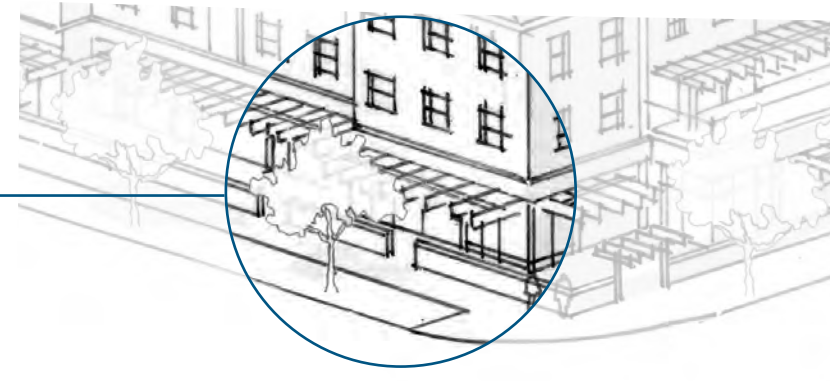
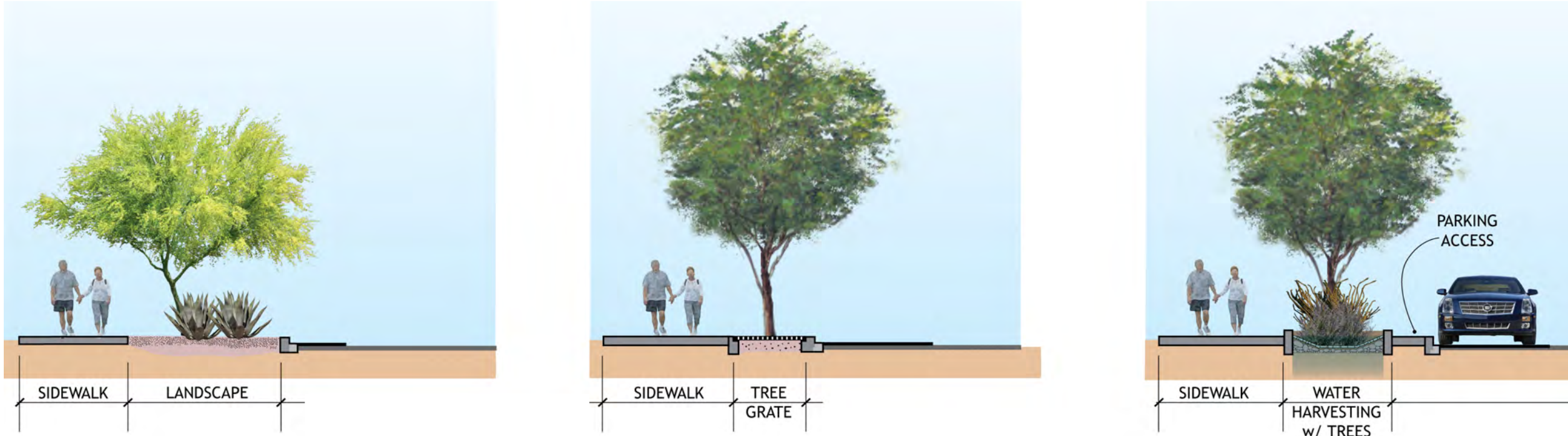


Streets and Parking

Sidewalk Area



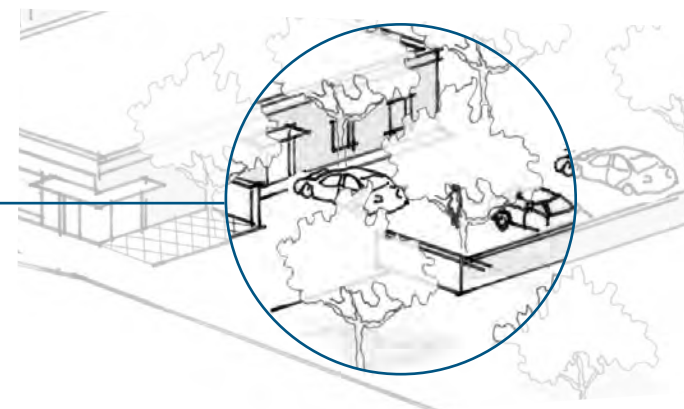
One of the key elements to a vibrant pedestrian and transit-supportive environment is the sidewalk. In the Grant Road District, the *sidewalk area* typically consists of an area for landscaping, either within a strip or with tree well cutouts, a through area for pedestrian travel along the sidewalk, and a “buffer” area along the edge of the sidewalk or adjacent building. In some cases, the buffer area is wide enough for outdoor seating or display of commercial goods, and in some conditions a landscape strip is provided between the back of the sidewalk and an adjacent wall, building, or parking facility.



Above: The simulation shows how the Grant Road sidewalk area provides a buffer from moving traffic; shade from trees; space to walk; and an area along the building frontage to shop, sit, or dine.

Left: The cross sections show different treatments of the landscape buffer area between the sidewalk and the roadway. This area can include a constant planted strip, a hardscape surface with trees in tree grates, or a landscaped rainwater harvesting facility.

Surface Parking Design



The Grant Road District’s surface parking design standards allow for convenient and accessible parking for businesses and establishments, and require that parking lots be safe and comfortable for pedestrians, and do not detract from the sidewalk environment.

Pedestrian circulation in and around surface parking lots should be considered a network. It should be safe and comfortable to walk between parking spaces, building entrances, and sidewalks. Walks should lead to meaningful destinations such as building entrances and open spaces.

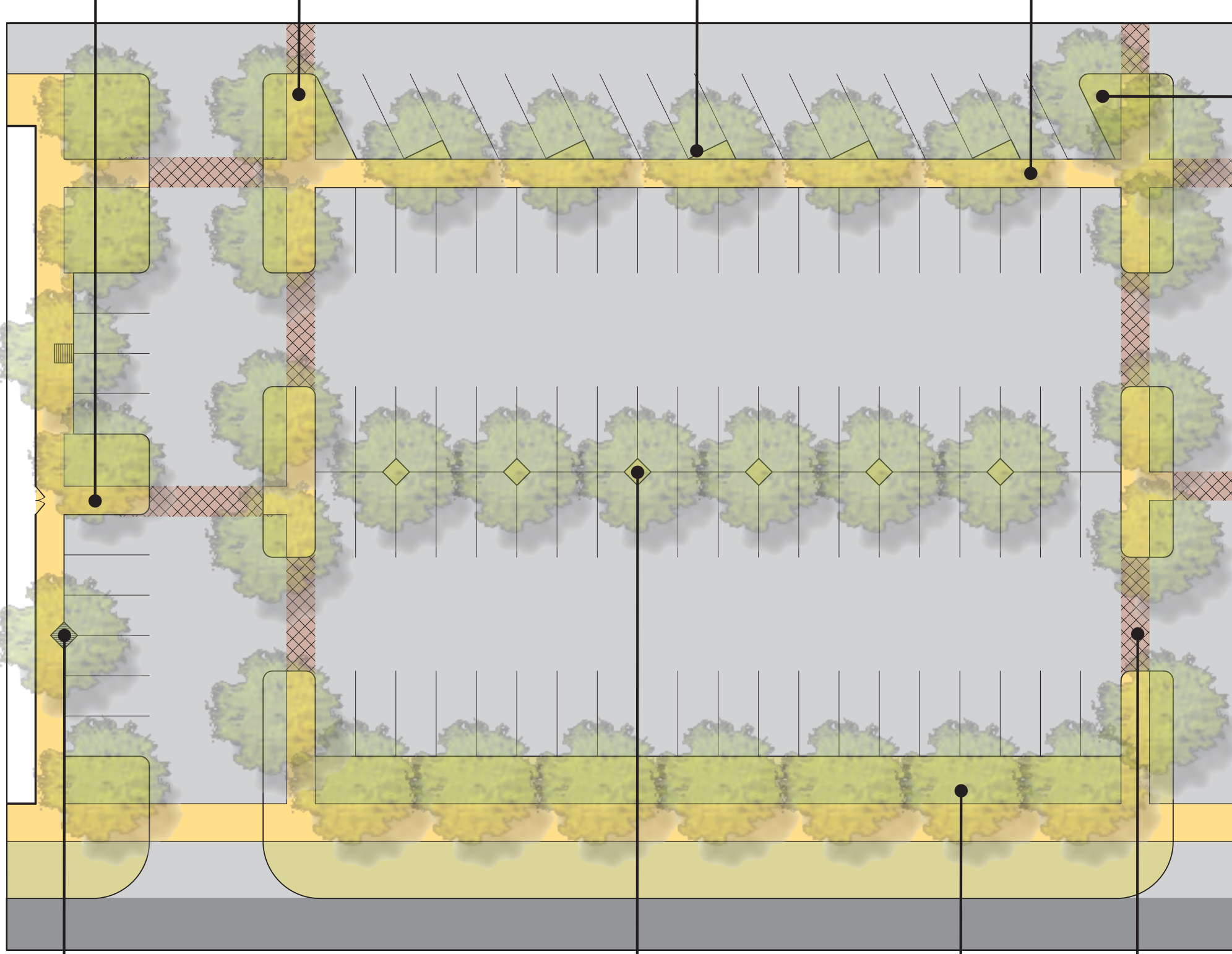


6’ wide walkways are required perpendicular to parking bays no further than 20 spaces apart. These walkways have parallel landscaped areas planted with trees

This example parking lot has 106 spaces, requiring 35 trees. Trees are placed in larger planting areas, in planting strips along walks, in tree grates along walks, in the buffer between the parking lot and the sidewalk, and in small curbed planting areas between parking spaces.



