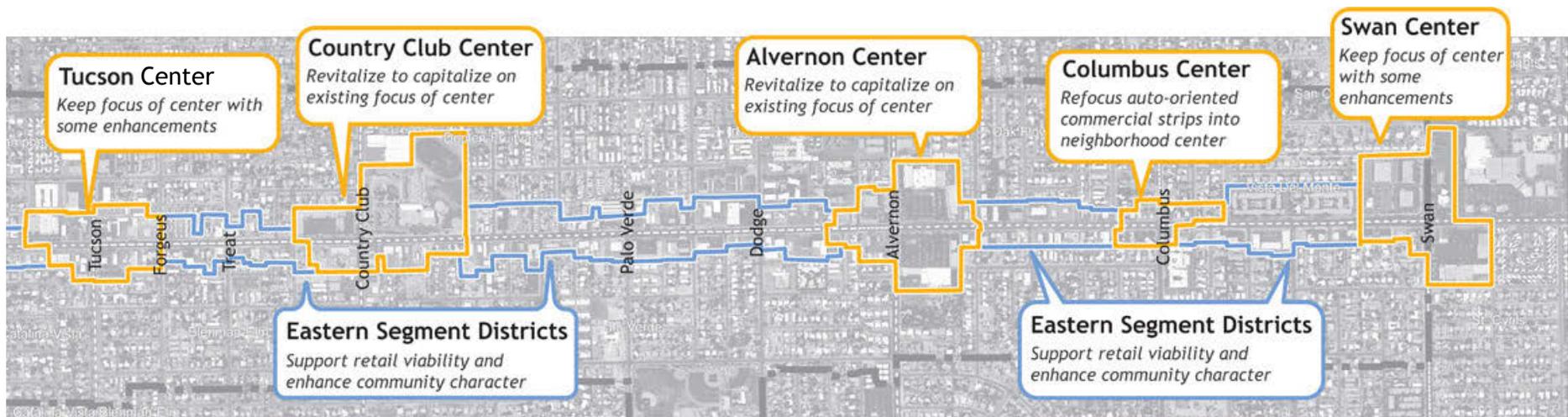
**Districts** are the more linear areas that line Grant Road between the Centers, and they provide support uses. Districts have a certain character and set of uses that typically includes a smaller scale and different building orientation. While some Districts contain auto-serving uses, they also should support pedestrian and bicycle movement along Grant Road.



## Identifying Type of Change

In order to develop and apply the appropriate tools to each center and district, we first need to come to agreement on the type of change desired for each center and district. The map on this and the previous page describes different types of change, or categories, that are assigned to the centers and districts in the callout bubbles. These categories represent the integration of input we have received about each of these areas along Grant Road over the past three years in terms of the types of changes and improvements the public and property owners would like to see, and things that should be preserved.

Organizing the centers and districts into these categories helps us determine which planning and design tools will best achieve the community's vision for the future of the centers and districts along Grant Road.



## Centers

The following are categories of centers identified through the Grant Road planning process:

**Refocus auto-oriented commercial strips into neighborhood centers:** These are centers that have the potential to change from auto-oriented strips of varied uses to concentrated centers of neighborhood activity. This potential is informed by market-driven potential for neighborhood-serving uses in some locations, by proximity to amenities, and often because of public comment has supported more neighborhood-serving businesses at that location.

**Revitalize shopping centers into mixed use centers:** These centers are focused on existing older shopping centers, whose larger size and relatively low intensity of development contribute to the potential for more extensive intensification and reuse. At the same time, some of these centers have active retail uses that are serving community needs, and some in the community would be happy with improvement to the pedestrian environment with minimal change in use. An issue to explore in the CC&V Plan is the potential for incremental improvement of community character and pedestrian environment if the existing retail centers remain in use.

**Revitalize to capitalize on existing focus of centers:** The existing uses of these centers provide a special focus that already defines these centers, and these uses are generally supported by market economics and members of the public. This focus can be used to grow the activity of the center and support revitalization.

**Keep focus of centers with some enhancements:** Many centers have uses which will not likely change soon, but could be enhanced with a better pedestrian environment, open space and landscape improvements, and in some cases by new development in more limited locations.

## Districts

The following are categories of districts identified through the Grant Road planning process:

**Active and engaging neighborhood buffers:** A major concern in the districts in the Central Segment of Grant Road is ensuring that additional noise and other effects of the Grant Road improvements do not burden adjacent neighborhoods. But buffering of neighborhoods needs to be balanced with the creation of an active street frontage along Grant Road in order to achieve the vitality and safety goals of the community.

**A balanced and supportive mix of uses: residential, student housing, commercial, industrial:** These districts In the Western Segment currently include several types of uses, including residential, commercial and industrial, many of them side-by-side. The public has expressed support for all these uses but also emphasizes that they could be better buffered from one another, and could benefit from strengthening relationship between complimentary uses.

**Support retail viability and enhance community character:** In the primarily commercial districts of the Eastern Segment, the public has expressed support both for the viability of independent businesses on Grant Road as well as improved identity and character of these districts. The handling of critical issues such as parking, building design and orientation and future land use will need to support both of these goals.

## Oracle Center

*Keep focus of center with some enhancements*

The Oracle Center will:

- maintain a focus on regional automobile sales and service;
- evolve into a more diverse, walkable business district with the addition of neighborhood-serving businesses and residences;
- balance the regional access and visibility of auto businesses with a walkable environment along Grant Road and along side streets;
- focus intensity at the intersection of Grant and Oracle, with taller (up to 5-story) buildings carefully placed and designed to frame views of the Catalina Mountains;
- surround this intensity with less intensive development that incorporates the mixed use commercial/industrial/residential character of the area into well-designed development sites;
- incorporate the interpretations of historic roadside motorcourt motel building form, architectural style, and signage of the Oracle corridor; and
- provide a gateway to the new Grant Road corridor with a public art piece at the intersection with Oracle to enhance the sense of the gateway.



