



The Grant Road Corridor Project is Funded by the Regional Transportation Authority

GRANT ROAD

Improvement Plan

Mobility Vitality Sustainability



WELCOME

Grant Road Improvement Plan Milestone Open House

November 17, 2010



Milestones For Your Review & Comment

- Preliminary design plans have been completed
- Design Concept Report has been completed
- Design of Grant-Oracle intersection is underway
- Public Art Team for Grant-Oracle needs your input
- Grant Road land use planning is beginning its final phase



Tonight's Presentation

- Project background
- Where we've been and where we're going
- Available information
- One-on-one discussions



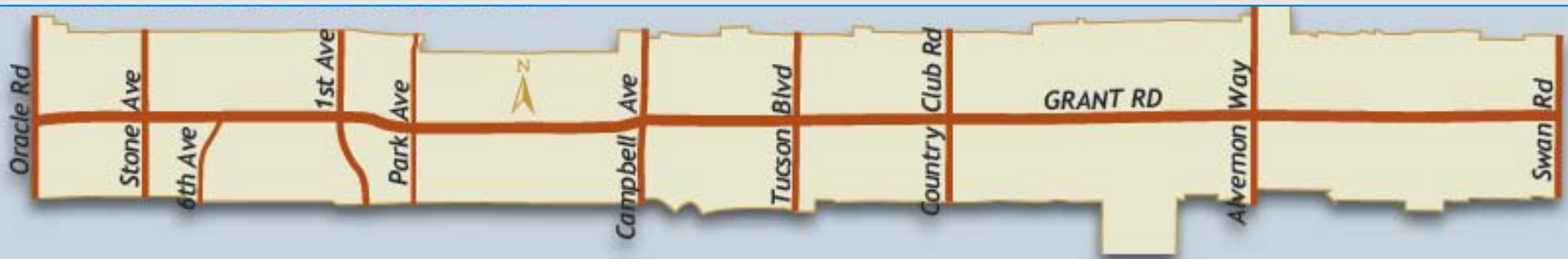
Project Background



RTA's Largest Project

5 Miles from Oracle Road to Swan Road

- Widen and reconstruct to six lanes including streetscape, bike lanes and sidewalks
- Approved by voters in 2006
- Context Sensitive Solutions process



Project Planning Area

Citizen Task Force

19 members representing businesses, neighborhoods, the region, alternative modes, City Manager's Office & Planning Commission



Where We've Been & Where We're Going



Grant Road Community Conversations

Fall 2006

Three listening sessions
hosted by the City



Questions

- What makes Grant Road unique?
- What elements contribute to community value?
- What elements demonstrate strong community character?
- How can you contribute to a Grant Road “sense of place”?

Vision Statement & Guiding Principles

2007-2008

Created by the Task Force
with input from the public
and planning team

The image shows the cover of a report titled "GRANT ROAD Improvement Plan". At the top left is the RTA logo. The title "GRANT ROAD Improvement Plan" is in large, bold letters. Below the title is a navigation bar with "Mobility", "Vitality", and "Sustainability" buttons. A diagonal banner on the left says "FINAL Developed by the Grant Road Task Force with public input & review 2007-08". The main title of the report is "Final Vision Statement & Guiding Principles February 19, 2008". The content is divided into "Vision Statement" and "Guiding Principles". The "Vision Statement" section contains three paragraphs of text. The "Guiding Principles" section starts with "1. Mobility and Access" and includes a sub-section "1.1 Balance the transportation needs of those traveling locally with those passing through Grant Road by:" followed by a bulleted list of three items. At the bottom, there is a small disclaimer: "This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson."

GRANT ROAD *Improvement Plan*

Mobility Vitality Sustainability

FINAL
Developed by the Grant Road Task Force
with public input & review 2007-08

**Final Vision Statement
& Guiding Principles**
February 19, 2008

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.

