



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

GRANT ROAD

Improvement Plan

Mobility Vitality Sustainability

Grant Road District Public Meeting

February 8, 2012





**The Grant Road Corridor
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Authority**

Welcome

- **Workshop Purpose**
 - Introduce you to—
 - What has led to the proposed Grant Road District
 - The draft concepts of the Grant Road District
 - The public input and review process
 - Get your feedback on draft information so that we can make appropriate changes to the proposed Grant Road District
 - Prepare you for the Neighborhood and Business meetings about amending Area and Neighborhood Plans

GRD Zoning Workshop

- AGENDA

- Presentation (45 min.)

- Open House Session to review materials at stations (45 min.)

- Reconvene for Q&A Discussion Session (30 min.)



GRD Zoning Workshops

- Open House Session (45 min.)
 - Series of Stations with boards and maps around the room
 - Public Process & Schedule
 - Grant Road Improvement Project
 - CC&V Background
 - Planning Objectives, Vision, and Zoning Framework
 - GRD Map and Zoning Details



GRD Zoning Workshop

- Q&A Discussion Session (30 min.)
 - Group discussion about questions and reactions to the materials you will see tonight
 - **Please stay for this session, your input is very important to us!**
- Your input will shape further refinement of the Grant Road District



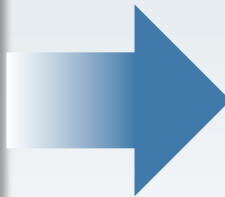
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Grant Road Improvement Project

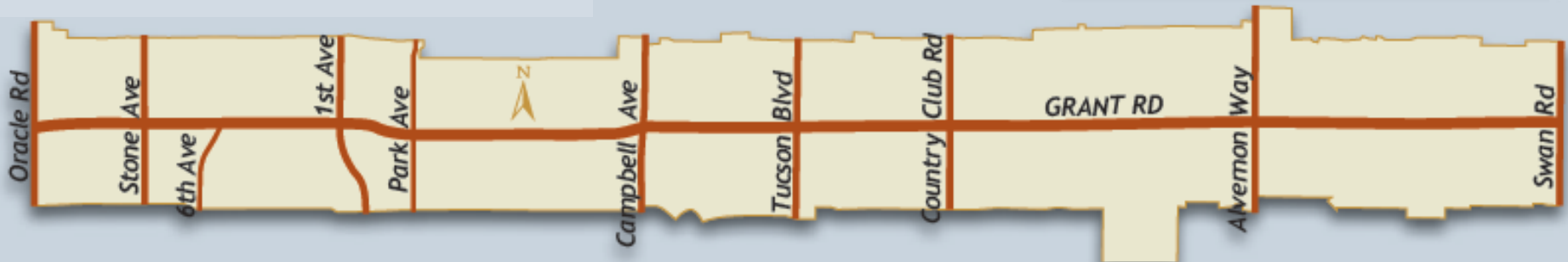
- Redesign of Grant Road
 - Context Sensitive Design approach
 - Satisfies a broad set of community goals
 - Meets RTA mandates
 - Status of implementation



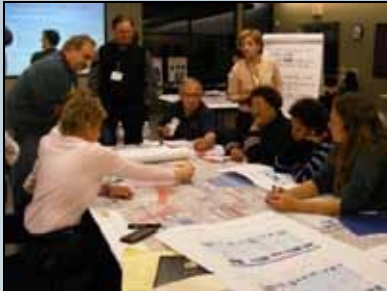
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RTA's Largest Project 5 Miles from Oracle Road to Swan Road

- Approved by voters in 2006



Context Sensitive Solutions... Meeting of Three Contexts



Community Values
Neighborhood & Business
Meetings, Workshops
& Open Houses

Built & Natural Environment
Economic Vitality, Quality of
Life & Development &
Landscape

Multi-modal Transportation
Impact Mitigation,
Design Guidelines &
Preliminary Plans



Citizen Task Force

- 18 members representing businesses, neighborhoods, the region, alternative modes, City Manager's Office and Planning Commission.



Vision Statement & Guiding Principles

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.

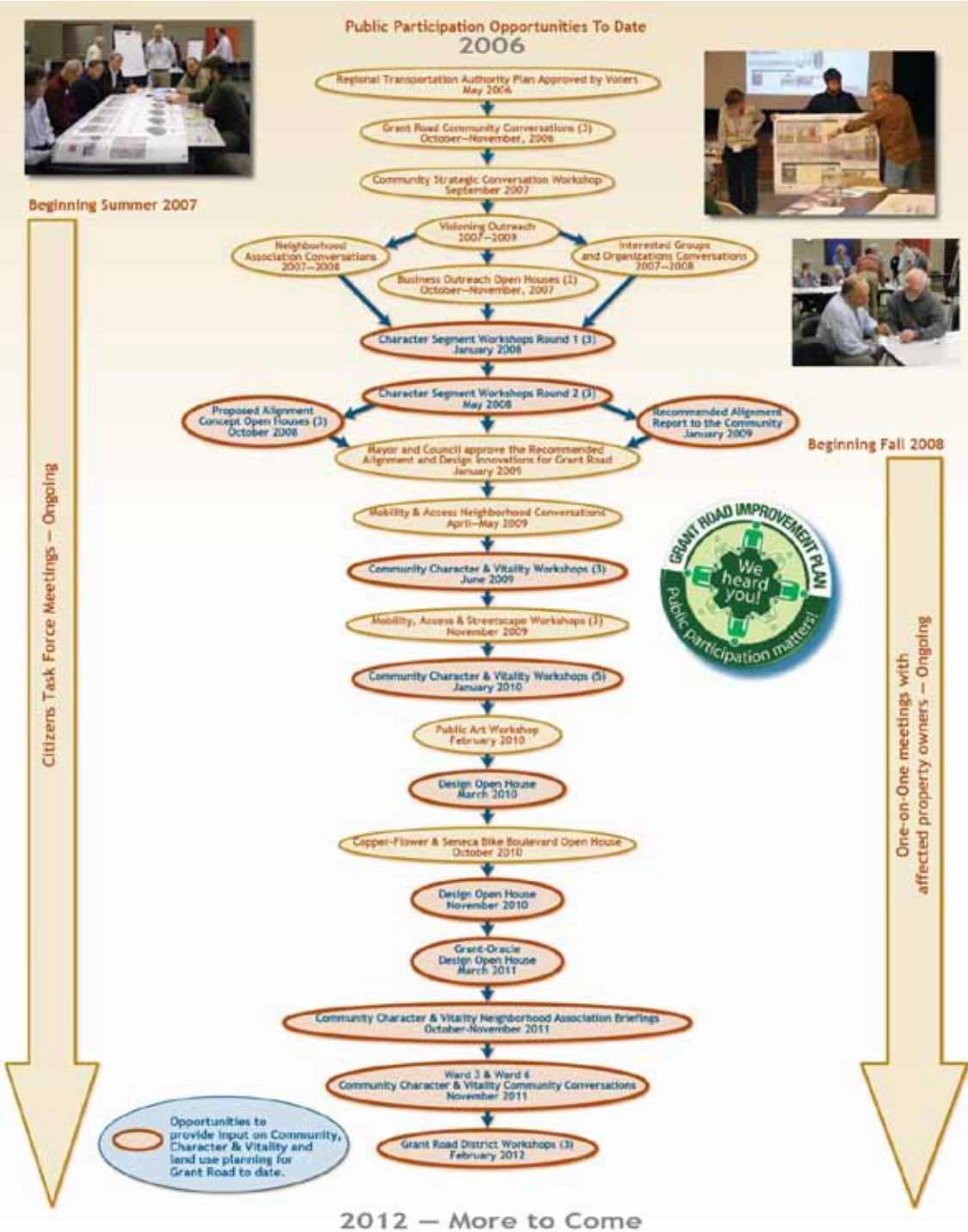
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