6’ wide walkways, clear of vehicle overhangs, parallel to parking aisles are required at a minimum spacing of every four rows.



Where parking is designed for angled spaces and triangular areas are left at the end of parking rows, these spaces may count toward the landscaped area requirements. The average width of the triangle must be at least 5’.



Planting of trees may occur in sidewalks, but an ADA-accessible path must be maintained.



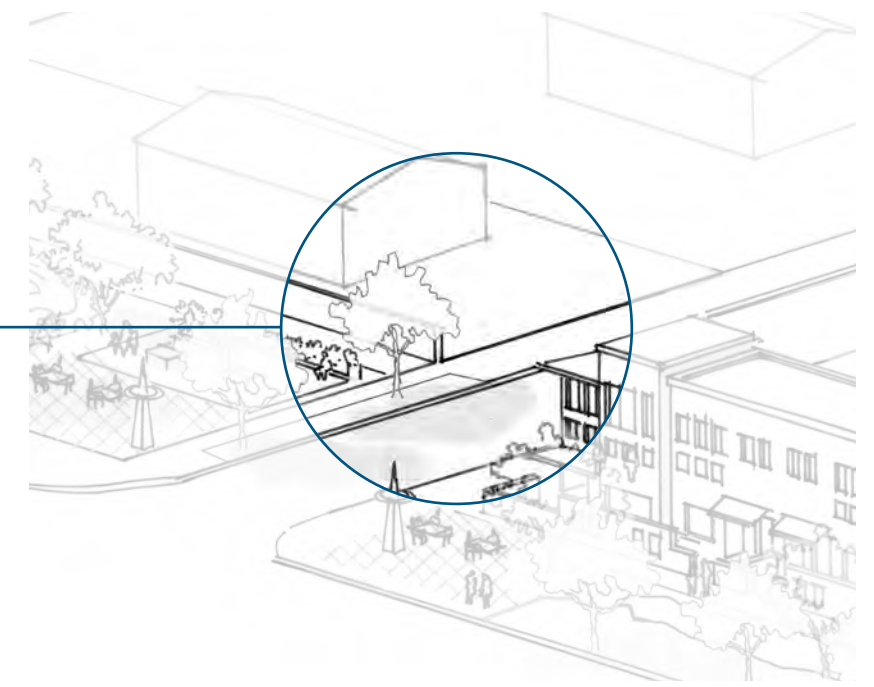
When planted within the vehicular use area, trees should be located at the edge of and between vehicle spaces.

Trees in landscape buffer along sidewalk may count toward one-tree-per-three-spaces requirement as long as they are within 5’ of parking spaces.



Pedestrian crossings of interior site streets and PAALs must be clearly marked.

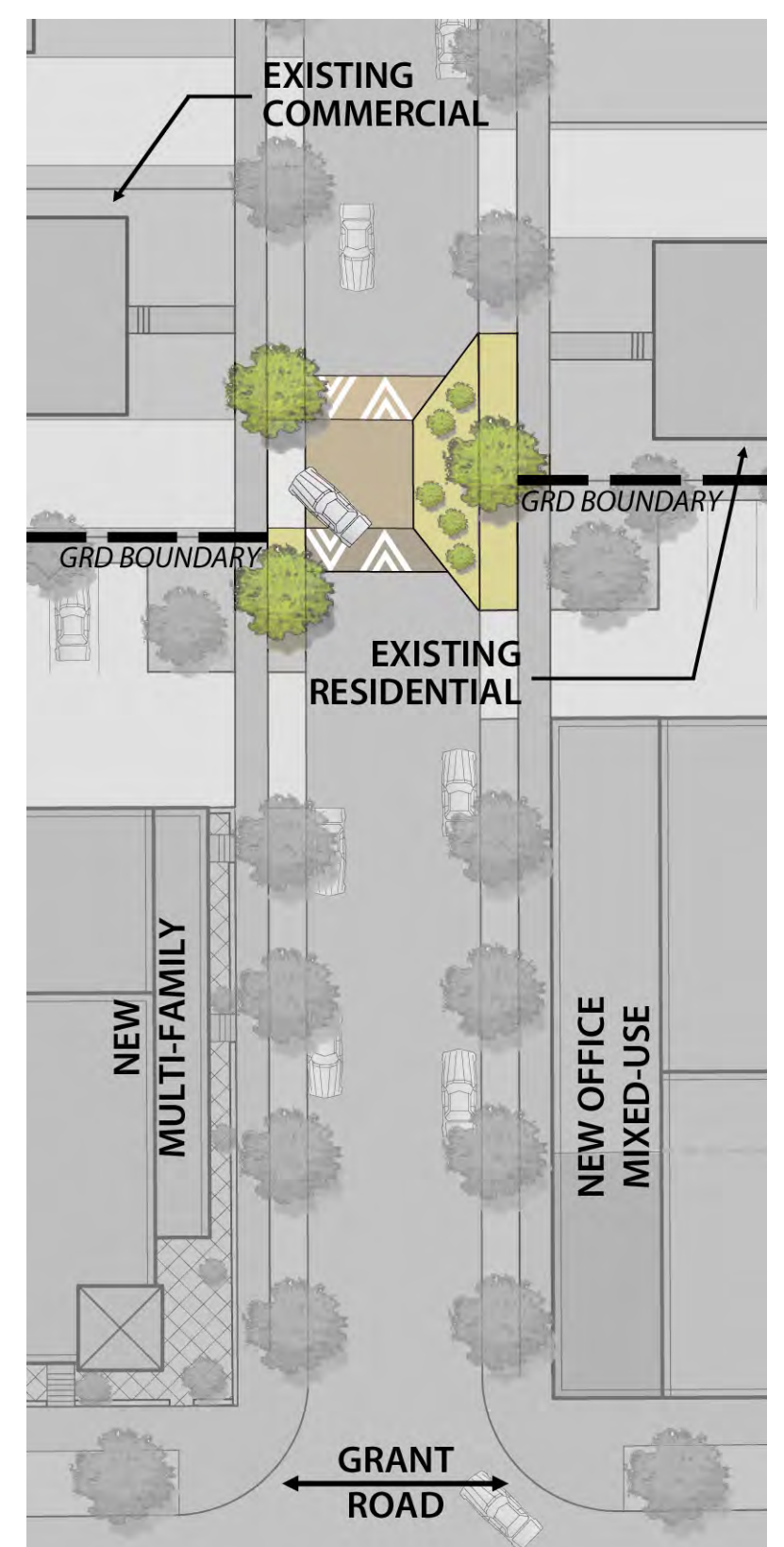
Traffic Calming



Traffic calming in the Grant Road District will encourage drivers traveling to and from new development in the GRD to use Grant Road or other major streets, to slow traffic that does enter an adjacent neighborhood, and to give identity to neighborhood entries as well as create opportunities for additional landscape and open space.