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Guiding Principles

- Mobility & Access
- Character & Vitality
- Aesthetics & Environment
- Vision & Implementation

Grant Road Design Innovations & Alignment

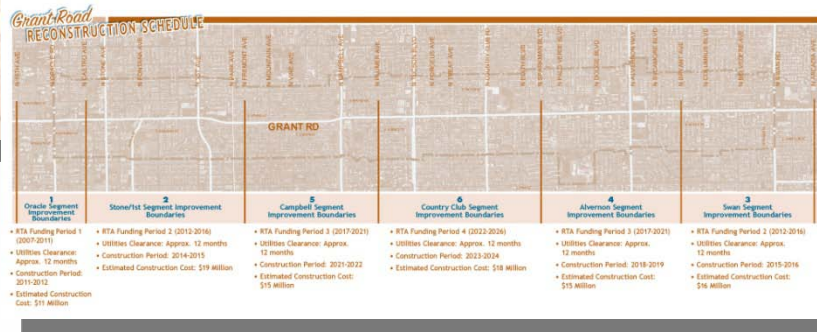
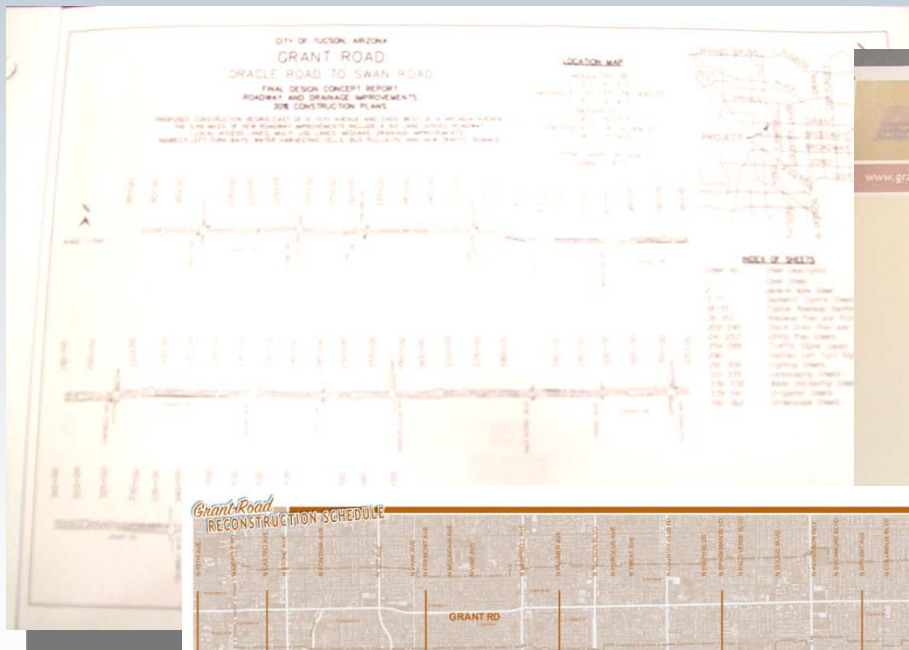
2008-2009

Created using public input, technical information
& guiding principles



Grant Road Preliminary Design 2009-2010

The first step in the design process for each of six Grant Road reconstruction projects



Community Character & Vitality Plan

2009-2011

Creating a land use vision and implementation strategy

“Grant Road has a great eclectic character – its not super-planned”

“Acknowledge that the area is more urban, and you should cluster businesses and support pedestrian walkability and mixed-use”

“I am concerned that historic homes and business properties will be taken and the character of the area will change”

“Add public gathering places”



“Better property maintenance”