**EXISTING POLICY**

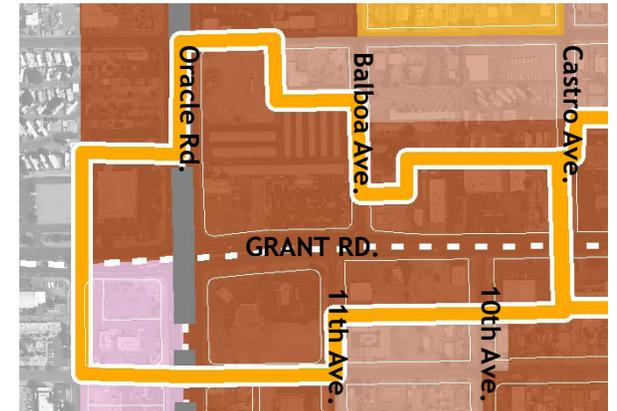
**Zones in the Oracle Center**

**C-2**  
 Allowed uses: Retail; Office; Wholesale;  
 Automotive; Entertainment;  
 Light Industrial; Residential  
 Residential  
 density: 44 dwelling units/acre  
 Height limit: 40 feet

**Area and/or Neighborhood plans covering the Oracle Center**

No area or neighborhood plan covering the center except southwest of the Grant-Oracle intersection, which is covered by the Unit 6 Neighborhood Plan and designated “Low Medium Intensity Commercial.”

**Potential District boundaries and Area/ Neighborhood plan designations**



- Mixed Use: Residential, Office and Commercial
- Industrial
- High-Density Residential
- Low-Medium Intensity Commercial

*\* No area or neighborhood plan covers the area between Oracle and Stone; designations here interpretations of existing zoning*

## Stone Center

*Keep focus of center with some enhancements*

The Stone Center will:

- continue to contain a mix of businesses, including retail, restaurants, and motor vehicle services;
- develop a stronger identity and a more walkable environment;
- recognize that the Grant-Stone shopping center property is a key site which, in the short term, will incorporate a more walkable environment into its redesigned parking lot, and in the long term could be the site of more intensive development that could be mixed use, adding office and entertainment uses, and possibly residences;
- focus intensity at the intersection of Grant and Stone, with taller (up to 4-story) buildings carefully placed and designed to frame views of the Catalina Mountains;
- incorporate the interpretations of historic motorcourt building forms that can accommodate retail, office, light industrial and residential land uses; and
- serve as a gateway along Stone as one travels south toward downtown.



**EXISTING POLICY**

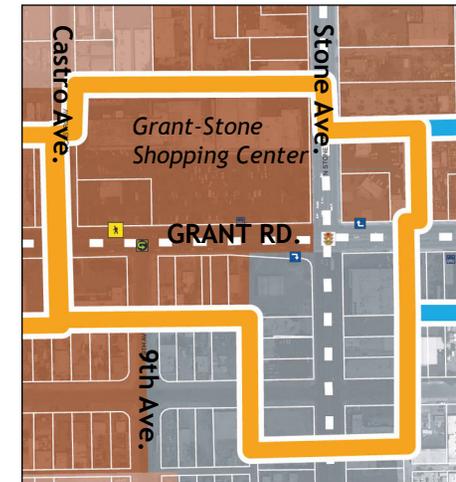
**Zones in the Stone Center**

<p><b>C-2</b>                  Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential                  Residential density: 44 dwelling units/acre                  Height limit: 40 feet</p>	<p><b>I-1</b>                  Allowed Uses: Commercial; Office; Retail; Light Industrial                  Residential density: None allowed                  Height limit: 75 feet</p>
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**Area and/or Neighborhood plans covering the Stone Center**

No area or neighborhood plan west of Stone Ave. University Area Plan southeast of Grant-Stone intersection does not provide explicit land use designation, but outlines where specific types of uses are appropriate: For arterial streets (in which Grant Road is included), the plan states that that medium- and high-density residential (7-14 and more than 15 units per acre respectively) are appropriate for arterial streets, although the plan states that high density residential land uses need to be surrounded primarily by medium/high density residential or non-residential development. The plan encourages mixes of uses, such as the inclusion of pedestrian-accessible neighborhood-serving commercial uses in high-density residential development. In general the plan supports qualified conversion of residential uses to office or other commercial uses on arterial streets. For this center, the plan supports the development and upgrading of commercial and light industrial uses in the Industrial Area south of Grant Road between Stone and Sixth Avenues; Mixed Uses on northeast corner – “Broader Range of Commercial Uses Allowed” (Cragin-Keeling AP)

**Potential District boundaries and Area/Neighborhood plan designations**



- Mixed Use: Residential, Office and Commercial
- High-Density Residential
- Industrial

\* University Area Plan (covers south of Grant) does not explicitly designate land uses; designations here interpretations of existing zoning

## Stone to Fontana District

*A balanced and supportive mix of uses: residential, student housing, commercial, industrial*

The Stone to Fontana District will:

- continue to contain a mix of commercial and industrial businesses;
- become a walkable transition between the more regional-serving Stone and Oracle Centers and the more neighborhood-serving Fontana Center;
- support the Grant Road sidewalk environment with improvements such as buffering to parking lots and loading areas, as well as use of alleys on the south side to shift auto access to properties away from their Grant Road frontage; and
- incorporate the eclectic character and the employment and economic activity of the mixed commercial/industrial area to the south.



**EXISTING POLICY**

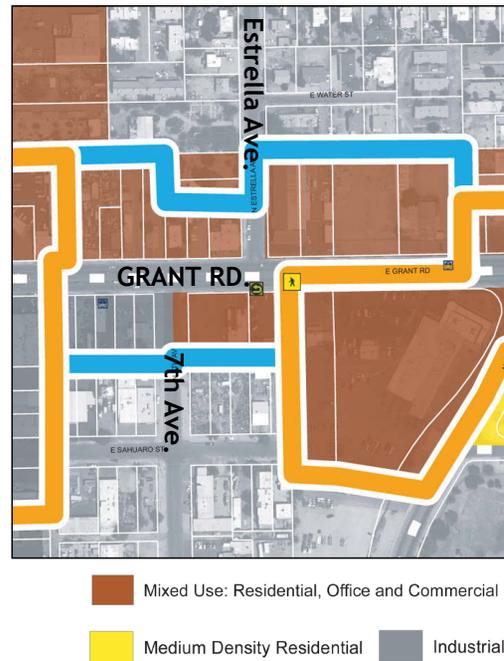
**Zones in the Stone to Fontana District**

<p><b>C-2</b>                  Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential                  Residential density: 44 dwelling units/acre                  Height limit: 40 feet</p>	<p><b>I-1</b>                  Allowed Uses: Commercial; Office; Retail; Light Industrial                  Residential density: None allowed                  Height limit: 75 feet</p>
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**Area and/or Neighborhood plans covering the Stone to Fontana District**

No land use designation on south but University Area Plan outlines where specific types of uses are appropriate: For arterial streets (in which Grant Road is included), the plan states that that medium- and high-density residential (7-14 and more than 15 units per acre respectively) are appropriate for arterial streets, although the plan states that high density residential land uses need to be surrounded primarily by medium/high density residential or non-residential development. The plan encourages mixes of uses, such as the inclusion of pedestrian-accessible neighborhood-serving commercial uses in high-density residential development. In general the plan supports qualified conversion of residential uses to office or other commercial uses on arterial streets. For this district, the plan supports the development and upgrading of commercial and light industrial uses in the Industrial Area south of Grant Road between Stone and Sixth Avenues; Mixed Uses on north side – “Broader Range of Commercial Uses Allowed” (Cragin-Keeling AP)