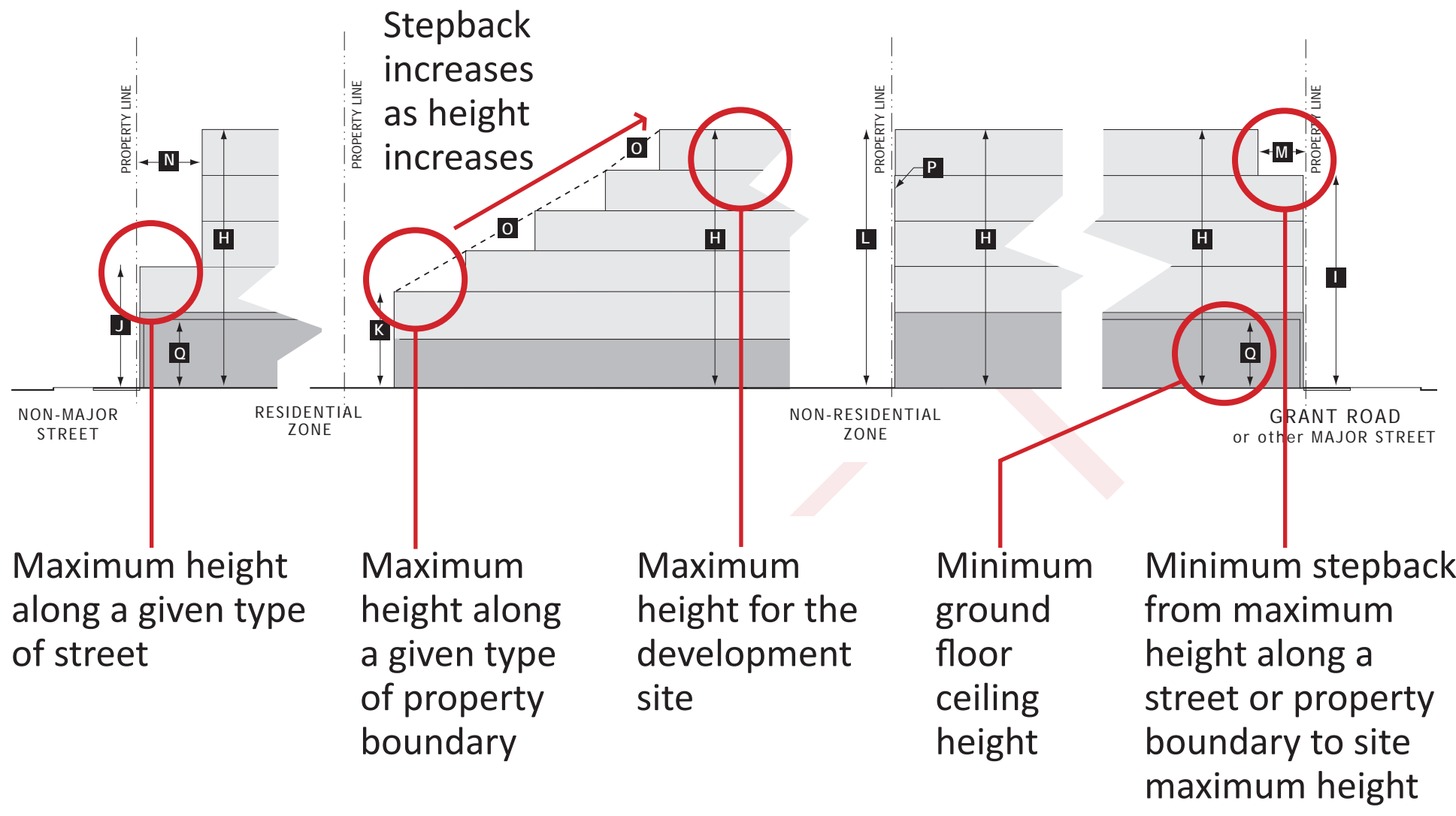
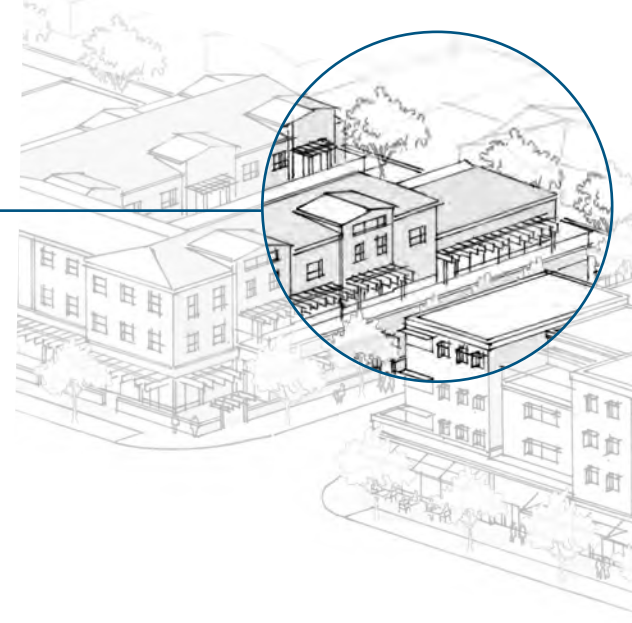
A chicane or choker with a speed table is the preferred traffic calming feature for the GRD. In these illustrations, a chicane provides traffic calming and pedestrian amenities at an entry point between new development on Grant Road and an adjacent neighborhood.



Height, Massing and Articulation

Building Height

The Grant Road District regulates building heights with a nuanced approach. The GRD regulates heights in several ways, including: maximum building heights for a development site; minimum upper floor setbacks depending on the street or adjacent use; and minimum ground floor height. In general, the GRD height limits are designed to be sensitive to the different types of adjacent activities on streets and on properties when setting its height limits. For specific height standards, please see the Category Standards display.



EXISTING ZONING



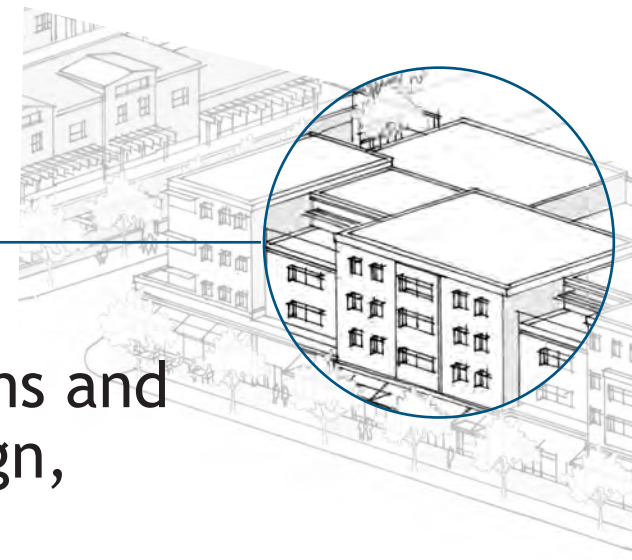
GRD OVERLAY ZONING



This set of simulations compares the height and massing standards for existing C-1 zoning for this site (above) with the height and massing standards for the Segment East Category zoning in the GRD (below). While the C-1 zoning requires a larger rear property boundary perimeter yard but no setback for upper floors, the GRD zoning requires a smaller perimeter yard but significant upper floor setbacks. The result is that development capacity for the site is maintained or even exceeded while the impact of the height is lessened on the adjacent properties and neighborhood residents.

Building Massing

Building massing is the definition of the larger forms and volumes of a building by structural bays, roof design, and other architectural elements.



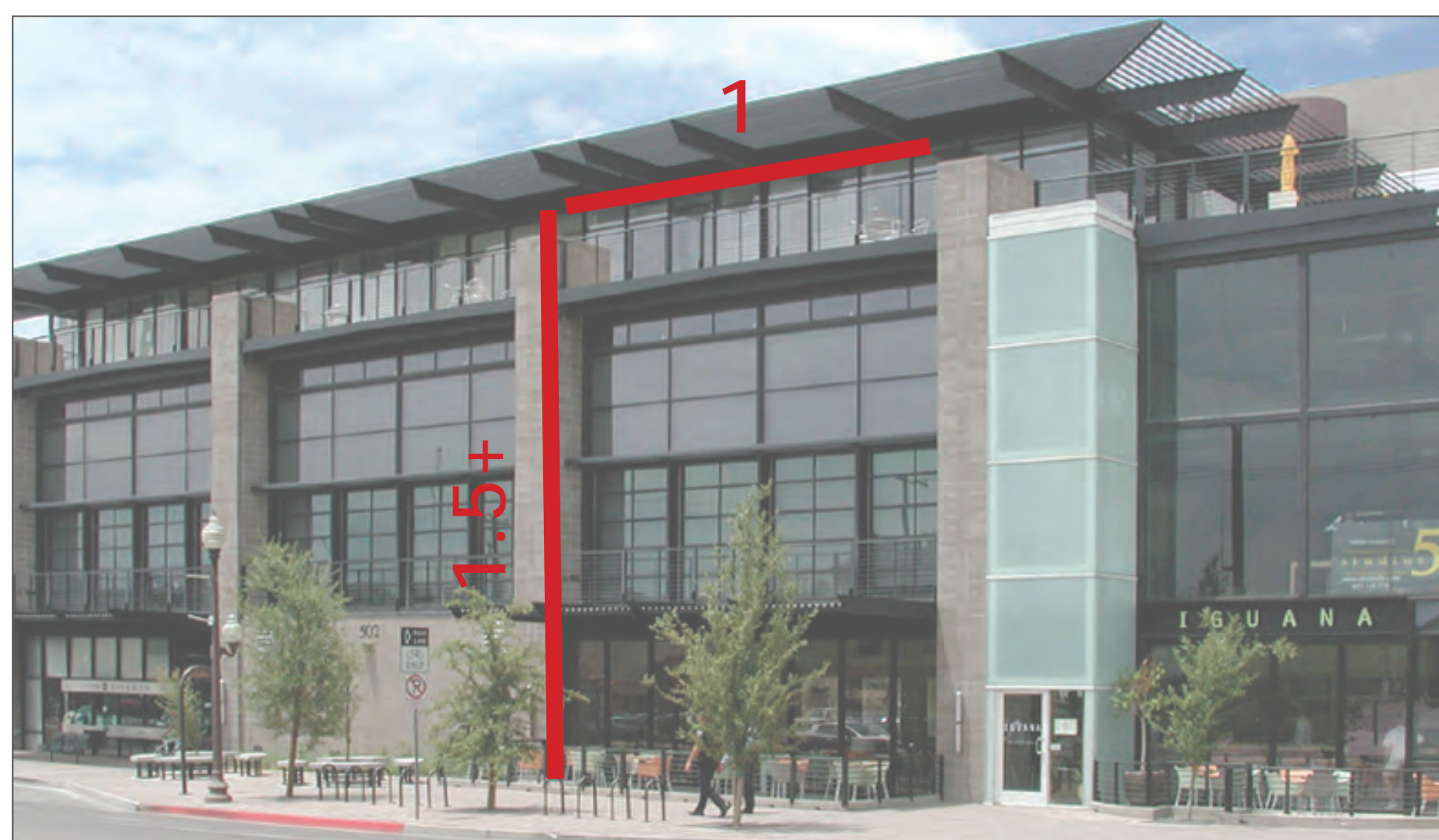
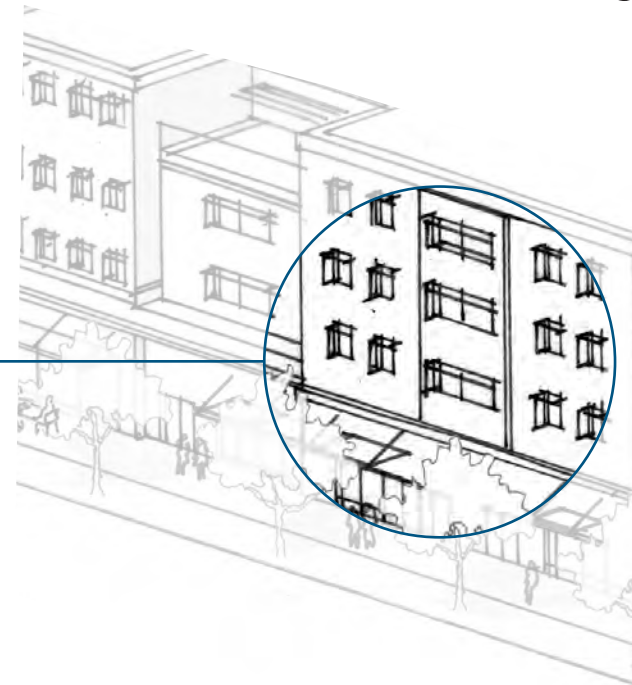
Buildings must be composed of a base and top that are human-scaled.