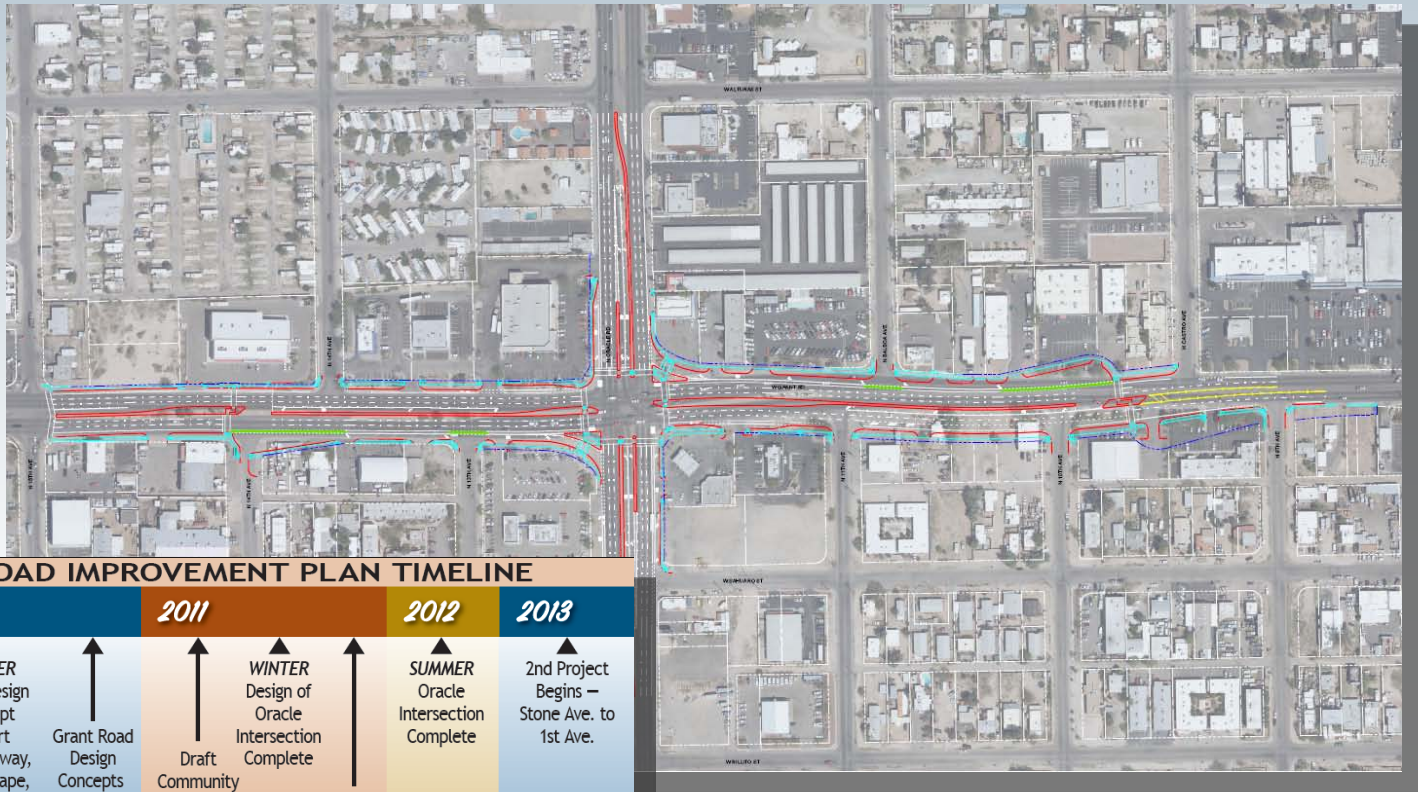
“Keep it an affordable place to live and do business”

“The variety of neighborhood businesses is an asset to the area”