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

Extensive Public Input

Major Force in Shaping the Plan

- More than 84 public input opportunities to date (not including one-on-one meetings with property owners)
- 28 public input opportunities on land use planning to date

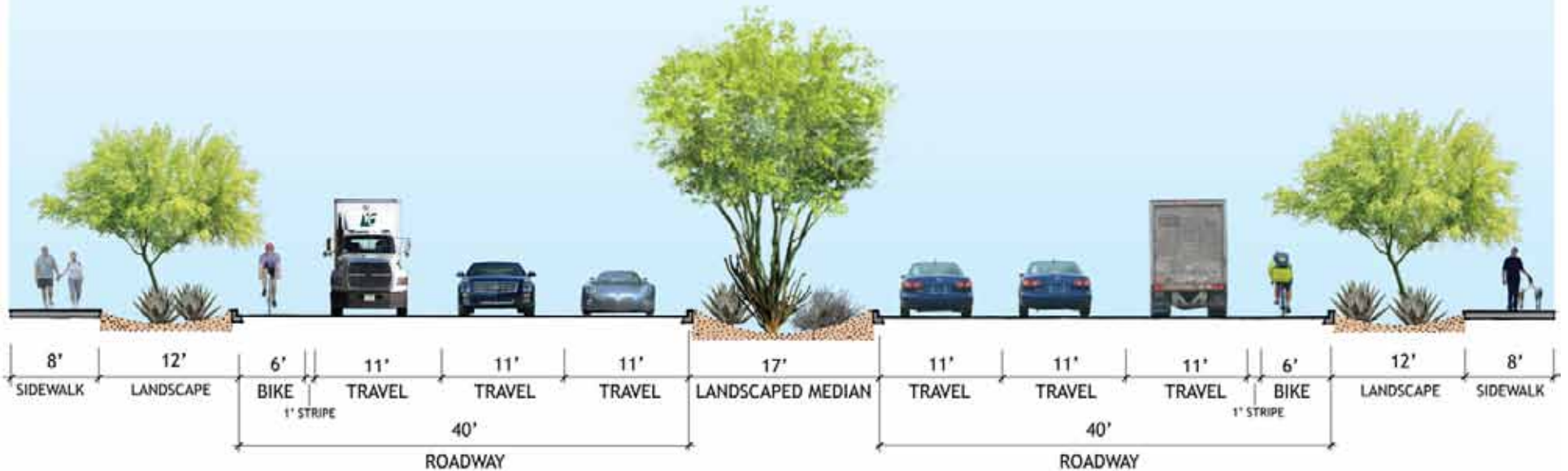


Guiding Principles that apply to the Cross Section

- 1.1 Balance the transportation needs of local and non-local travelers
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road.
- 1.5 Provide the potential for future transit options.

Design Innovations

Approved Cross Sections



1 3 7 F O O T R I G H T - O F - W A Y

- Wider 8-foot sidewalks
- Expanded landscape buffer for pedestrians
- Wider 6-foot bike lane
- Efficient lane widths
- Landscaped median

Guiding Principles that apply to Transportation Innovations

- 1.1 Balance the transportation needs of local and regional travelers
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road.

Design Innovations

Pedestrian Improvements



Design Innovations Bicycle Improvements



Parallel Bike Boulevards

Design Innovations Transit Improvements



Enhanced Transit Stop

Grant Road-Oracle Road Intersection Design



Grant Road-Oracle Road Intersection Design



Grant Road-Oracle Road Intersection Design

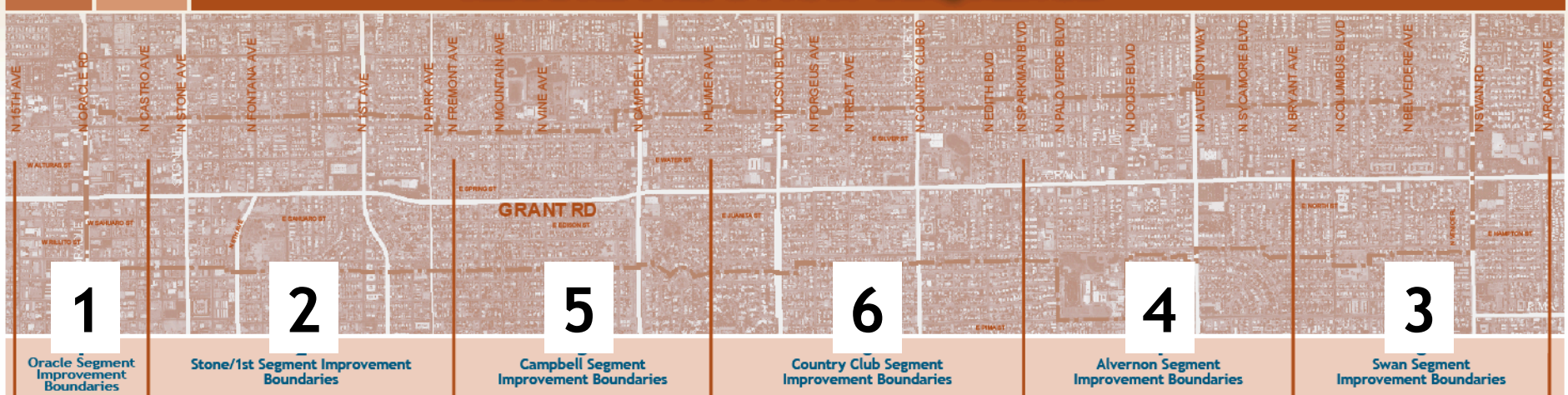


Grant Road-Oracle Road Intersection Design



Recommended Reconstruction Sequence

RECONSTRUCTION SEQUENCE



- RTA Funding Period 1 (2007-2011)
- Estimated Construction Cost: \$19 Million
- Estimated Construction Cost: \$15 Million
- Estimated Construction Cost: \$18 Million
- Estimated Construction Cost: \$15 Million
- Estimated Construction Cost: \$16 Million