Massing must have a logical rhythm and order, where the building volumes express the rooms within the building, and frames both ends of the building.

Building Articulation

Building articulation is the definition of forms and texture within the larger building massing that creates interest and human scale.



Massing elements shall provide vertical articulation at a ratio of 1 in width to 1.5 in height to avoid an overly horizontal building form.



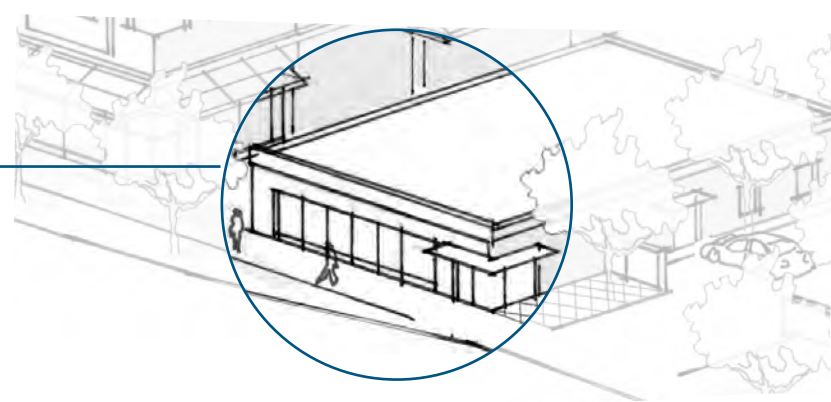
Buildings must be articulated with a combination of massing, variation in plane, materials, and color.

Grant Road District Draft General Standards

Building Placement and Street Frontage

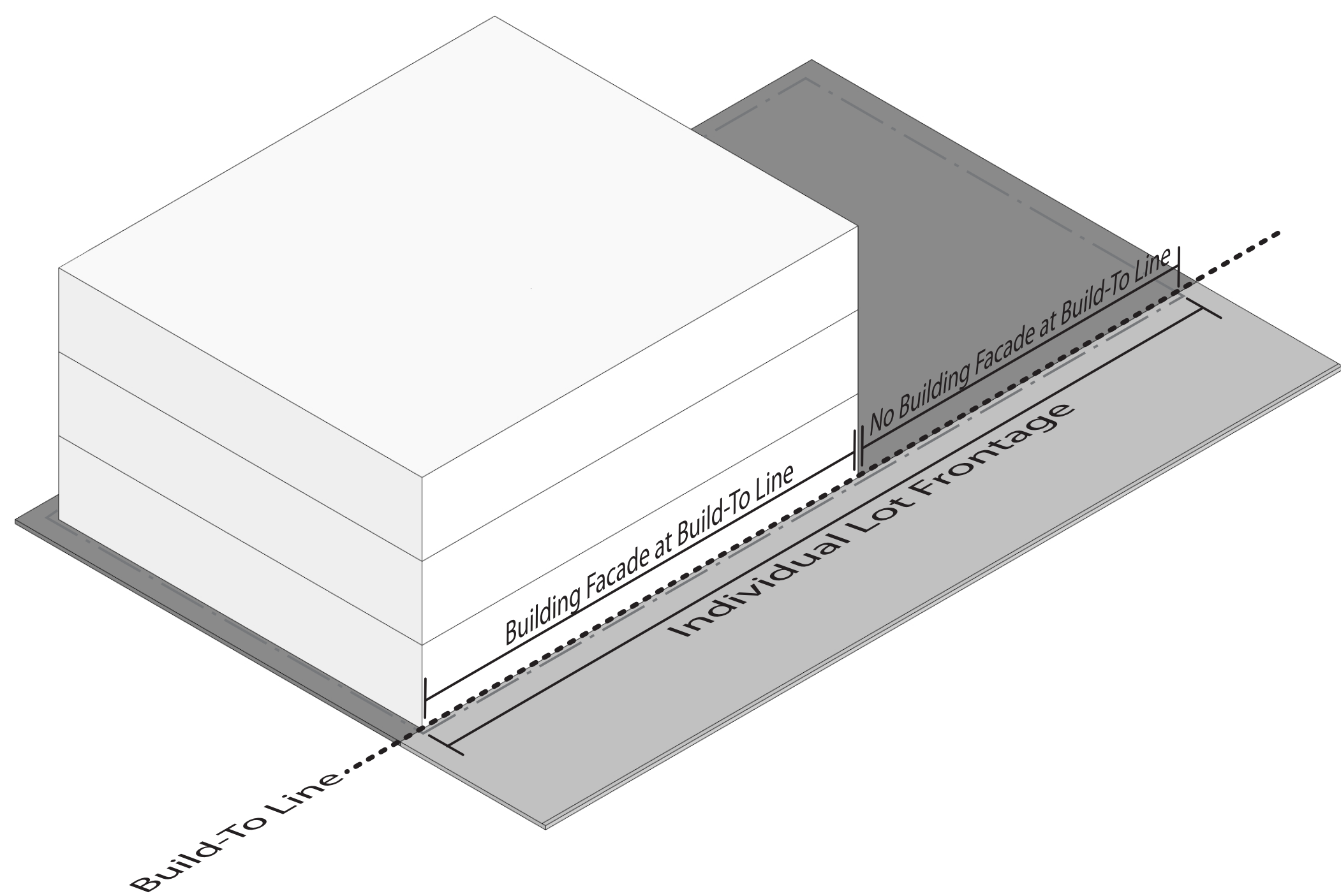
Street Frontage and Building Placement Standards address the ways in which buildings and other site improvements relate to streets and neighboring properties. The way in which sites “front” onto Grant Road, cross streets, and public open spaces, and the way sites abut onto neighboring sites address major objectives of the Grant Road Community Character and Vitality Plan, including supporting pedestrian activity and preserving neighborhood character.