**Potential District boundaries and Area/ Neighborhood plan designations**



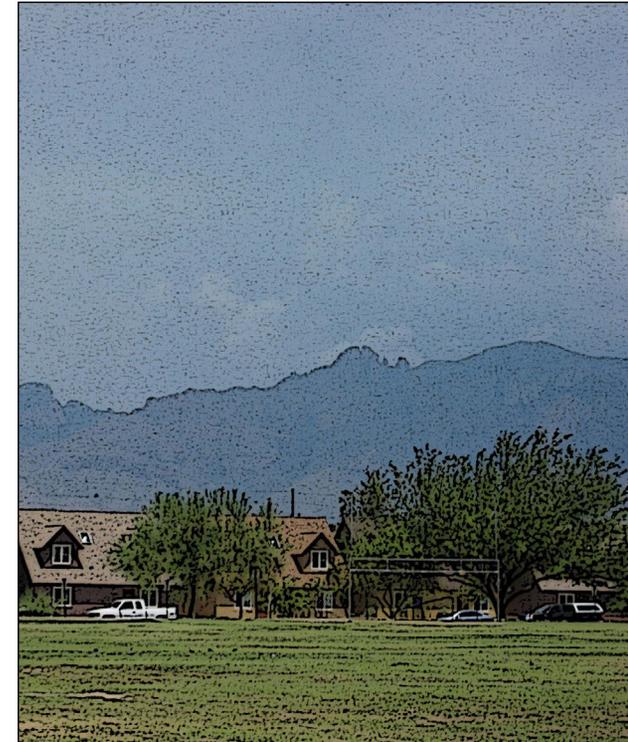
\* University Area Plan (covers south of Grant) does not explicitly designate land uses

## Fontana Center

*Refocus auto-oriented commercial strips into neighborhood center*

The Fontana Center will:

- transform into a safe neighborhood center that provides services to the surrounding areas, including the day-to-day goods and services residents need such as convenience groceries, restaurants, and laundry, as well as community amenities and gathering places such as a community center, or a public plaza or market;
- provide community space for neighborhood youths such as recreational, educational, or health-related uses that can take advantage of the adjacency to Mansfield Park;
- contain new multi-family homes and townhomes whose residents will help to activate the center;
- focus on the block between Grant Road and Mansfield Park, which will contain a medium-intensity mix of uses with buildings fronting onto Grant Road and Sahuaro Avenue, shared parking in the middle of the block, and primarily low building heights (2 and 3 stories) to preserve mountain views and to blend into the surrounding neighborhoods, though given the topography of the site, 4-story heights are feasible directly adjacent to the south side of Grant Road without impacting views any more than a 2-story building fronting onto Sahuaro;
- provide comfortable and safe pedestrian access between Grant Road and Mansfield Park, including a route through the block; and
- revitalize the large lot at the southwest corner of Grant and 6th Avenue which, if surrounded by commercial and industrial uses, could accommodate carefully designed taller, mixed use buildings to build the intensity that would help support a neighborhood center.



# Fontana Center (cont'd)

## EXISTING POLICY

### Zones in the Fontana Center

#### C-1

**Allowed uses:** Retail/service commercial with no outside display/storage; office; residential  
**Residential density:** 36 dwelling units/acre  
**Height limit:** 25 feet (residential); 30 feet (commercial)

#### C-2

**Allowed uses:** Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential  
**Residential density:** 44 dwelling units/acre  
**Height limit:** 40 feet

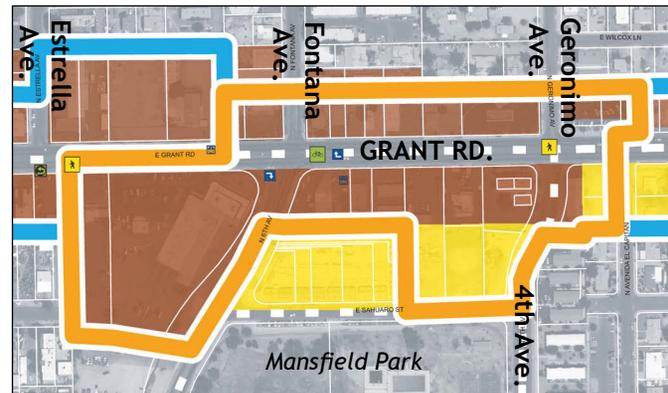
#### R-2

**Allowed uses:** Multifamily and single-family residences; office  
**Residential density:** 15 dwelling units/acre  
**Height limit:** 25 feet

### Area and/or Neighborhood plans covering the Fontana Center

No land use designation on south but University Area Plan outlines where specific types of uses are appropriate: For arterial streets (in which Grant Road is included), the plan states that that medium- and high-density residential (7-14 and more than 15 units per acre respectively) are appropriate for arterial streets, although the plan states that high density residential land uses need to be surrounded primarily by medium/high density residential or non-residential development. The plan encourages mixes of uses, such as the inclusion of pedestrian-accessible neighborhood-serving commercial uses in high-density residential development. In general the plan supports qualified conversion of residential uses to office or other commercial uses on arterial streets. For this center, the plan supports the development and upgrading of commercial and light industrial uses in the Industrial Area south of Grant Road between Stone and Sixth Avenues Mixed Uses on north side – “Broader Range of Commercial Uses Allowed” (Cragin-Keeling AP)

### Potential Center boundaries and Area/Neighborhood plan designations



- Mixed Use: Residential, Office and Commercial
  - Medium Density Residential
  - Industrial
- \* University Area Plan (covers south of Grant) does not explicitly designate land uses*

## Fontana to 1st Avenue District

*A balanced and supportive mix of uses: residential, student housing, commercial, industrial*

The Fontana to 1st District (north side) will:

- continue to contain a mix of commercial and auto businesses;
- provide a transition between the more regional-serving 1st Avenue Center and the more neighborhood-serving Fontana Center;
- support the Grant Road sidewalk environment with improvements such as buffers from parking lots.

The Fontana to 1st District (south side) will:

- continue to be defined largely by single family houses siding onto Grant Road, which, newly exposed to Grant Road, could be buffered by soundwalls and landscaping between Grant Road and the side yards of the homes.