- Utilities Clearance: Approx. 12 months
- Construction Period: 2012-2013
- Estimated Construction Cost: \$11 Million

* Funding for Grant Road Improvements is available in RTA Periods 2, 3, and 4 (2012-2026)

PRELIMINARY DESIGN COMPLETE — DETAILS WILL BE DECIDED PRIOR TO THE START OF EACH SEGMENT

The primary roadway design and planning decisions for Grant Road have been finalized in the Design Concept Report and 30 percent design which are both available for review at the project website, www.grantroad.info. Final design of the roadway is expected to proceed over 15 years according to the reconstruction schedule shown on this handout. Each of the six reconstruction projects will begin

with the 30 percent plans and proceed to final construction documents, right-of-way acquisition, utility relocation, and construction using the Design Concept Report recommendations. During final design, neighborhoods, businesses, and others in the community will be able to review the reconstruction project as it advances toward final design and construction.

Rev. Feb. 3, 2012



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

Community Character & Vitality Plan

- Improving the Context along Grant Road
- Overview of public input to date
- Draft Planning Objectives



GRANT ROAD
Improvement Plan
Mobility Vitality Sustainability

Why Worry about Grant Road's Land Use Policies

- Change is coming with the improvements to the roadway
- The new Grant Road will change the character and environment of the area
- The community and property owners have a chance to capitalize on this public investment

What is Community Character and Vitality?



- From Grant Road Guiding Principles:

*Character and Vitality mean the **health of the places surrounding Grant Road** – neighborhoods and businesses, public space and activity*

- What should these places look like?
- How should they support economic & social activity?

Guiding Principles

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



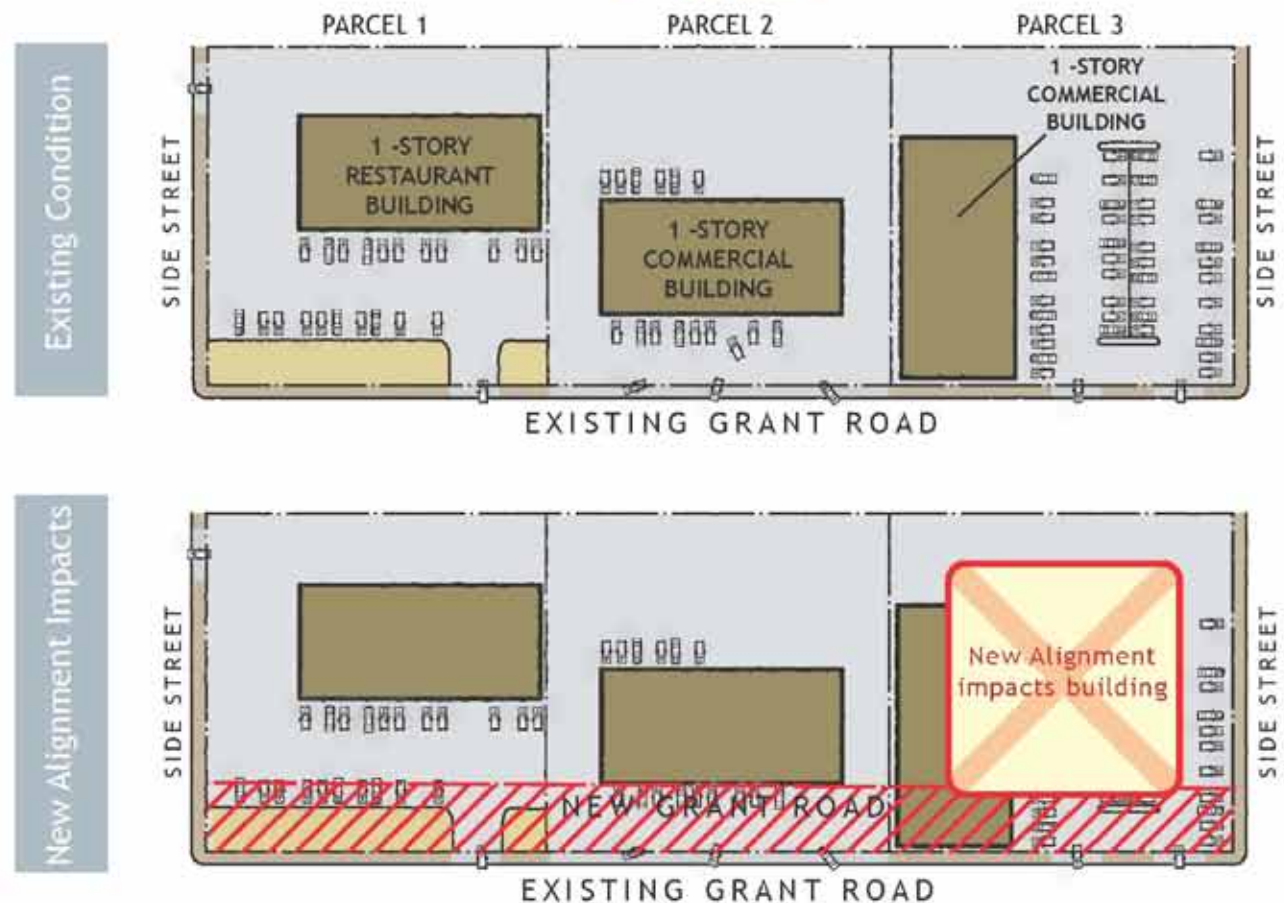
Character & Vitality

- Preserve & Enhance
 - Neighborhood character & housing choices
 - Valued retail, services, & jobs
 - Varying character segments & districts
 - Community services & diversity
- Encourage private investment