Building Placement: Build-to Line and Perimeter Yard

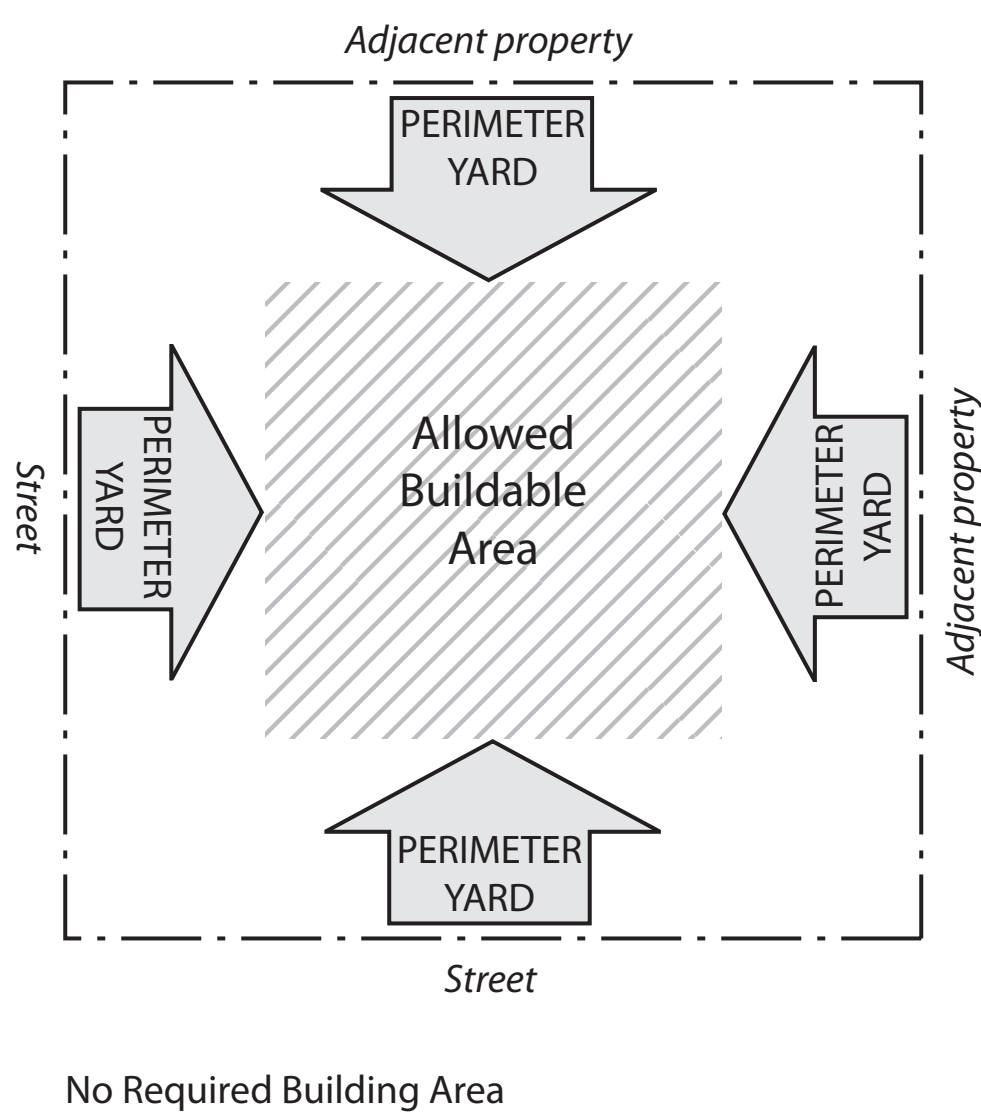


The Grant Road District zoning standards regulate building placement much differently than the Tucson Land Use Code. While the Land Use Code uses a *perimeter yard* to push the building back from the property line on all sides, the GRD minimizes use of the perimeter yard and instead employs a mechanism called a *build-to line* to push the building toward the street (see diagram at right). Perimeter yards are maintained along appropriate property boundaries, such as those along existing Residential Zones, but the build-to line requirement ensures that the presence of a building facade will contribute to an active pedestrian environment along the streets in the GRD.

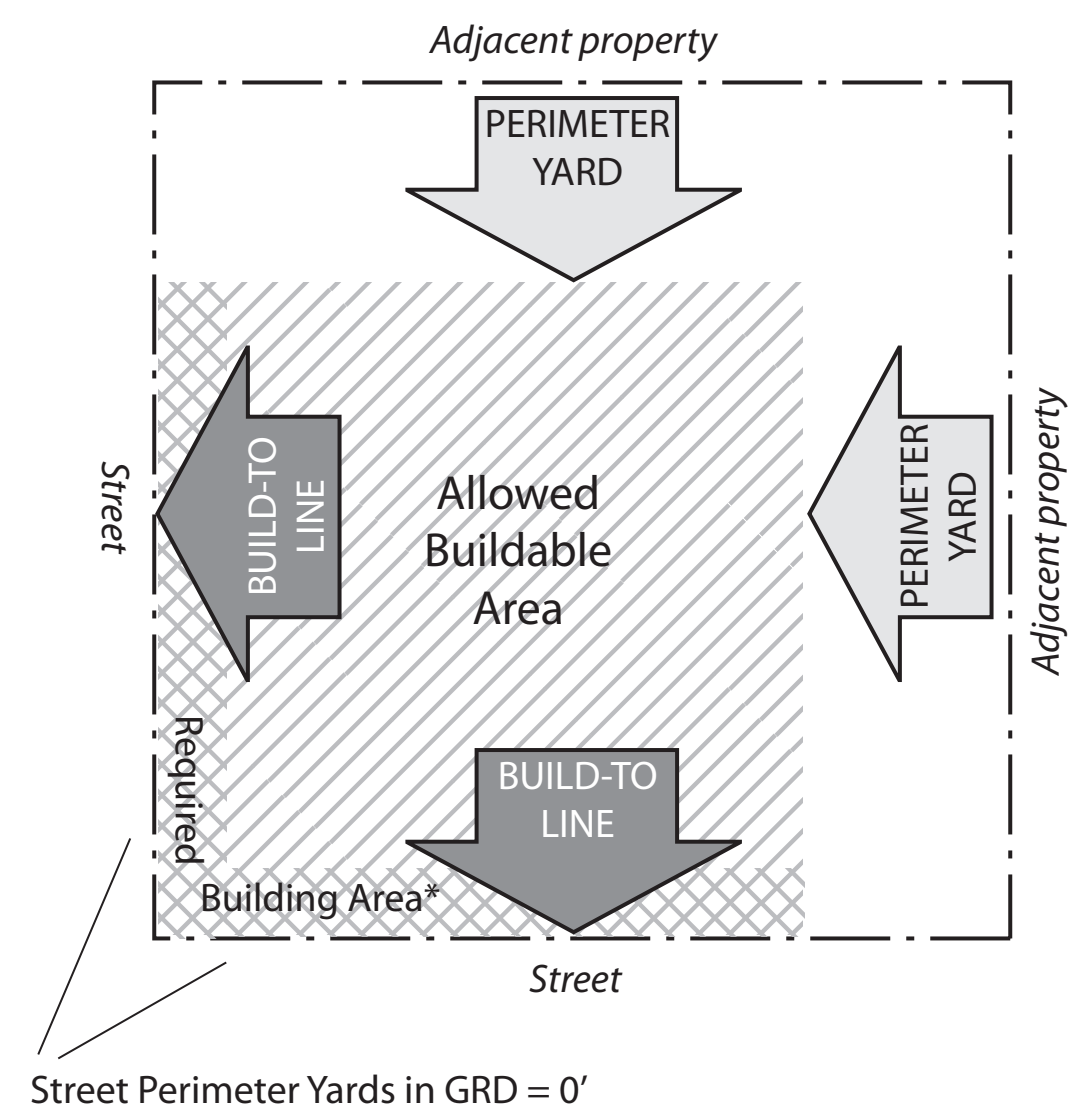
For each individual lot frontage, a certain percentage must have building facade at the build-to line - see diagram below). The exact percentage varies among GRD Categories, from 30 percent up to 80 percent.



Lot Building Placement under City of Tucson Land Use Code: Perimeter Yards



Lot Building Placement under Grant Road District: Reduced Perimeter Yards and Build-To Lines



*Only a percentage of the required building area created by the Build-To Line must be occupied by a building. For specific percentages, see GRD Category Standards.

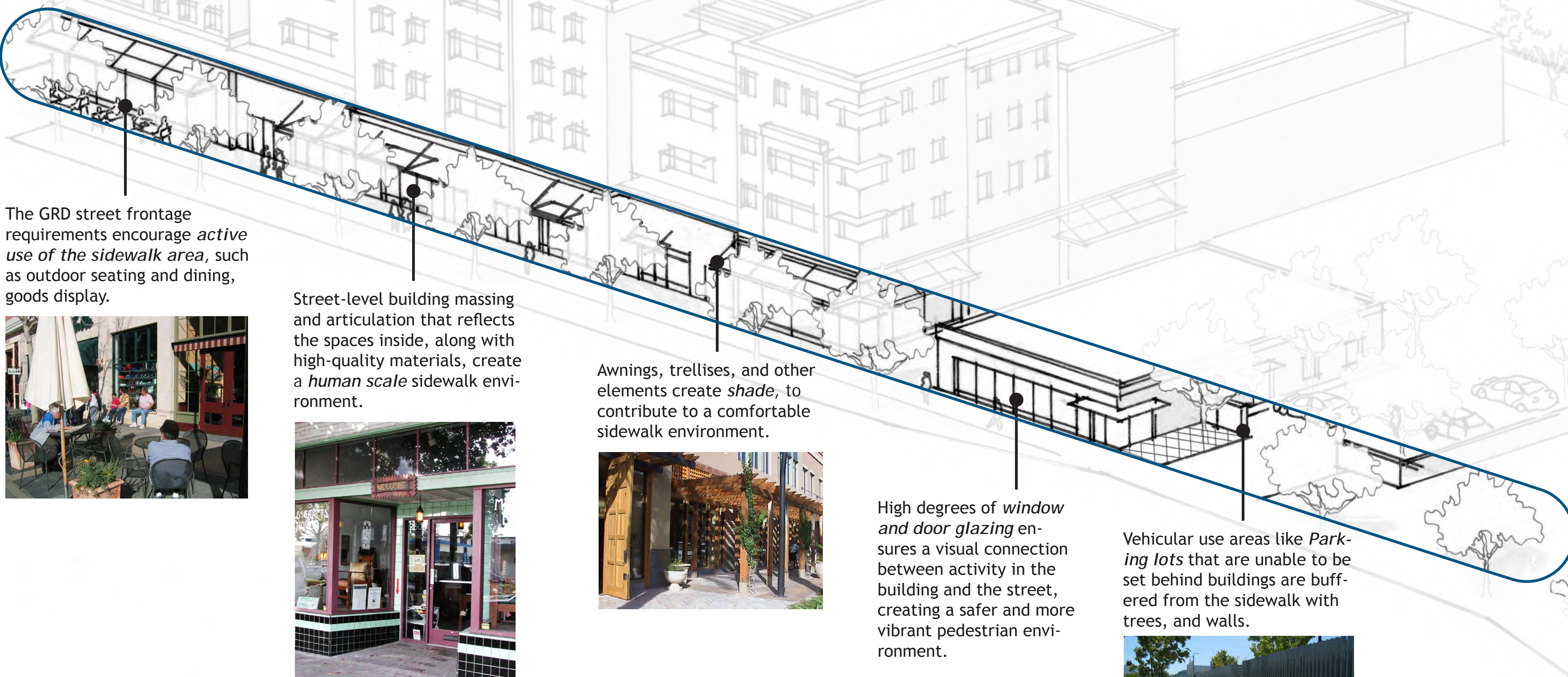


These images demonstrate the street perimeter yard vs. the build-to line. In the image on the left, the placement of the building on the site was influenced by minimum perimeter yards requiring the building to be set back from the street property lines. In the photosimulation image on the right, build-to line standards require the building to have building facade along a portion of the street property lines.