**EXISTING POLICY**

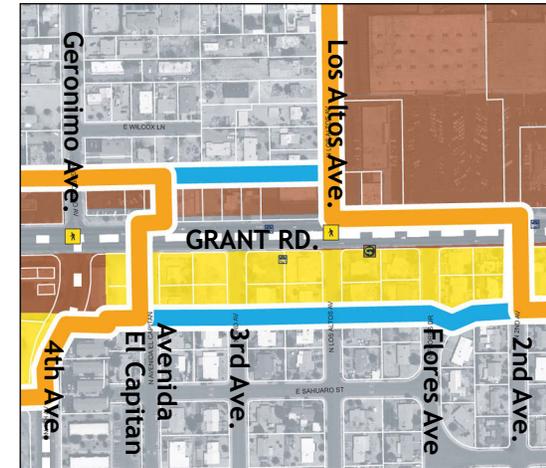
**Zones in the Fontana to 1st Avenue District**

<h2 style="margin: 0;">C-1</h2> <p style="font-size: small; margin: 0;">Allowed uses: Retail/service commercial with no outside display/storage; office; residential</p> <p style="font-size: small; margin: 0;">Residential density: 36 dwelling units/acre</p> <p style="font-size: small; margin: 0;">Height limit: 25 feet (residential); 30 feet (commercial)</p>	<h2 style="margin: 0;">R-2</h2> <p style="font-size: small; margin: 0;">Allowed uses: Multifamily and single-family residences; office</p> <p style="font-size: small; margin: 0;">Residential density: 15 dwelling units/acre</p> <p style="font-size: small; margin: 0;">Height limit: 25 feet</p>
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**Area and/or Neighborhood plans covering the Fonta to 1st Avenue District**

No land use designation on south but University Area Plan outlines where specific types of uses are appropriate: For arterial streets (in which Grant Road is included), the plan states that that medium- and high-density residential (7-14 and more than 15 units per acre respectively) are appropriate for arterial streets, although the plan states that high density residential land uses need to be surrounded primarily by medium/high density residential or non-residential development. The plan encourages mixes of uses, such as the inclusion of pedestrian-accessible neighborhood-serving commercial uses in high-density residential development. In general the plan supports qualified conversion of residential uses to office or other commercial uses on arterial streets. "Mixed Uses" on north side – "Broader Range of Commercial Uses Allowed" (Cragin-Keeling AP)

**Potential District boundaries and Area/Neighborhood plan designations**



- Mixed Use: Residential, Office and Commercial
- Medium Density Residential
- Industrial

*\* University Area Plan (covers south of Grant) does not explicitly designate land uses*

## 1st Avenue Center

*Revitalize shopping centers into mixed use centers*

The 1st Avenue Center will:

- evolve into a place that serves neighbors, students, and others from around Tucson with a mix of large anchor stores and smaller businesses, with the potential to integrate professional offices, residences and open spaces;
- in the short term, improve pedestrian circulation in and access to the two major shopping centers on the northwest and northeast corners;
- in the long term, revitalize these shopping centers to incorporate a broader mix of uses, including professional office and residences in buildings fronting Grant Road, and improved circulation with new “shared” streets within these large sites; and
- accommodate on the northwest and northeast corners well-designed, taller (5-story) buildings that can avoid significantly blocking northerly views toward the Catalina Mountains, by stepping back building massing from the street where necessary.



**EXISTING POLICY**

**Zones in the 1st Avenue Center**

**C-1**

Allowed uses: Retail/service commercial with no outside display/storage; office; residential  
Residential density: 36 dwelling units/acre  
Height limit: 25 feet (residential); 30 feet (commercial)

**R-2**

Allowed uses: Multifamily and single-family residences; office  
Residential density: 15 dwelling units/acre  
Height limit: 25 feet

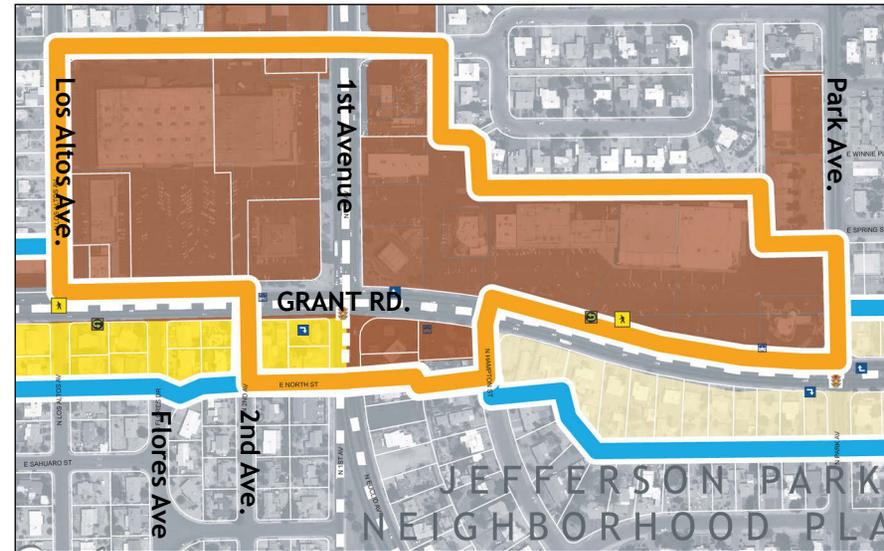
**C-3**

Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential  
Residential density: 44 dwelling units/acre  
Height limit: 50-75 feet (non-residential); 40 feet (residential)

**Area and/or Neighborhood plans covering the 1st Avenue Center**

- No land use designation on southwest but University Area Plan outlines where specific types of uses are appropriate (see information for centers and districts to the west)
- Current zoning as land use designation in southeast (Jefferson Park NP);
- Mixed Uses on north side – “Office, High-Density Residential, Neighborhood Commercial” (Cragin-Keeling AP)

**Potential District boundaries and Area/Neighborhood plan designations**



Mixed Use: Residential, Office and Commercial    Medium Density Residential    Industrial

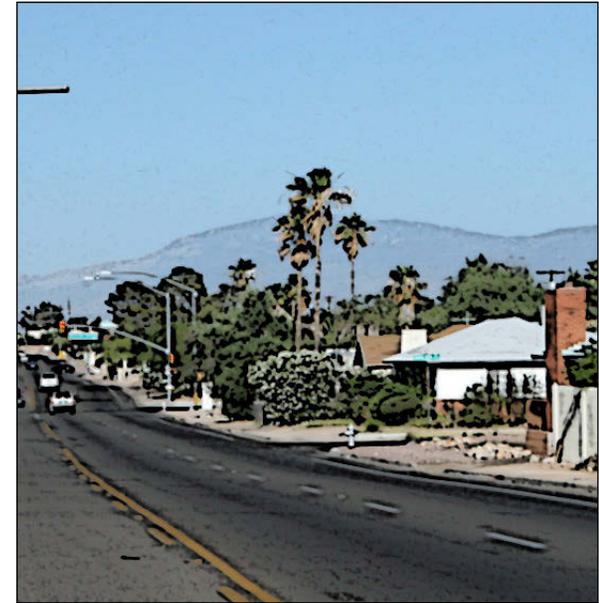
\* University Area Plan (covers southwest of Grant and 1st) does not explicitly designate land uses