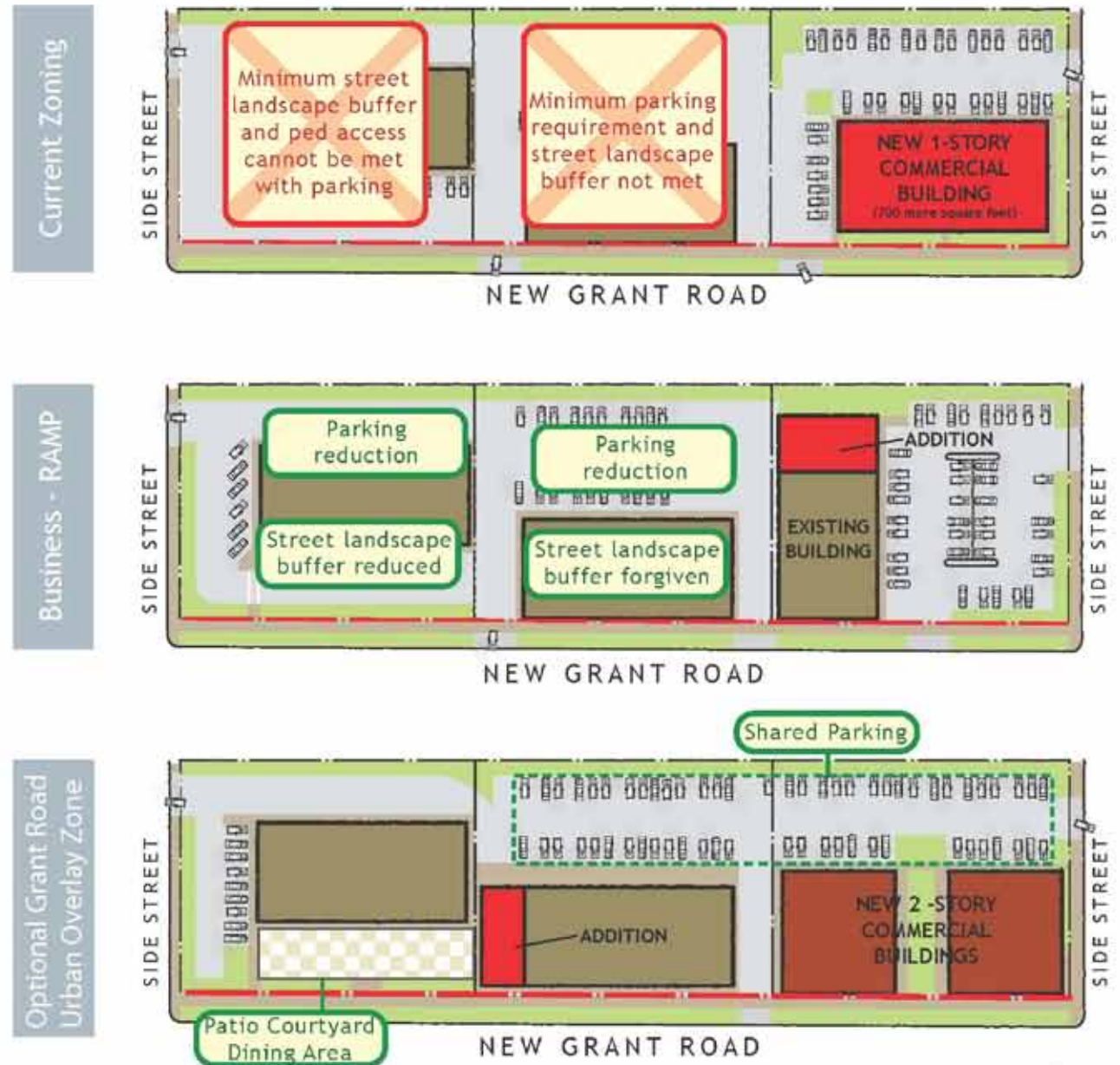
How can we encourage investment?

- Development Approval Options
- Primarily applicable to the Centers in this part of Grant Road



How can we encourage investment?

- Development Approval Options
- Primarily applicable to the Centers in this part of Grant Road



Aesthetics & Environment

- Create comfortable & inviting places
- Enhance identity of Grant Road's segments, centers, and districts
- Capitalize on environment & culture
- Mitigate utilities and flooding



Planning Objectives

- Encourage Viable and Compatible Land Uses



Planning Objectives

- Protect and Enhance Neighborhoods



Planning Objectives

- Evoke Tucson's History and Culture

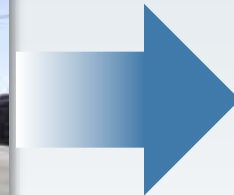
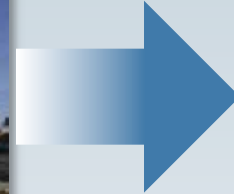




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Grant Road District Zoning

Achieving the Centers & Segments Vision



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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 pedestrian-supportive streets within these large sites; and,
- accommodate on the northwest and northeast corners well-designed, taller (up to 5-story) buildings.

Campbell Center

Revitalize to capitalize on existing focus of center

The Campbell Center will:

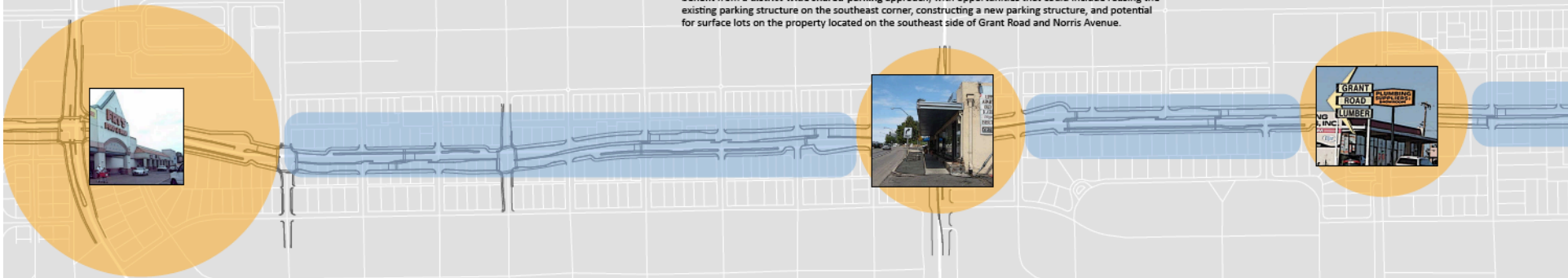
- continue to develop into a vibrant gathering, shopping and dining destination for residents of surrounding neighborhoods, those affiliated with the University, and people from throughout the city;
- maintain and enhance land uses that are valued by the community, such as public spaces and unique retail, 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.

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.



Central Segment areas

residential,

Central Segment areas

Active and engaging neighborhood buffers

The areas 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.