Street Frontage

Street Frontage is the interface between lots and public streets. Like building placement, street frontage is a major contributor to a pedestrian-supportive community character. In the GRD, the details of street frontage are found in the Frontage Types (See Frontage Types display).

The images below point out some key aspects of how the GRD standards create a pedestrian-supportive street frontage.



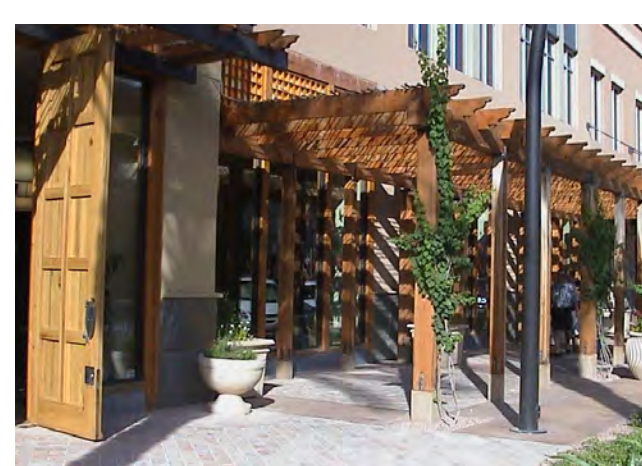
The GRD street frontage requirements encourage *active use of the sidewalk area*, such as outdoor seating and dining, goods display.



Street-level building massing and articulation that reflects the spaces inside, along with high-quality materials, create a *human scale* sidewalk environment.

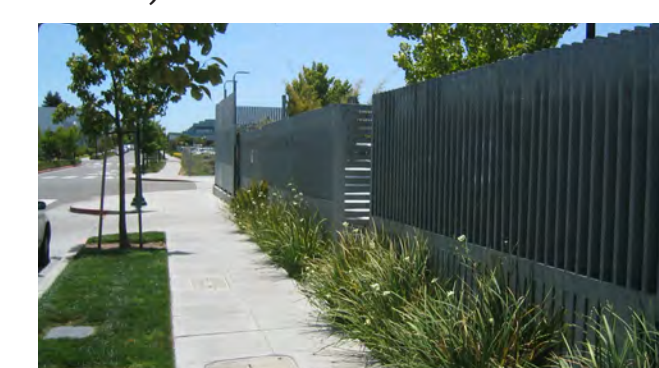


Awnings, trellises, and other elements create *shade*, to contribute to a comfortable sidewalk environment.



High degrees of *window and door glazing* ensures a visual connection between activity in the building and the street, creating a safer and more vibrant pedestrian environment.

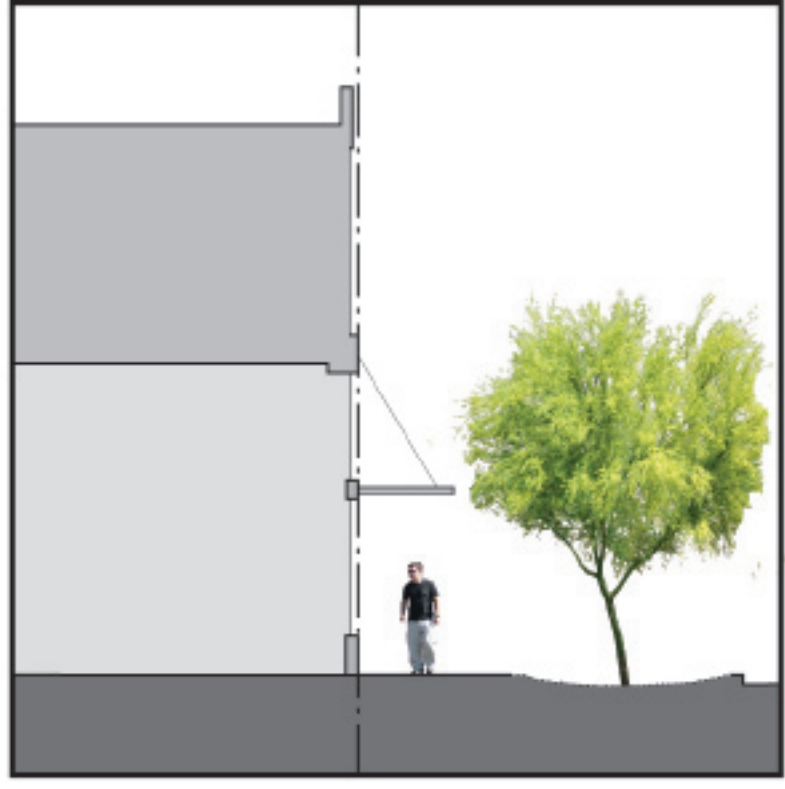
Vehicular use areas like *Parking lots* that are unable to be set behind buildings are buffered from the sidewalk with trees, and walls.



Frontage Types

Frontage Types are in many ways the heart of the Grant Road District zoning. Along with the build-to line requirement, Frontage Types define the experience of moving along Grant Road and other streets and open spaces in the GRD. All lengths of street frontage and the edges of publicly accessible open spaces in the GRD must conform to allowed Frontage Types. To see where certain Frontage Types are allowed, see the GRD Category Standards display.

Public Storefront



The Public Storefront provides an open, welcoming face to the street and easy movement between the sidewalk and places of business or gathering. The building façade directly abuts the sidewalk and is characterized by frequent entrances and large areas of windows. Enhanced detail and *articulation* in the façade design elements at the ground floor activate the public realm.



Public Yard



The Public Yard is an outdoor space in front or at the side of a building that is open to patrons or residents, and which may also be accessible to the public. It accommodates many of the outdoor activities that already occur on Grant Road, including eating, gathering, and display of goods. These activities can animate the street environment and provide pedestrian interest.



Private Storefront



The Private Storefront provides a measure of privacy for offices and other uses either not visited by the general public or those where visitation is appointment-based within buildings by allowing for some opacity of windows and the potential for a landscape screen to separate the facade from the sidewalk. but it also contributes to the street environment by employing direct or nearly direct frontage on the sidewalk and a high ratio of glazing to solid wall.



Private Yard



The Private Yard balances outdoor privacy with the animation of the sidewalk environment. The building and a tall wall along the perimeter of the front yard create a private or semi-private, outdoor room; this is a historic Tucson building form. This wall serves as the street façade along the sidewalk in lieu of a building.



Arcade



The arcade frontage type is an open air space that is created by a colonnade supporting the upper floors of a building where the street-level façade of the building is set back. The arcade frontage provides protection from inclement weather and creates shade along the exterior of a building for pedestrians and interior uses, as such it is a particularly useful frontage for warmer climates like Tucson's.



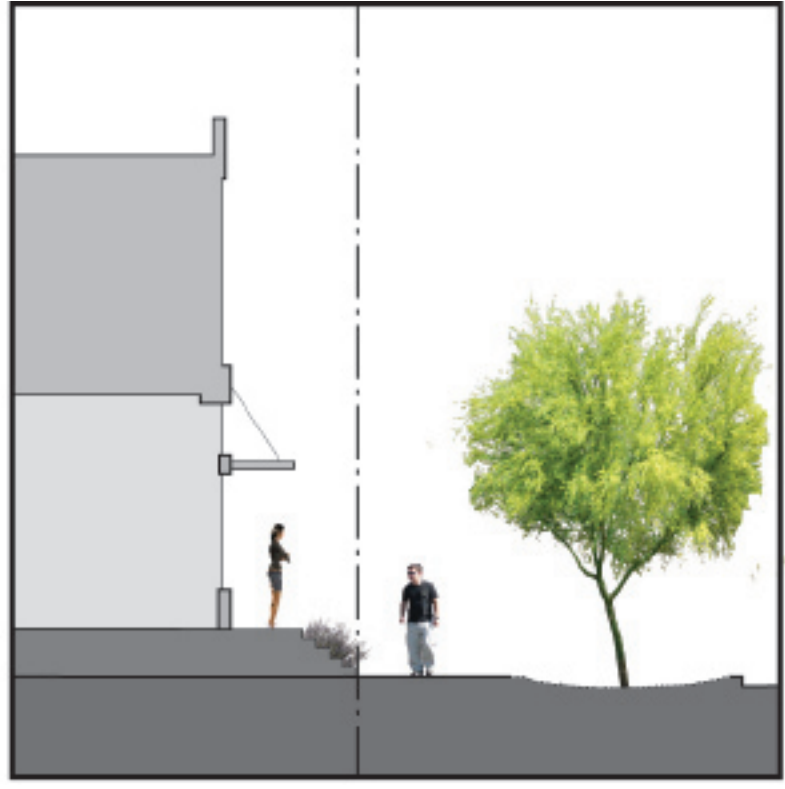
Park or Plaza



The Park or Plaza Frontage Type creates an active, comfortable edge to public open spaces in the GRD. This frontage must delineate the public space from the sidewalk with trees, seating, and special paving, but also must be easily visible, inviting, and accessible.