## Central Segment Districts

### *Active and engaging neighborhood buffers*

The districts in the Central Segment on either side of the Campbell Center will:

- support the historic single family residential character of the surrounding neighborhoods of Jefferson Park, Samos, Catalina Vista, Campbell-Grant, and Blenman Elm;
- provide an interesting, engaging frontage along Grant Road that encourages activity, safety, and walking;
- buffer the remaining single family homes facing Grant Road on the side that is unimpacted 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;
- revitalize the remnant parcels that remain following the widening of Grant Road with new buildings limited to one- and two-story heights to be compatible with surrounding neighborhoods, and land uses that largely reflect existing uses such as residences and professional offices, with some opportunities for live-work mixed use or small neighborhood retail;
- 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; and
- 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.



# Central Segment Districts (cont'd)

## EXISTING POLICY

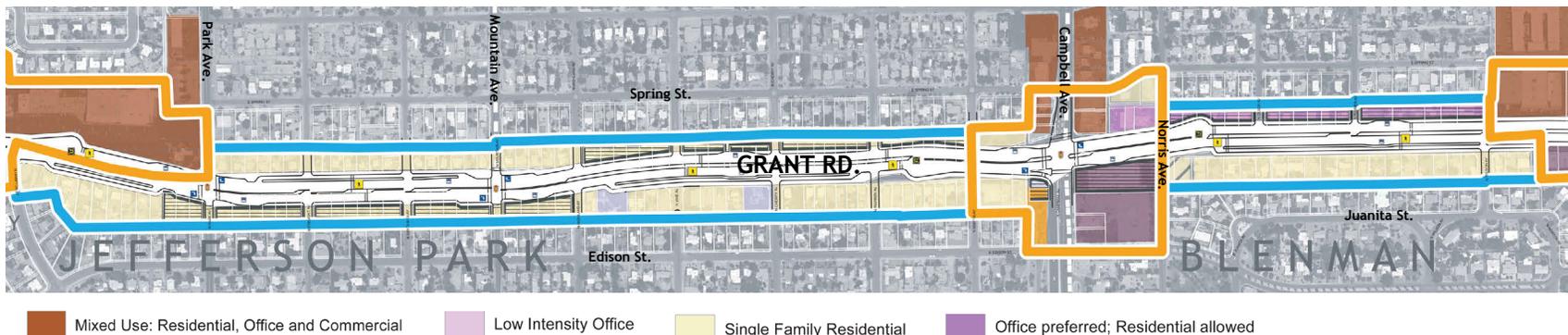
### Zones in the Central Segment Districts

<p><b>O-1</b></p> <p>Allowed uses: Office; Residential</p> <p>Residential density: 22 dwelling units/acre</p> <p>Height Limit: 16 feet (non-residential) 25 feet (residential)</p>	<p><b>O-3</b></p> <p>Allowed Uses: Office; Research and Development; Residential</p> <p>Residential density: 22 dwelling units/acre</p> <p>Height limit: 40 feet (non-residential) 25 feet (residential)</p>	<p><b>R-1</b></p> <p>Allowed uses: Primarily single-family residences</p> <p>Minimum lot size: 7,000 sq. ft (1 unit) 10,000 sq. ft (2 units)</p> <p>Height limit: 25 feet</p>	<p><b>R-2</b></p> <p>Allowed uses: Multifamily and single-family residences; office</p> <p>Residential density: 15 dwelling units/acre</p> <p>Height limit: 25 feet</p>
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### Area and/or Neighborhood plans covering the Central Segment

West of the Campbell Center: Current zoning as land use designation on south side, primarily single family residential with some office, (Jefferson Park NP); Residential on north side (Cragin-Keeling AP). East of the Campbell Center: North side is Office (Cragin-Keeling AP); South side does not have a designation (implied to be residential) apart from vacant parcel at Norris, which is Parking or Residential Uses (Blenman-Vista NP)

### Potential District boundaries and Area/Neighborhood plan designations



## Campbell Center

*Revitalize to capitalize on existing focus of center*

The Campbell Center will:

- continue to develop into a vibrant gathering, shopping and dining destination for residents of surrounding neighborhoods, those affiliated with the University, and people from throughout the city;
- maintain and enhance land uses that are valued by the community, such as public spaces and unique retail, coffee, and dining businesses;
- incorporate residences as well as an educational and civic/entertainment facility that could serve residents and the university's faculty, staff and students while adding vitality to the center;
- 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;
- recognize the block at the center's southeast corner as an important opportunity site that offers a chance to accommodate a larger mixed-use project that could include residences, retail, an educational and civic/entertainment facility, as well as structured parking in buildings reaching up to 5 stories;
- blend new development at the southeast corner into the scale and character of the neighborhood by stepping building heights down to two stories along Edison Street and Norris Avenue and limiting land uses along these frontages to residences or an enhancement of the landscape buffer to the existing parking garage, should it remain;
- revitalize and intensify the blocks on the northeast corner with 3 to 4 story buildings; and
- benefit from a district-wide shared-parking approach, with opportunities that could include reusing the existing parking structure on the southeast corner, constructing a new parking structure, and potential for surface lots on the property located on the southeast side of Grant Road and Norris Avenue.