Grant - Oracle Intersection

2010-2012

The first of six Grant Road reconstruction projects



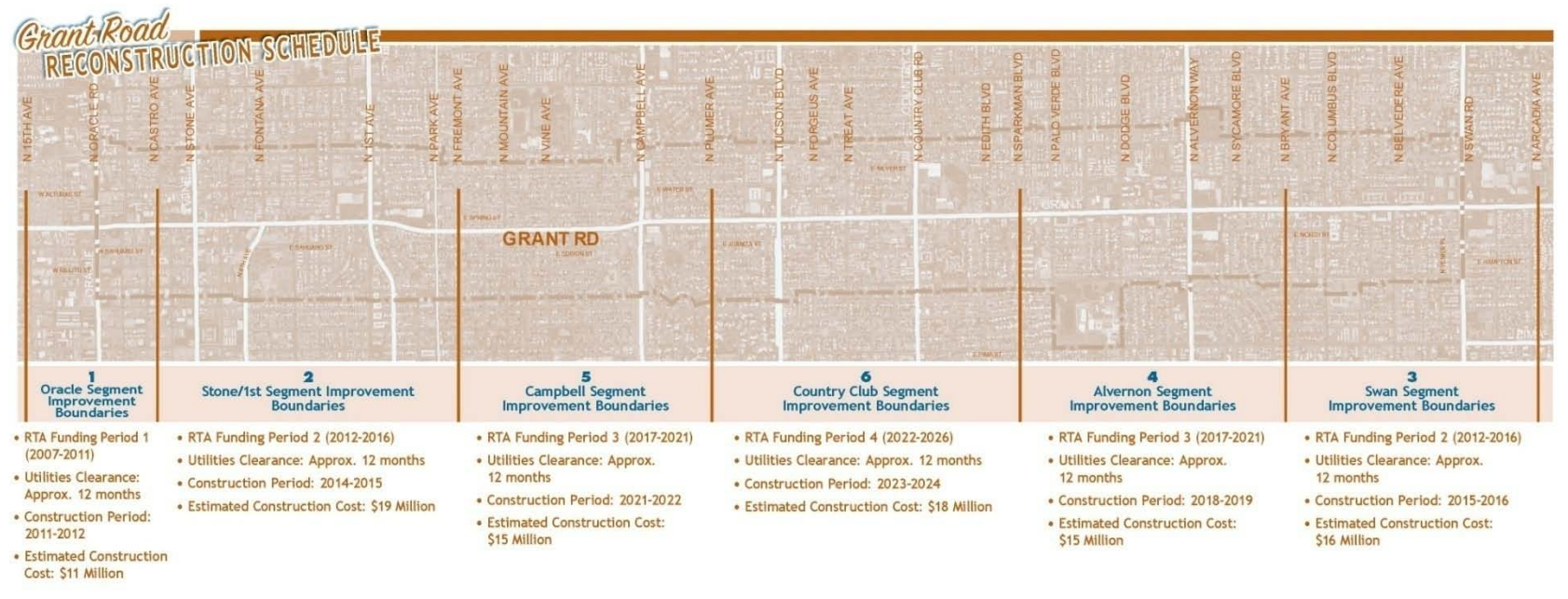
GRANT ROAD IMPROVEMENT PLAN TIMELINE



Continuing Grant Road Reconstruction

2012-2024

Six Grant Road reconstruction projects with construction cost estimate of \$102 million



Open House Information



Community Involvement

Using Context-Sensitive Solutions to Plan Grant Road



Context Sensitive Solutions (CSS)

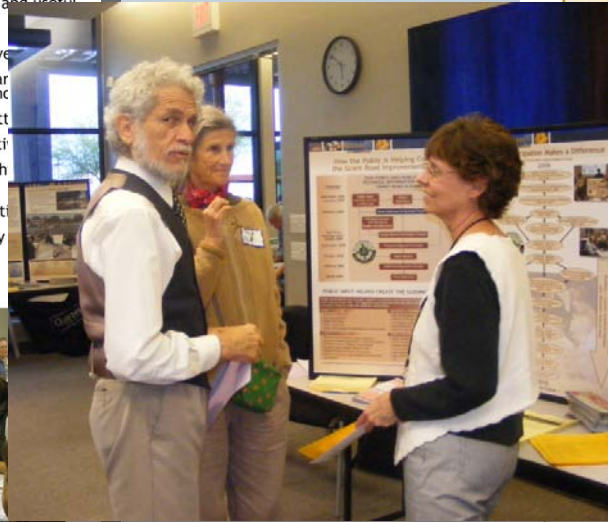
CSS provides solutions to transportation problems, issues and challenges through a process that balances the competing needs of diverse stakeholders starting in the earliest stages of project development. The CSS approach also means flexibility in the application of design controls, guidelines and standards to design a facility that is safe and useful for all modes of travel. CSS is:

- A process for making effective
- Collaborative, interdisciplinary approach involving all stakeholders
- Respects and fits physical setting
- Integrates community objectives
- Preserves scenic, aesthetic, and environmental resources
- Integrates regional transportation
- Maintains safety and mobility
- Applies flexibility in design



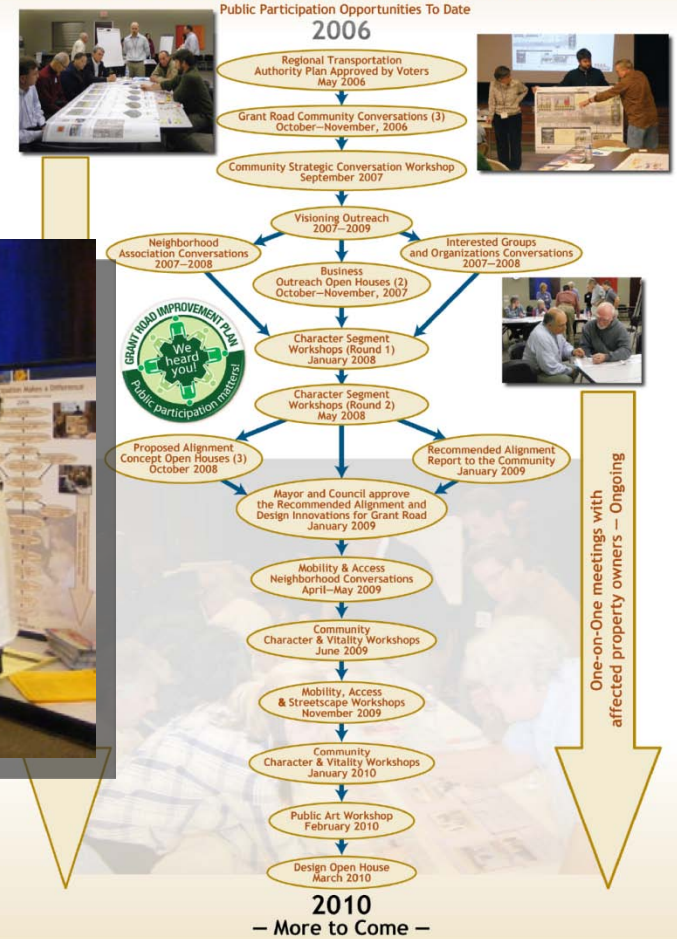
The Goals of the CSS Process

- Long range vision
- Stakeholder education
- Full range of alternatives
- Enhancements to community, environment and transportation
- Clear assessment of trade-offs
- Innovative solutions
- Public trust in agency



Public participation has been vital to the success of the Grant Road Improvement Plan to date. This symbol indicates places where public input has been integrated into the plan. Many of the plan's key decisions and unique and sustainable design innovations originated with ideas and suggestions from the public. Look for this symbol to see where you have influenced the design and planning for the future Grant Road.

Public Participation Makes a Difference

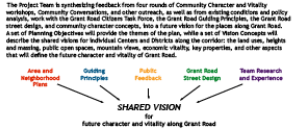


Community Character & Vitality Plan

Grant Road Community Character and Vitality Plan

The Grant Road Community Character and Vitality Plan is a set of tools for the City of Tucson, property owners, and the community along Grant Road and throughout greater Tucson to define and achieve a vision for the Grant Road corridor, and to facilitate the creation of great places that complement the street improvements of the Grant Road Improvement Plan.

A Community Vision for Grant Road



Achieving the Community Vision

To accomplish this shared vision for Grant Road, the Project Team has been working to develop a Policy Framework that will be both flexible and effective for the greater community, property owners, and the City of Tucson.