Porch



The Porch frontage type accommodates living or working spaces needing a degree of privacy from the street but that still front onto it and engage the sidewalk. It provides privacy by setting back the main façade of the building and, in some cases, elevating the main floor, with a set of stairs and small yard in front of the façade. The porch creates the transition zone between the public space of the sidewalk and the private space of the building. It creates an inviting entry that offers protection from the elements.

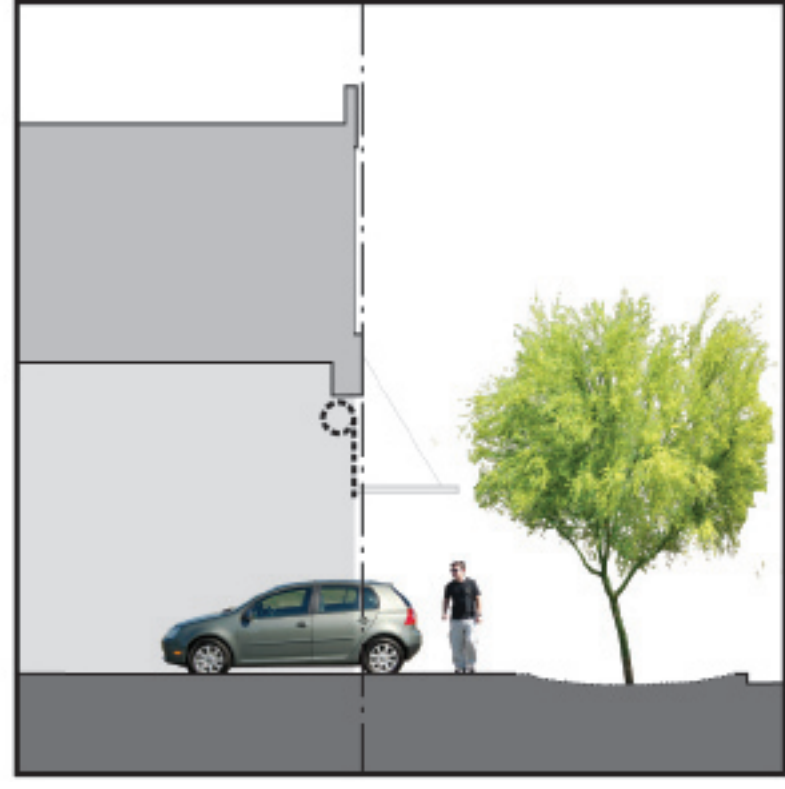


Courtyard

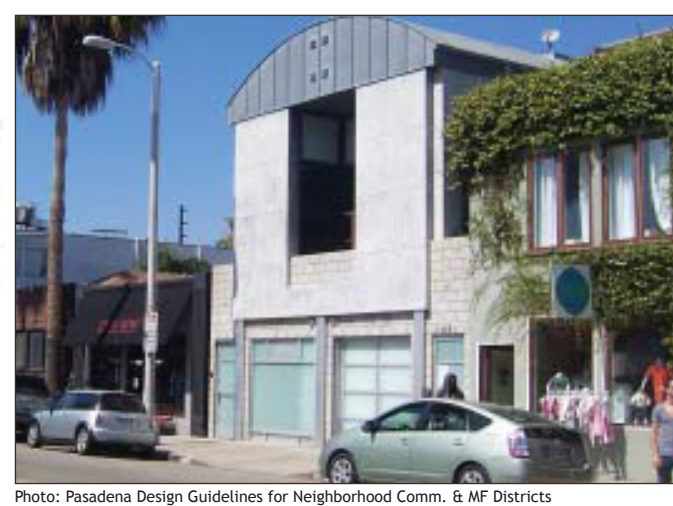
The Courtyard Frontage Type is a combination of building and yard frontage that draws from Tucson's architectural heritage and responds to Tucson's climate. The frontage onto the adjacent street is composed of two building facades enclosing a courtyard open to the street. The courtyard is a shared common area for the uses surrounding it.



Service Garage



The façade of the Service Garage frontage type includes roll-up door entrances but must also include a primary pedestrian entrance to the building and a high degree of window coverage. It is primarily used for auto commercial services, light industrial, wholesale distribution, live/work, and similar business operations.



Shared Motorcourt

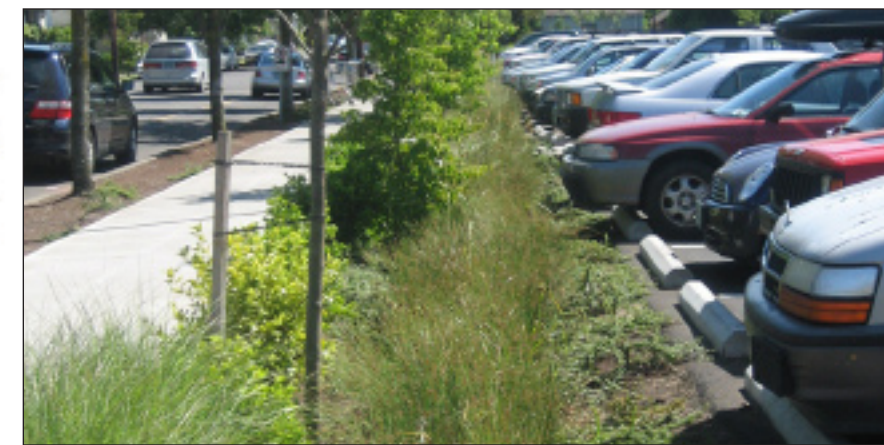
The Shared Motorcourt draws from the historic motorcourt motels along and around Oracle Road, while at the same time addressing the future of Grant Road by creating space that can be "shared" by autos, pedestrians, bicycles and the disabled while allowing for a range and mix of uses. This frontage type also accommodates the desire for parking "in front" of buildings while maintaining a lively, walkable street frontage.



Parking Lot

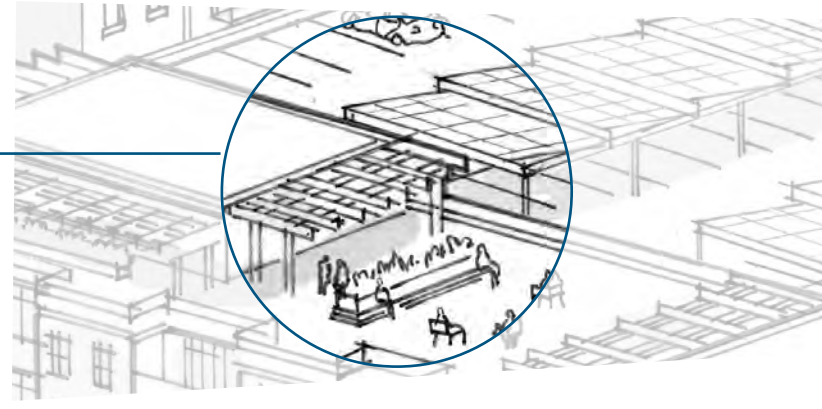


The Parking Lot frontage type ensures that while accessible, convenient surface parking is accommodated along Grant Road, it does not take away from the pedestrian supportive environment. The Parking Lot frontage type must buffer vehicular use areas from the sidewalk with a substantial and varied landscaped area, and may include walls, fences, or trellis while allowing for adequate visibility into the lot.