# Campbell Center (cont'd)

## EXISTING POLICY

### Zones in the Campbell Center

#### O-3

Allowed Uses: Office; Research and Development; Residential  
Residential density: 22 dwelling units/acre  
Height limit: 40 feet (non-residential)  
25 feet (residential)

#### C-1

Allowed uses: Retail/service commercial with no outside display/storage; office; residential  
Residential density: 36 dwelling units/acre  
Height limit: 25 feet (residential);  
30 feet (commercial)

#### R-3

Allowed uses: Multifamily and single-family residences; office  
Residential density: 36 dwelling units/acre  
Height limit: 40 feet

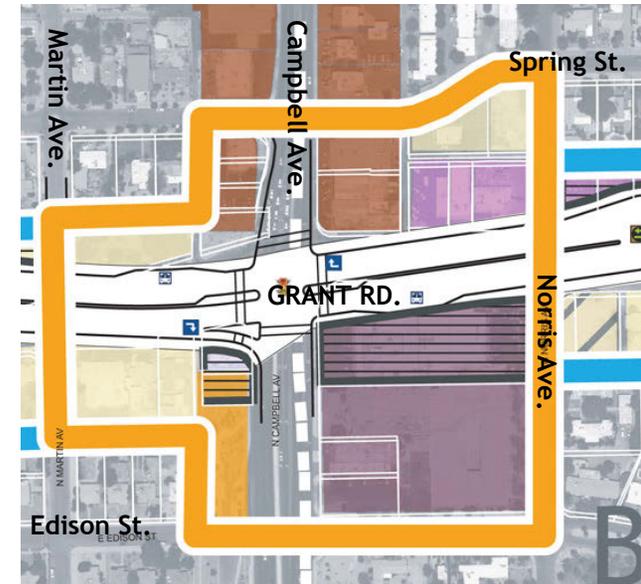
#### R-1

Allowed uses: Primarily single-family residences  
Minimum lot size: 7,000 sq. ft (1 unit)  
10,000 sq. ft (2 units)  
Height limit: 25 feet

### Area and/or Neighborhood plans covering the Campbell Center

West of the Campbell Center: Current zoning as land use designation on south side, primarily single family residential with some office, (Jefferson Park NP); Residential on north side (Cragin-Keeling AP). East of the Campbell Center: North side is Office (Cragin-Keeling AP); South side does not have a designation (implied to be residential) apart from vacant parcel at Norris, which is Parking or Residential Uses (Blenman-Vista NP)

### Potential District boundaries and Area/Neighborhood plan designations



- Office preferred; Residential allowed
- Mixed Use: Residential, Office and Commercial
- Medium Density Residential
- High-Density Residential
- Single Family Residential

## Eastern Segment Districts

*Support retail viability and enhance community character*

The Eastern Segment districts will:

- continue to benefit from valued independent businesses;
- support these businesses through the mitigation of impacts to parking from the Grant Road widening, as well as through the strengthening of business district identities and industry clusters such as medical office and services, antiques, restaurants, and building supplies;
- provide district parking lots, which can be shared by customers of various businesses, can provide signage and education about businesses, and can create public space for events such as markets and festivals through periodic use of parking lots;
- diversify land uses to decrease the over-supply of retail and service space along this stretch of Grant Road with the addition of offices and residences, which can make the districts more viable and active;
- leverage the new Grant Road design to create a better pedestrian environment, which will take advantage of the direct frontage onto the sidewalk where continuous parking lots are no longer possible, and the redevelopment of space unusable for parking into attractive landscaping, dining, and display areas; and
- incorporate new infill development that will increase vitality in the Eastern Segment districts and will maintain the 2 to 3 story building heights that are similar to what is allowed with today's zoning while creating a more continuous and active building frontage along the sidewalk and stepping down to and buffering adjacent residential neighborhoods.



# Eastern Segment Districts (cont'd)

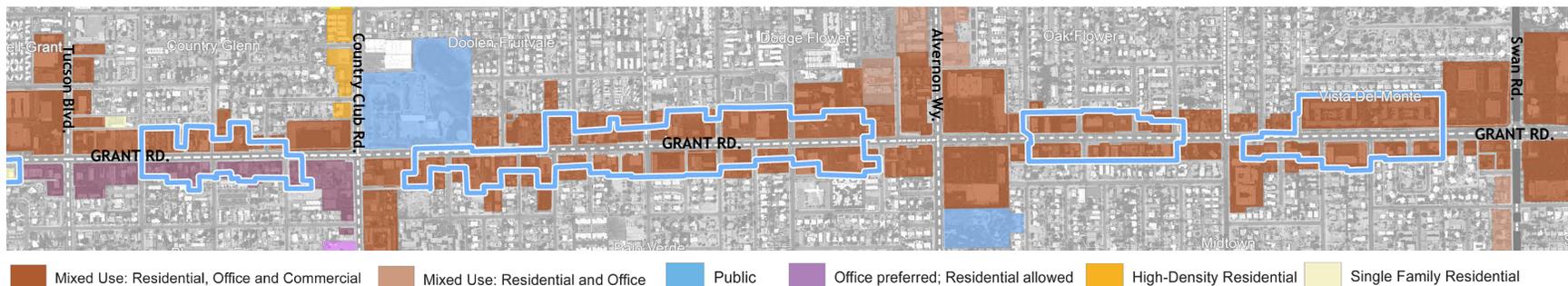
## EXISTING POLICY

### Zones in the Eastern Segment Districts

<p><b>C-3</b></p> <p>Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential</p> <p>Residential density: 44 dwelling units/acre</p> <p>Height limit: 50-75 feet (non-residential); 40 feet (residential)</p>	<p><b>C-2</b></p> <p>Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential</p> <p>Residential density: 44 dwelling units/acre</p> <p>Height limit: 40 feet</p>	<p><b>C-1</b></p> <p>Allowed uses: Retail/service commercial with no outside display/storage; office; residential</p> <p>Residential density: 36 dwelling units/acre</p> <p>Height limit: 25 feet (residential); 30 feet (commercial)</p>
<p><b>O-3</b></p> <p>Allowed Uses: Office; Research and Development; Residential</p> <p>Residential density: 22 dwelling units/acre</p> <p>Height limit: 40 feet (non-residential); 25 feet (residential)</p>	<p><b>R-2</b></p> <p>Allowed uses: Multifamily and single-family residences; office</p> <p>Residential density: 15 dwelling units/acre</p> <p>Height limit: 25 feet</p>	<p><b>R-3</b></p> <p>Allowed uses: Multifamily and single-family residences; office</p> <p>Residential density: 36 dwelling units/acre</p> <p>Height limit: 40 feet</p>

### Area and/or Neighborhood plans covering the Eastern Segment Districts

North side is Mixed Uses – “Office, High-Density Residential, Neighborhood Commercial,” (Cragin-Keeling AP); South side is Office or Commercial Uses (Blenman-Vista NP)



## Tucson Center

*Keep focus of center with some enhancements*

The Tucson Center will:

- continue to support a mix of building supply stores, restaurants and other retail and service uses;
- focus intensity at the corner properties at the intersection of Tucson Boulevard and Grant Road with well-designed taller (3 to 4 story) buildings, which will incorporate residences, retail, offices, or a mix of these uses to create a better pedestrian environment at the intersection;
- balance the need for auto access to businesses such as Grant Road Lumber and Kingfisher Bar & Grill with a better pedestrian environment that benefits from areas in front of businesses that are no longer available for parking taking on more engaging uses such as seating, display, and landscaping; and
- benefit from new district parking lots that will provide more flexibility for the development of individual parcels by reducing the need for on-site parking.