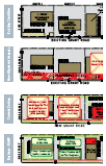
Area and Neighborhood Plan refinements:



Area and neighborhood plans provide direction for the development of Tucson's neighborhoods and describe the form and character of the various areas of the city. The 2008 Plan will refine the plan to include the Grant Road Improvement Plan Vision Statement and Planning Objectives, amend specific policies where needed, and provide design guidelines for Grant Road Centers and Districts within the area's neighborhood plan area.

Grant Road Design Guidelines and Revitalization Zone

Development Approval Options:



Existing zoning will not change for the project area along Grant Road. However, the project team is developing a set of design guidelines for the project area to help guide property owners in their development decisions. The project team is also working to update the Grant Road Revitalization Zone Ordinance to include the project area. This new Revitalization Zone Ordinance will integrate the Design Guidelines with zoning for more efficient and effective implementation. It could allow for lower or higher heights than existing zoning, different uses of land use, different densities and lot sizes, and different setbacks. The project team will coordinate with the city on the review and adoption of building zoning.

Achieving the community vision for Grant Road depends on the private sector's effective participation and investment in the project area. The Community Character and Vitality Plan will provide a variety of options for property owners or developers to mitigate the effects of the Grant Road widening on their properties. Leverage the new grant improvements with complementary private development, or revitalize their properties with new development.

The diagram to the right shows a typical Grant Road corridor in which today (top), with the impact from the widening (left side), followed by potential alternatives. The right side shows how these development approval options relate to the corridor.

Centers and Districts – An organizing structure for Grant Road

Centers:

Areas around Grant Road's intersections with other major roads that contain concentrations of a mix of activities. Centers vary in size, scale, and diversity and are designed to be compatible with the residential neighborhoods around them.

Types of Centers (see map below):

- Refocus auto-oriented commercial strips into neighborhood centers
- Revitalize shopping centers into neighborhood centers



Districts:

Areas that line Grant Road between the centers that typically are smaller scale and have different building orientations. While some Districts contain auto-serving uses, they also should support pedestrian and bicycle movement along Grant Road.

Types of Districts (see map below):

- Active and engaging neighborhood buffers
- A balanced and supportive mix of uses: residential, student housing, commercial, industrial
- Support retail viability and enhance community character

Center - Character Images:



District - Character Images:



Encourage Viable and Compatible Land Uses

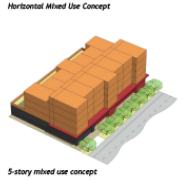
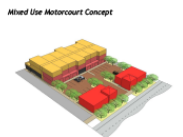
Relevant questions from January 2010 workshops included:

- How to deal with vacant buildings, or uses that are currently struggling?
- What uses would strengthen existing or future businesses?

Workshop activities introduced various building types including a multitude of uses: homes, medical offices, retail shops, neighborhood-services and gathering spaces.

While a mix of uses was supported throughout Grant Road, the types and intensities of uses varied by location:

- Some support for student residential uses west of Park Avenue
- Higher density commercial, retail, services, and offices
- Park to Tucson Districts - mix of uses with residential scale
- Add residential & neighborhood uses to Country Club Center



Create Context Appropriate Building Heights and Massing

Building height and massing has been a concern in terms of:

- Relationship to views of the Catalina Mountains
- Relationship to scale and massing of adjacent single-family neighborhoods
- Appropriate scale and massing given desired character of centers and districts along Grant Road

Feedback from previous workshops has included:

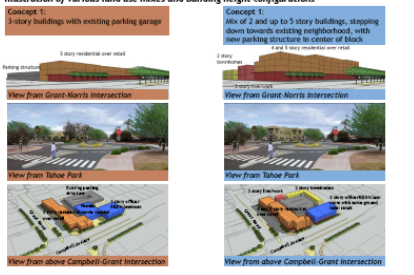
- May 2008 workshops - majority okay with 2-3 stories in most locations, some centers 3-4 stories okay
- January 2010 workshops - Provide up to 4-story heights in some locations, possibly taller than existing zoning
- Only 1 or 2 story buildings in other locations, possibly taller than existing zoning

Centers and Districts with Existing Zoning and Allowed Building Heights

Existing zoning for the study area is a mix of residential, commercial, and light industrial uses, many of which allow for a mix of uses and heights ranging from 1-2 stories (15'-25') to 7 stories (75').