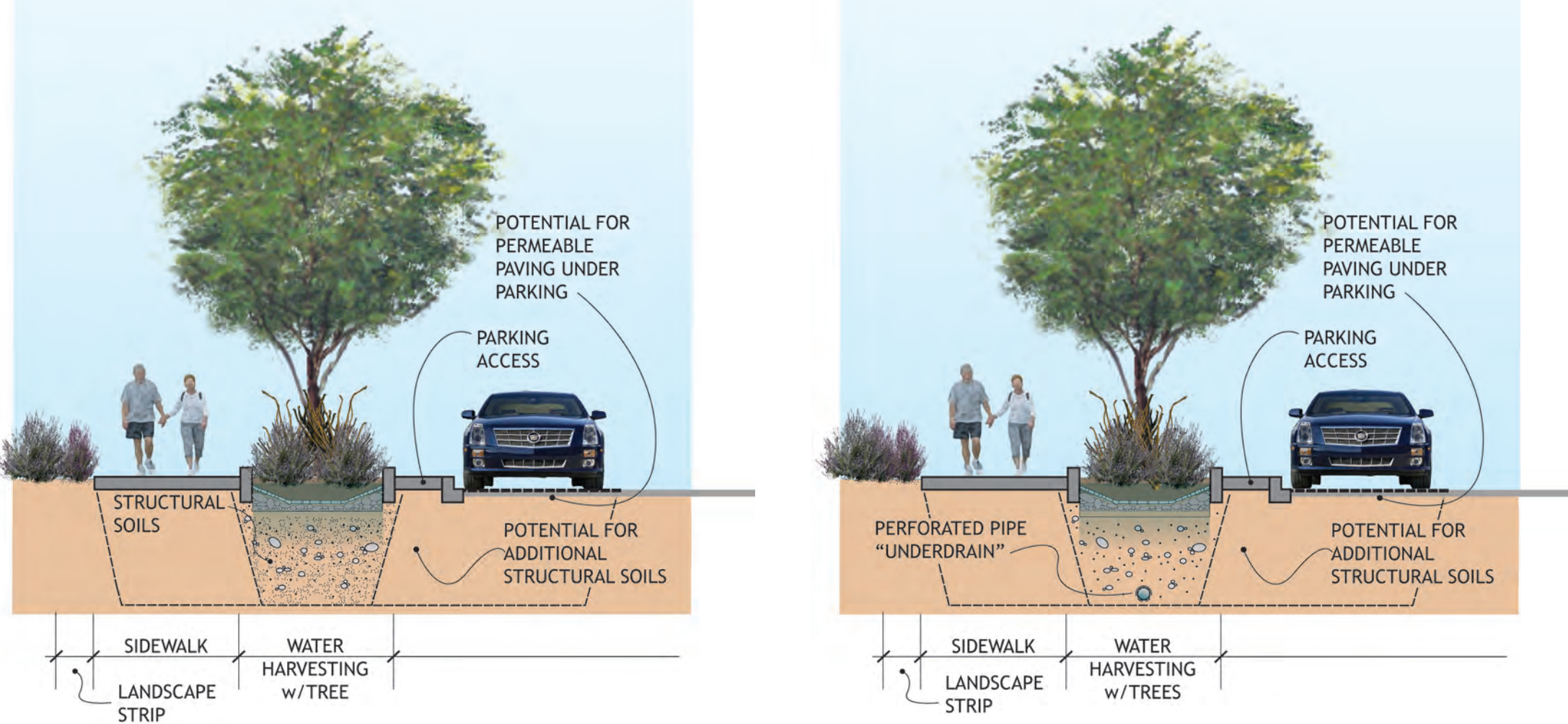


Environmental Resources & Open Space

Environmental Resources



Environmental Resources standards address the ways in which development along Grant Road can both utilize and protect natural systems such as the watershed, sunlight, and the urban forest.



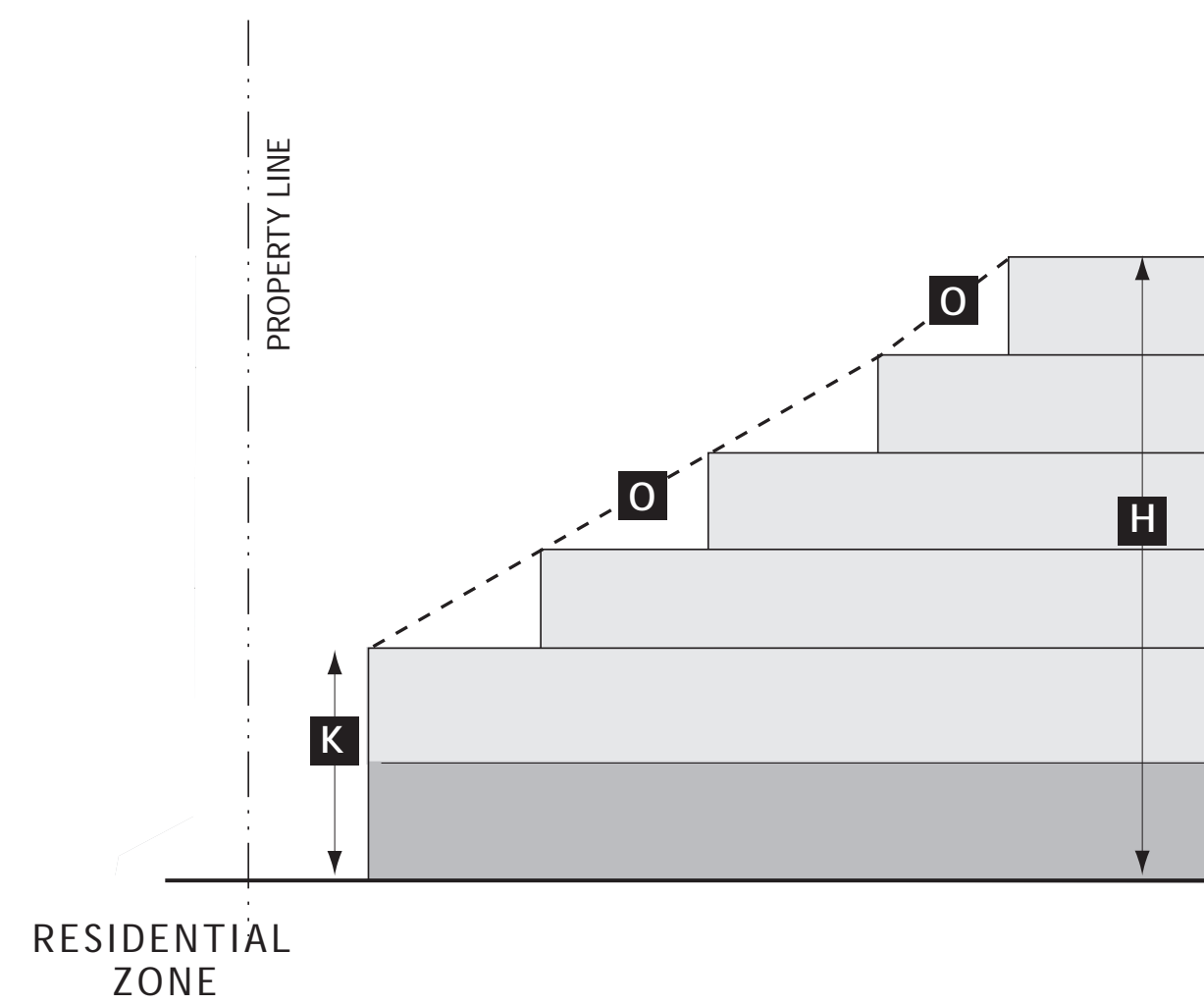
Rainwater Harvesting: The GRD mandates that water harvesting techniques be incorporated as part of the landscape, open space, parking lot, and general site design based on the City of Tucson's Water Harvesting Guidance Manual. The cross sections above illustrate tree well microbasin techniques for street environments.



Rainwater Harvesting: Tucson has several examples of rainwater harvesting applications in streets (below left); parks and plazas (above left); home use (center); and in commercial buildings (right).

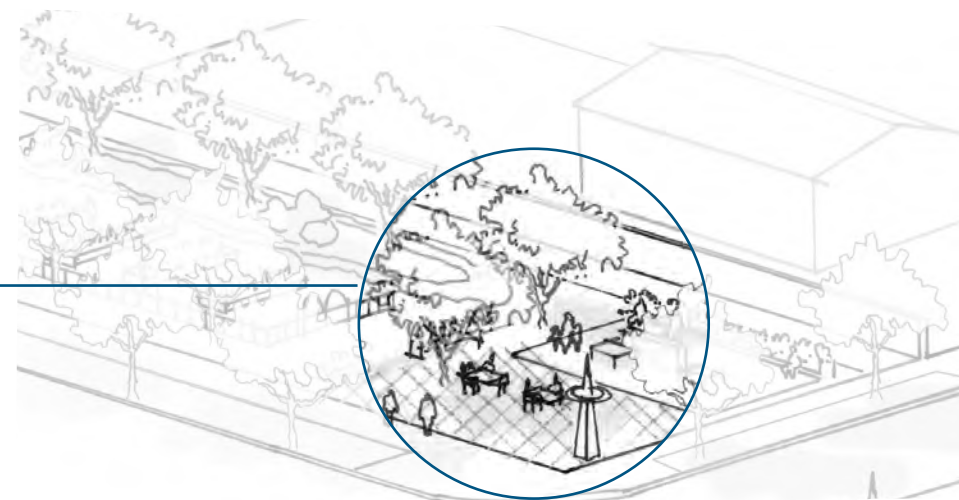


Shading and Cooling: The GRD standards ensure shading of all pedestrian pathways and open space areas, as well as that the design of shading devices and landscaping is integrated with overall site and building design.



Solar Access: The GRD's building massing standards have minimum height stepbacks that protect sunlight to residentially zoned properties adjacent to more intensive zones along Grant Road.

Open Space



Open Space will be a crucial element of the revitalization of the Grant Road Corridor. The GRD contains standards that provide both for public open space as part of new developments and private open space within residences.



Publicly Accessible Open Space: The GRD includes requirements for publicly accessible functional open space in mixed use and commercial developments along Grant Road, as they provide an amenity for the public and also can make the development along Grant Road more attractive to potential patrons and residents.



Private Open Space: Residents of single-use multiunit residential developments and those within mixed use developments have recreational needs that can be best met through both private open space that is exclusive to each unit, as well as common open space shared by the residents; common space may or may not be accessible to the general public. GRD standards provide for that need.

Grant Road District Draft General Standards