**EXISTING POLICY**

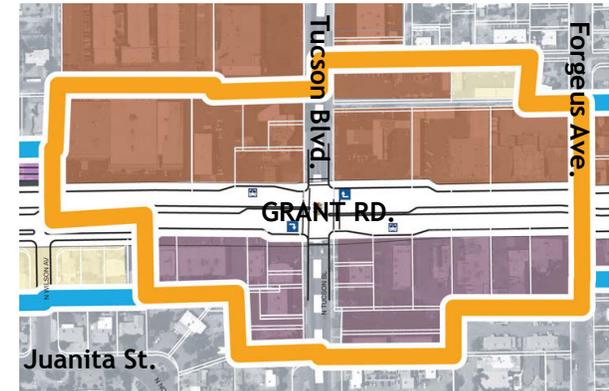
**Zones in the Fontana to Tucson Center**

<p><b>C-3</b>                  Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential                  Residential density: 44 dwelling units/acre                  Height limit: 50-75 feet (non-residential); 40 feet (residential)</p>	<p><b>C-2</b>                  Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential                  Residential density: 44 dwelling units/acre                  Height limit: 40 feet</p>	<p><b>C-1</b>                  Allowed uses: Retail/service commercial with no outside display/storage; office; residential                  Residential density: 36 dwelling units/acre                  Height limit: 25 feet (residential); 30 feet (commercial)</p>
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**Area and/or Neighborhood plans covering the Tucson Center**

Current zoning as land use designation in southwest (Jefferson Park NP); Mixed Uses on north corners – “Office, High-Density Residential, Neighborhood Commercial,” Office on parcels on north side in eastern part of center, and Residential on parcels on north side in western part of center (Cragin–Keeling AP); Office or Commercial Uses in southeast corner (Blenman Vista NP).

**Potential District boundaries and Area/Neighborhood plan designations**



- Office preferred; Residential allowed
- Mixed Use: Residential, Office and Commercial
- Single Family Residential

## Country Club Center

*Revitalize to capitalize on existing focus of center*

The Country Club Center will:

- grow around two different but compatible clusters of activity: Doolen School, and the recreational and institutional uses that are adjacent to it; and the antiques district around the intersection of Grant and Country Club roads;
- emphasize a walkable environment for both students and shoppers;
- include complementary land uses such as food services and public space;
- incorporate residences in this center which will increase vitality and safety in the area, and potential live-work units could support the expansion of the antiques cluster with complementary arts and crafts businesses; and
- accommodate more intensity in the form of well-designed buildings of up to 4 stories at Grant and Country Club roads, with heights stepping down to the surrounding neighborhoods.



**EXISTING POLICY**

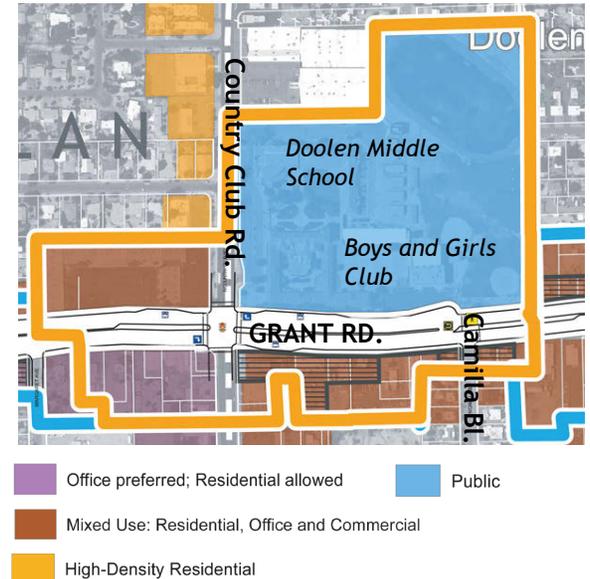
**Zones in the Country Club Center**

<p><b>C-1</b></p> <p>Allowed uses: Retail/service commercial with no outside display/storage; office; residential</p> <p>Residential density: 36 dwelling units/acre</p> <p>Height limit: 25 feet (residential); 30 feet (commercial)</p>	<p><b>C-2</b></p> <p>Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential</p> <p>Residential density: 44 dwelling units/acre</p> <p>Height limit: 40 feet</p>	<p><b>R-2</b></p> <p>Allowed uses: Multifamily and single-family residences; office</p> <p>Residential density: 15 dwelling units/acre</p> <p>Height limit: 25 feet</p>
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**Area and/or Neighborhood plans covering the Country Club Center**

Primarily mixed use (Grant-Alvernon Area Plan) with the commercial uses in the district areas closest to Alvernon being designated as “commercial” and those further away generally categorized as “neighborhood commercial.”

**Potential District boundaries and Area/Neighborhood plan designations**



## Alvernon Center

### *Revitalize shopping centers into mixed use centers*

The Alvernon Center will:

- build on its current role as a community shopping and transit hub;
- support the high number of pedestrians that currently walk along and across Grant Road to access the high-levels of transit service, and destinations in and beyond this center;
- improve existing development, especially to the larger shopping centers, such as landscape buffers, landscaped and shaded pedestrian walkways, and infill buildings;
- provide a longer-term vision for the larger shopping center sites so that if reuse occurs, the anchor retail stores that serve a wide segment of the community could remain, but the character of the sites will transform into a more intensive and diverse mix of uses such as retail, offices, and residences accommodated in buildings up to 5 stories that are accessed by a finer network of streets; and
- recognize that the Tucson Botanical Gardens is an asset to the area and should be showcased on Grant Road, whether through an expansion to front directly onto Grant Road, an access way on Grant Road, the addition of complementary businesses serving visitors, or an enhancement of Grant Road landscaping that could be maintained by the Gardens through an agreement - any of which would help to increase the visibility of the Gardens while supporting the community-building goals of the Grant Road CC&V Plan.