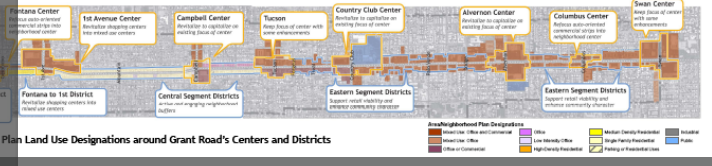
Campbell Center Design Concept Studies – illustration of various land use mixes and building height configurations



Land Use Designations around Grant Road's Centers and Districts

Neighborhood Plans for the neighborhoods along Grant Road. The Grant Road Plan and Guidelines seeks to:

- Refine current area and neighborhood plan land use design guidance for properties along Grant Road through an amendment to Area & Neighborhood Plans
- Guide future land use change to achieve the community's vision for the form and scale of future development
- Primarily deal with non-residential and mixed use properties, not existing single-family residential uses
- Focus on the relationship and buffering between development along Grant Road and the neighborhoods behind
- This effort will not rezone any properties



Grant Road Reconstruction Sequence



- RTA Funding Period 1 (2007-2011)
- Utilities Clearance: Approx. 12 months
- Construction Period: 2011-2012
- Estimated Construction Cost: \$11 Million
- RTA Funding Period 2 (2012-2016)
- Utilities Clearance: Approx. 12 months
- Construction Period: 2014-2015
- Estimated Construction Cost: \$19 Million
- RTA Funding Period 3 (2017-2021)
- Utilities Clearance: Approx. 12 months
- Construction Period: 2021-2022
- Estimated Construction Cost: \$15 Million
- RTA Funding Period 4 (2022-2024)
- Utilities Clearance: Approx. 12 months
- Construction Period: 2023-2024
- Estimated Construction Cost: \$15 Million

Grant Road RECONSTRUCTION SCHEDULE ANNOUNCED

Construction*	Right-of-Way Improvement Boundaries	Acquisition Boundaries
2011–2012	1 - Oracle Road intersection (15 th Ave.–Castro Ave.)	15 th Ave.–Stone Ave.
2014–2015	2 - Stone Ave. & 1st Ave. intersections (Castro Ave.–Fremont Ave.)	Stone Ave.–Mountain Ave.
2015–2016	3 - Swan Rd. intersection (Bryant Ave.–Arcadia Ave.)	Sycamore Blvd.–Arcadia Ave.
2018–2019	4 Alvernon Way intersection (Sparkman Blvd.–Bryant Ave.)	Edith Blvd.–Sycamore Blvd.
2021–2022	5 - Campbell Ave. intersection (Fremont Ave.–Plumer Ave.)	Mountain Ave.–Tucson Blvd.
2023–2024	6 - Country Club Rd. intersection (Plumer Ave.–Sparkman Blvd.)	Tucson Blvd.–Edith Blvd.

Note: Right-of-Way acquisition will typically occur 600-800 ft. beyond the improvement segment to allow for the roadway to transition back to the existing 4 lanes.

* The Reconstruction Schedule is subject to modification throughout the course of the project.