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regional-serving
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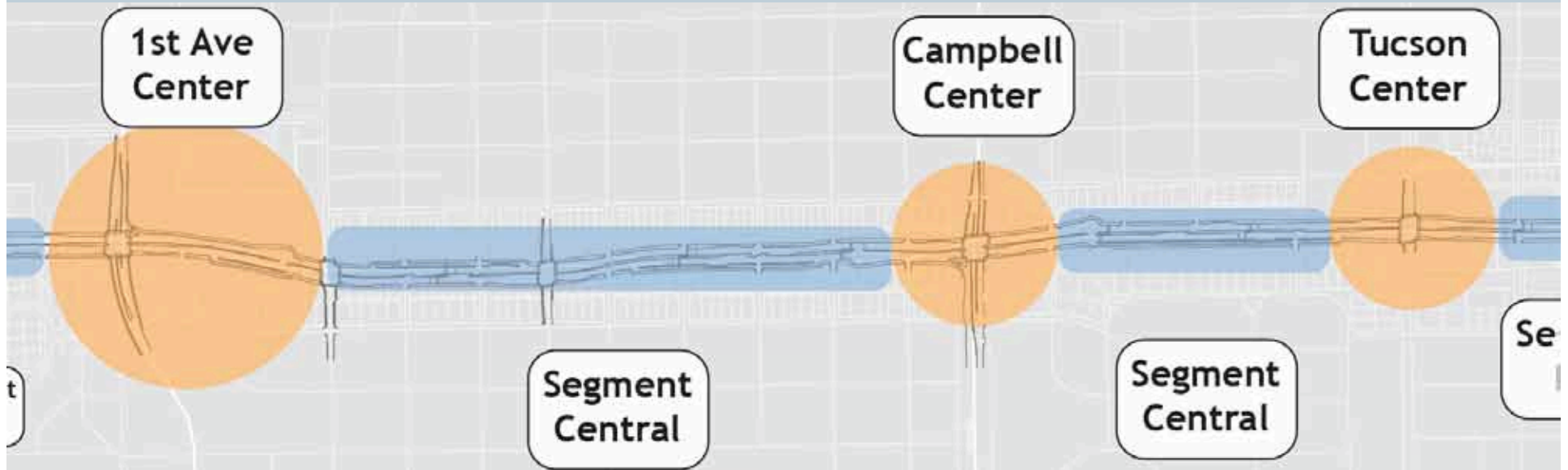
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1st/
Euclid

Campbell

Tucson

Centers and Districts Vision Concept Implementation



Moving from vision to land use policy



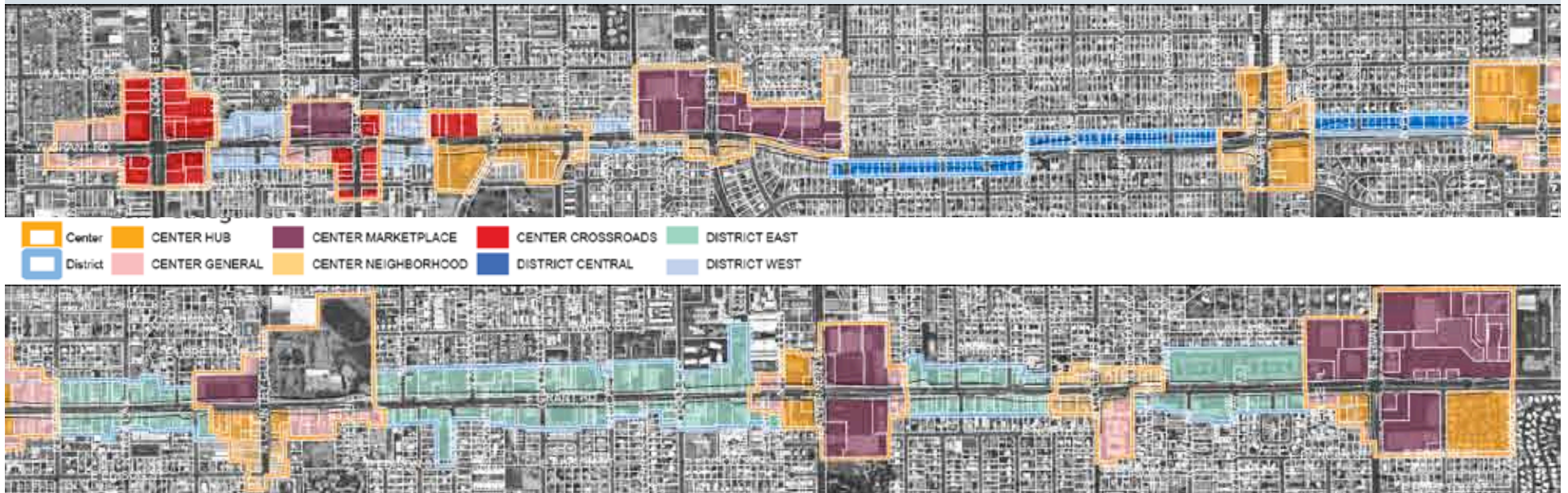
- | | | | | |
|----------|----------------|---------------------|-------------------|---------------|
| Center | CENTER HUB | CENTER MARKETPLACE | CENTER CROSSROADS | DISTRICT EAST |
| District | CENTER GENERAL | CENTER NEIGHBORHOOD | DISTRICT CENTRAL | DISTRICT WEST |

What is the Grant Road District

- An Optional Urban Overlay Zone
- Emphasizes design of development
- Flexible in terms of specific land uses
- More definitive in terms of:
 - Orientation of buildings to surrounding streets
 - Building Massing
 - Height
 - Step backs
 - Buffering of existing residential neighborhoods