**EXISTING POLICY**

**Zones in the Alvernon Center**

**C-1**

**Allowed uses:** Retail/service commercial with no outside display/storage; office; residential  
**Residential density:** 36 dwelling units/acre  
**Height limit:** 25 feet (residential); 30 feet (commercial)

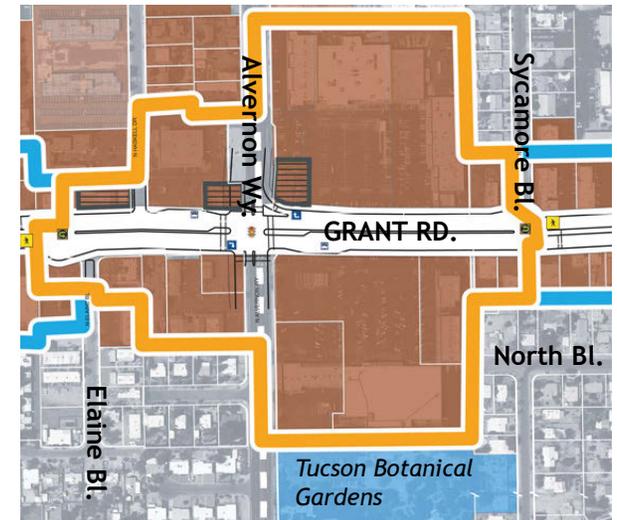
**C-2**

**Allowed uses:** Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential  
**Residential density:** 44 dwelling units/acre  
**Height limit:** 40 feet

**Area and/or Neighborhood plans covering the Alvernon Center**

Entire center is Office, Commercial, High Density Residential (Grant-Alvernon AP).

**Potential District boundaries and Area/Neighborhood plan designations**



- Mixed Use: Residential and Office
- Mixed Use: Residential, Office and Commercial
- Public

## Columbus Center

*Refocus auto-oriented commercial strips into neighborhood center*

The Columbus Center will:

- coalesce into a walkable neighborhood center that provides a shopping and gathering destination that is more convenient and neighborhood-focused than stores in the larger, more regional-serving or specialty shopping centers at Alvernon and Country Club Centers;
- capitalize on many varied small opportunities for transformation, such as underutilized parcels fronting the walkable environment created by the local access lane west of Columbus Boulevard on the north side of Grant Road, a rear alley to access new retail, office, residential or live-work development on remnant pieces of acquired parcels on the south side of Grant Road, and vacant parcels northeast of the intersection of Columbus Boulevard and Grant Road;
- transition the current auto-oriented land uses around this intersection to more intensive, pedestrian-supportive, mixed-use development of up to 3 stories;
- incorporate mixed-use development with retail space for independent stores with medical offices or residences above; and
- focus neighborhood-supporting uses with the development of a small public open space that would bring positive activity to support a safer environment in this center.



**EXISTING POLICY**

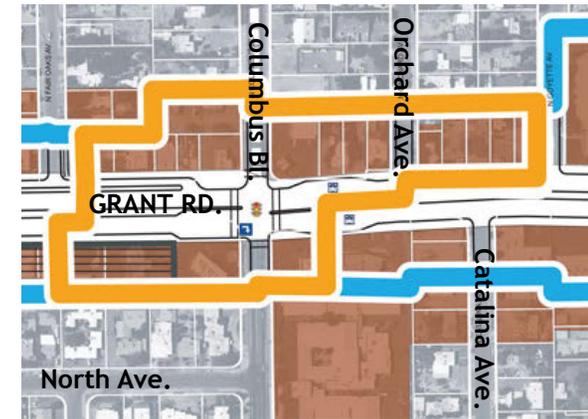
**Zones in the Columbus Center**

<p><b>C-1</b></p> <p>Allowed uses: Retail/service commercial with no outside display/storage; office; residential</p> <p>Residential density: 36 dwelling units/acre</p> <p>Height limit: 25 feet (residential); 30 feet (commercial)</p>	<p><b>C-2</b></p> <p>Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential</p> <p>Residential density: 44 dwelling units/acre</p> <p>Height limit: 40 feet</p>	<p><b>R-2</b></p> <p>Allowed uses: Multifamily and single-family residences; office</p> <p>Residential density: 15 dwelling units/acre</p> <p>Height limit: 25 feet</p>
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**Area and/or Neighborhood plans covering the Columbus Center**

Southwest and northwest corners are Office, Commercial, High Density Residential; southeast corner is Office, Neighborhood Commercial, High-Density Residential (Grant-Alvernon AP); Northeast corner is Office, Commercial, High Density Residential (Arcadia-Alamo AP).

**Potential District boundaries and Area/Neighborhood plan designations**



Mixed Use: Residential and Office

## Swan Center

*Keep focus of center with some enhancements*

The Swan Center will:

- continue to be focused around the shopping centers and major commercial land uses that, along with the Crossroads Festival shopping center, comprise a major retail and restaurant cluster in Midtown Tucson;
- improve the walking environment at the edges of these shopping centers and partial or complete redevelopment of the northwest or southeast corners of the Grant and Swan intersection could further improve walking with the addition of buildings fronting the roads; and
- incorporate a broader mix of uses, including professional or medical offices, and restaurants could further enliven the center.



**EXISTING POLICY**

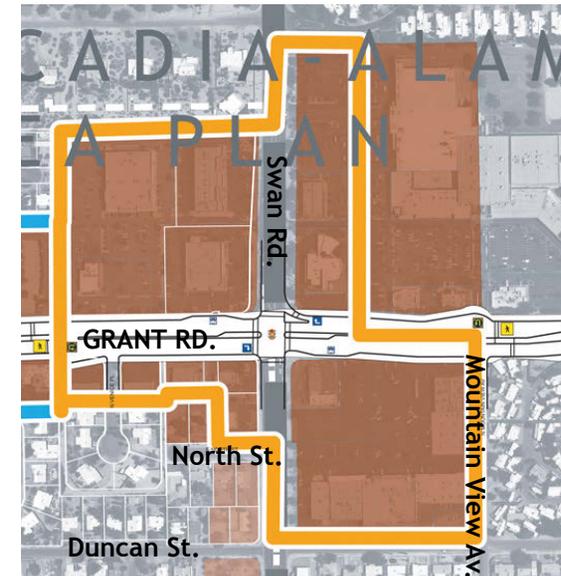
**Zones in the Swan Center**

<p><b>C-1</b></p> <p>Allowed uses: Retail/service commercial with no outside display/storage; office; residential</p> <p>Residential density: 36 dwelling units/acre</p> <p>Height limit: 25 feet (residential); 30 feet (commercial)</p>	<p><b>C-2</b></p> <p>Allowed uses: Retail; Office; Wholesale; Automotive; Entertainment; Light Industrial; Residential</p> <p>Residential density: 44 dwelling units/acre</p> <p>Height limit: 40 feet</p>
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**Area and/or Neighborhood plans covering the Swan Center**

Northwest, northeast, and southeast corners are Office, Commercial, High Density Residential (Arcadia-Alamo AP); Southwest corner is Office, Neighborhood Commercial, High-Density Residential (Grant-Alvernon AP).

**Potential District boundaries and Area/Neighborhood plan designations**



Mixed Use: Residential, Office and Commercial