Pedestrian, Bicycle, Transit & Intersections



Preliminary Design Plans

Oracle Road to Swan Road

West



Central



East



Property Owner & Business Resources

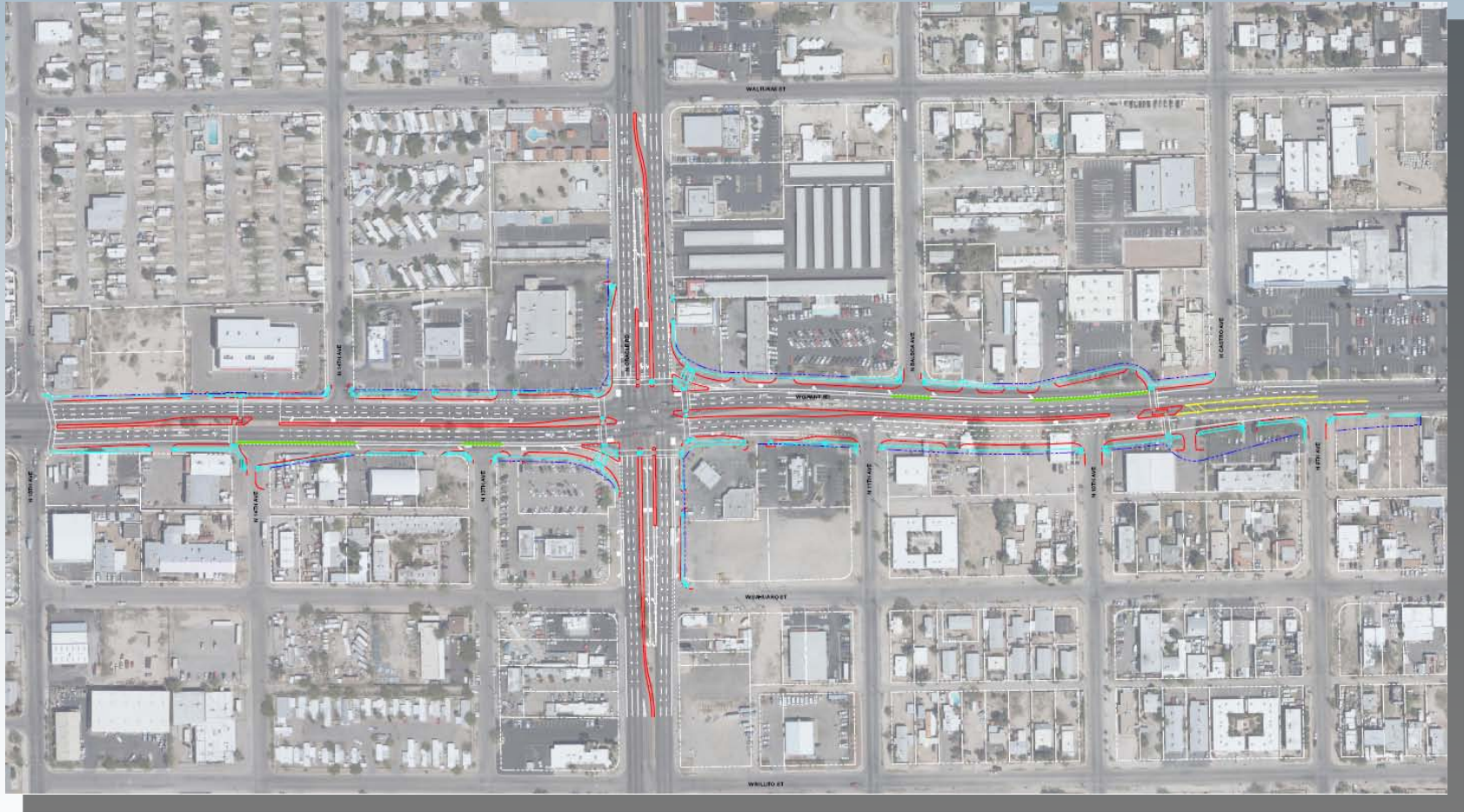


City of Tucson, Real Estate Division

● assisting small business

Main *Street*

Grant-Oracle Intersection Super Station



- Roadway Design Plans
- Landscape Plans
- Streetscape Plans
- Water Harvesting Plans

Property Owner & Business Resources



City of Tucson, Real Estate Division

● assisting small business

Main Street

Grant-Oracle Intersection Super Station



Public Art

Grant Road Improvement Plan

WEAVING PUBLIC ART ALONG GRANT ROAD PUBLIC ART MASTER PLAN





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**THANK YOU
For Joining Us**



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www.grantroad.info