Elements of the Grant Road District

- Uses 8 zoning categories to define the centers and segments along Grant Road

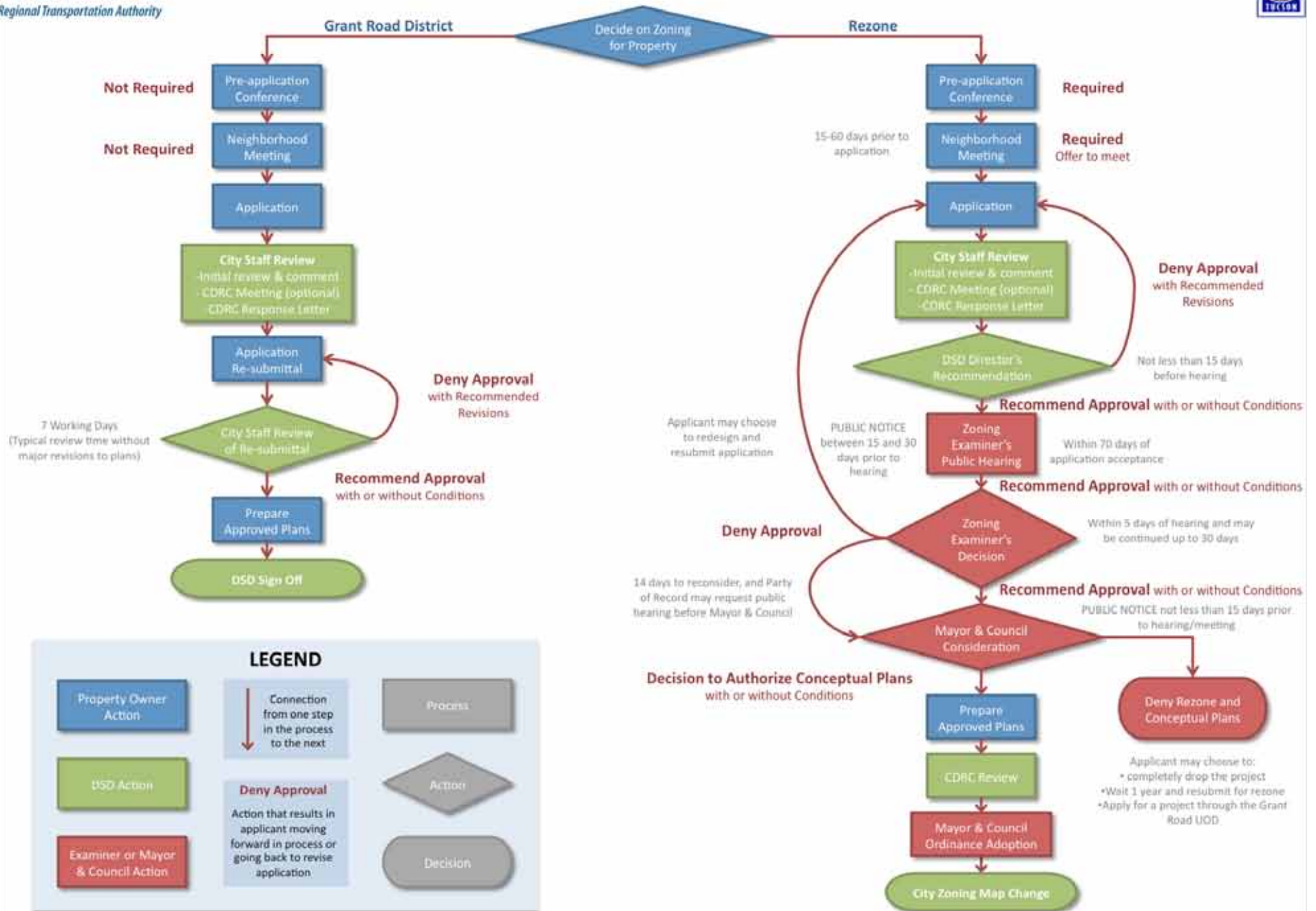


How the Grant Road District Works

- Does not require a property owner to go through a rezoning process
- Property owner “elects-in” to the zone in lieu of their existing zoning
- Allows new options with simpler process



ENTITLEMENT PROCESS COMPARISON

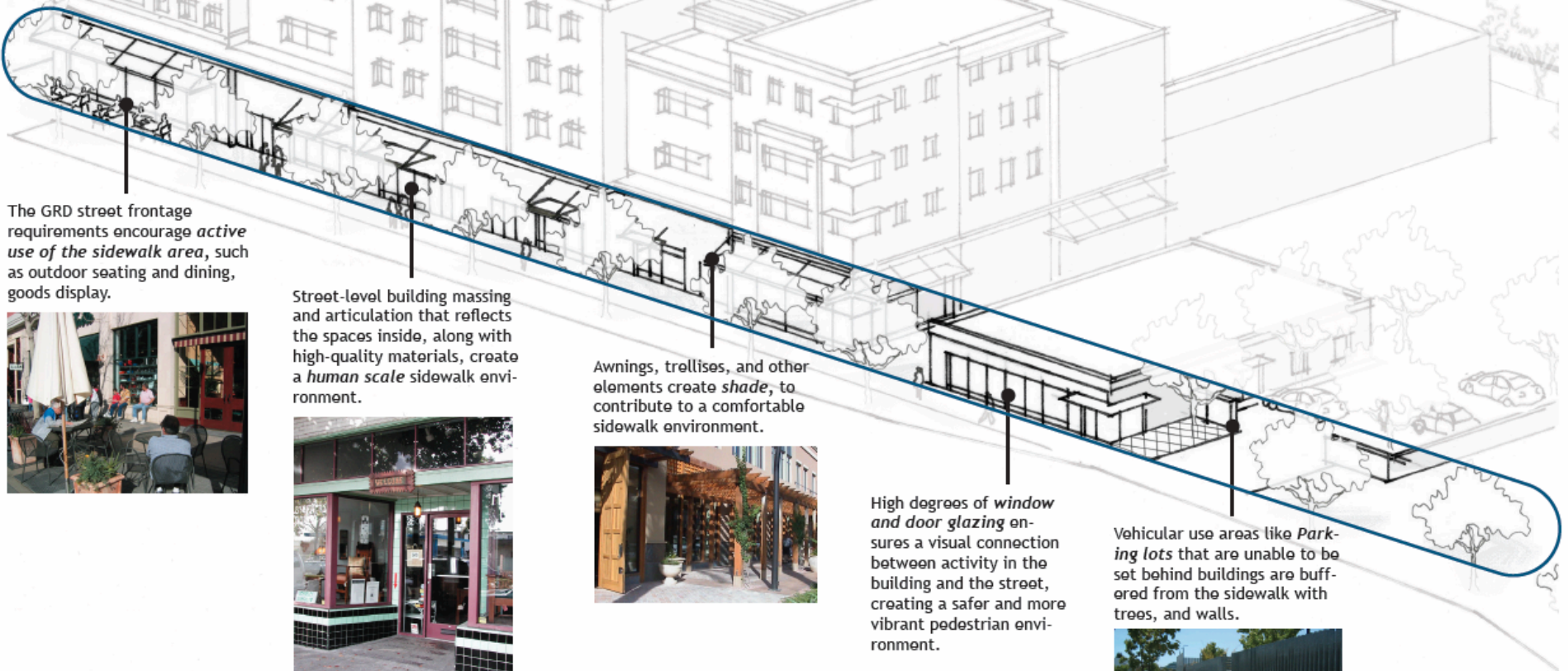


Elements of the Grant Road District

- Frontage Types

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.



Elements of the Grant Road District

- Frontage Types
 - **Public Storefront**
 - **Private Storefront**
 - Arcade
 - Porch
 - Service Garage
 - **Public Yard**
 - Private Yard
 - Courtyard
 - Shared Motorcourt
 - Parking Lot
 - Park or Plaza



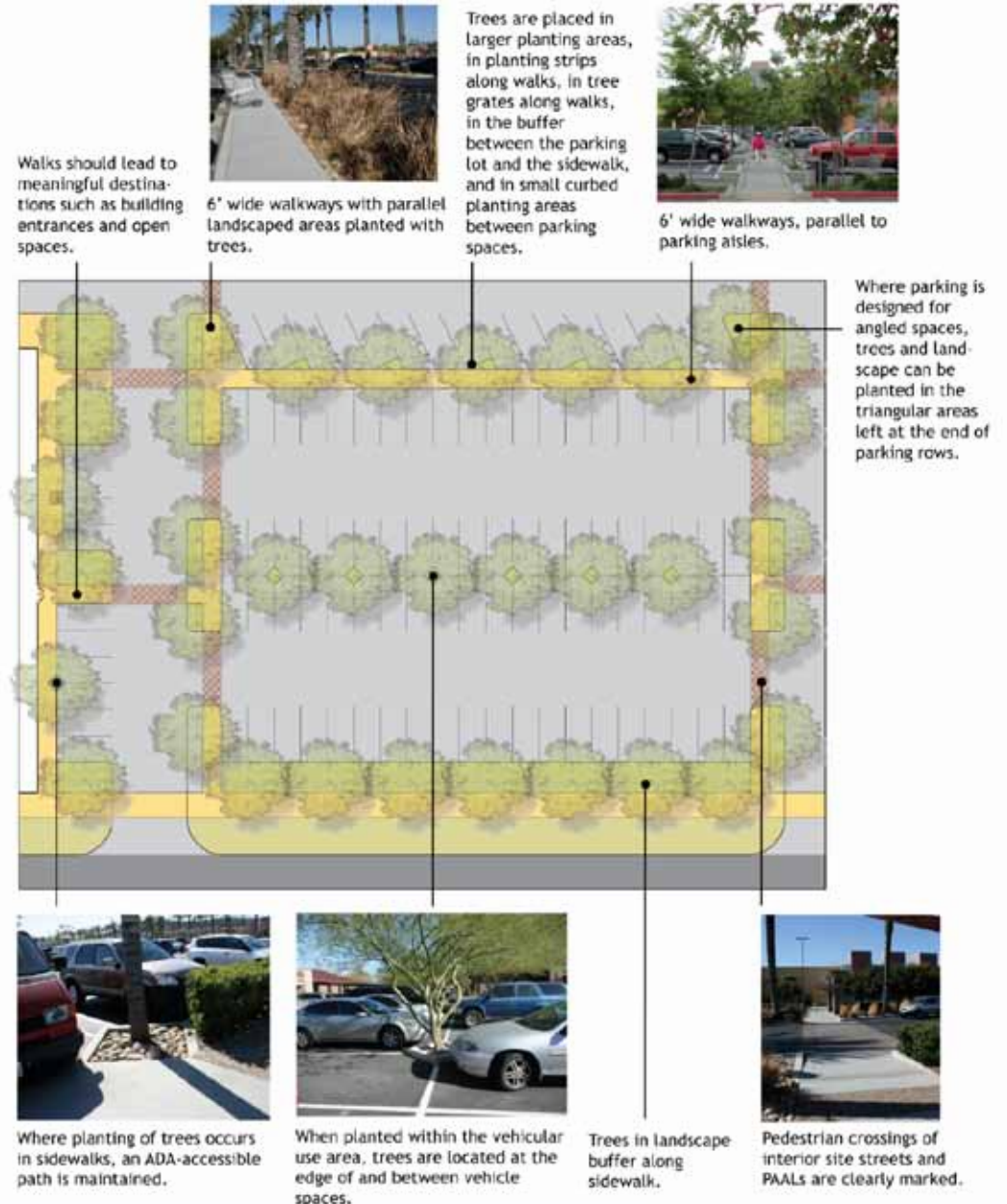
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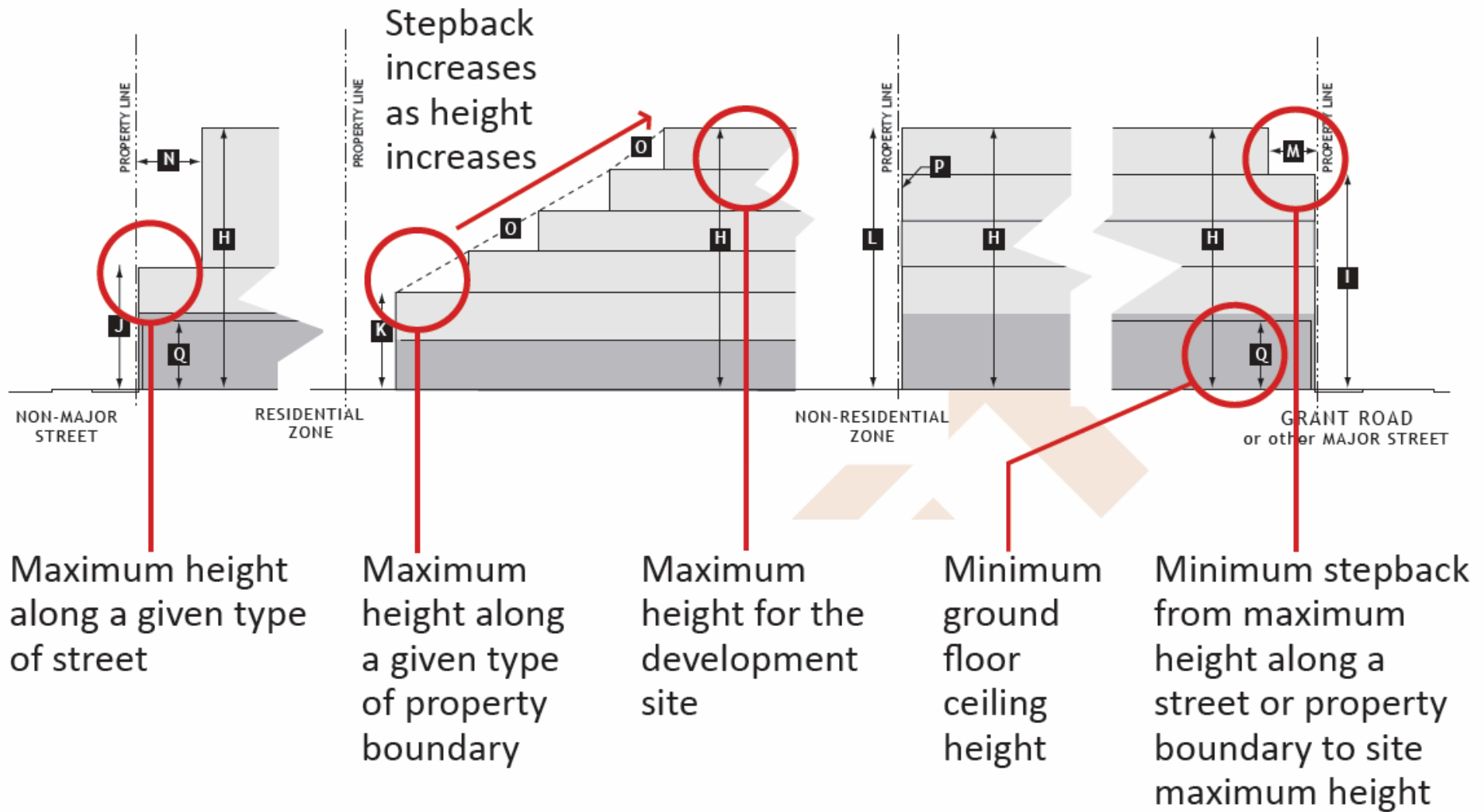
Elements of the Grant Road District

- Parking Standards
 - Shared Parking
 - District Parking
 - Pedestrian Circulation and Landscape Design



Building Heights

- Neighborhood buffering and other building “stepbacks”



Elements of the Grant Road District

- Circulation Design
 - On-site pedestrian and bicycle access
 - Pedestrian improvements to adjacent streets
 - Traffic calming on local streets

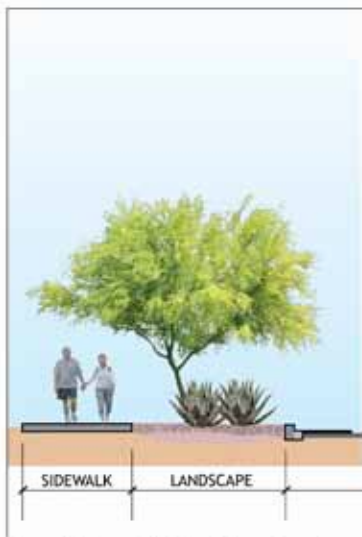


Figure 5.4.4.k: TYPE 1 - Sidewalk and landscape area with trees.



Figure 5.4.4.l: TYPE 2 - Sidewalk and trees in grates.



Figure 5.4.4.m: TYPE 3 - Sidewalk and water harvesting landscape with trees and paved parking access.



Traffic Calming on Local Streets

- Prior to revitalization



View of existing development

Traffic Calming on Local Streets

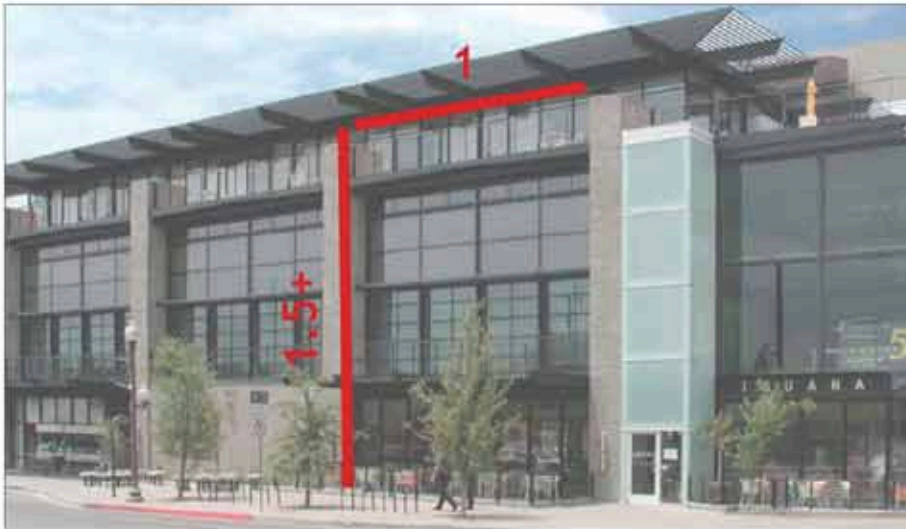
- After revitalization if new uses generate enough additional vehicle trips traffic calming would be required



Example Chicane and Speed Table

Elements of the Grant Road District

- Building Articulation
 - Form, materials, and detail
 - Create 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.

Elements of the Grant Road District

- Environmental Resources
 - Open Space Design
 - Open Space Requirements
 - Solar Access
 - Passive Cooling



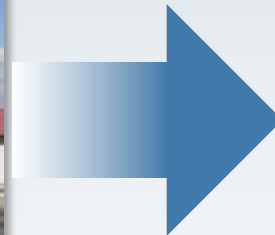
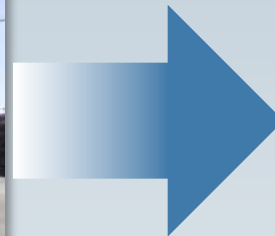
Residential Shared and Private Open Space



Public and Commercial Open Space

How it all comes together

- An example site revitalization



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Central Area GRD Categories

- Center Hub
- Center Marketplace
- Center Neighborhood
- Center General
- Segment Central

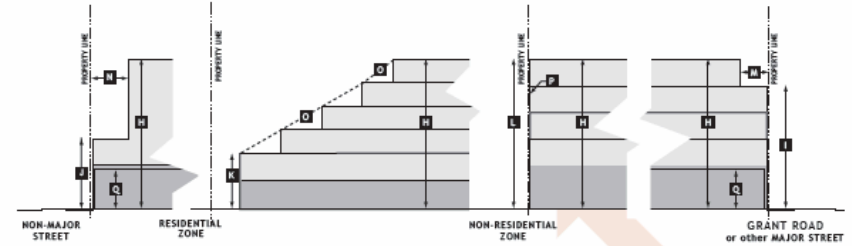
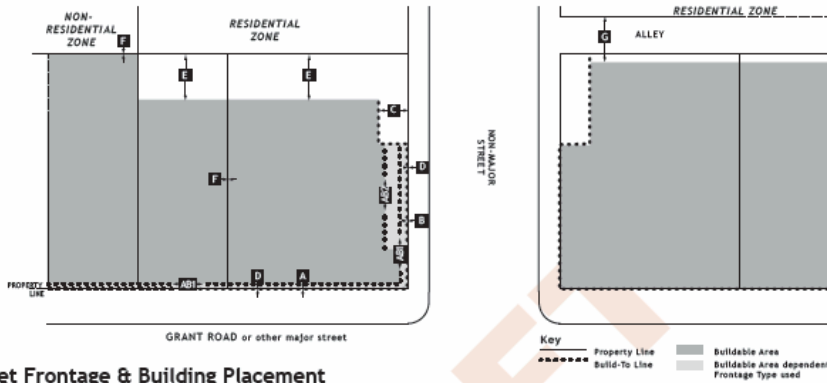


Central Area GRD Categories

- **Center Hub**
- Center Marketplace
- Center Neighborhood
- Center General
- Segment Central



Center Hub



Street Frontage & Building Placement

| Build-to Line | | |
|--|--|------------|
| Along Major Streets | 0' | A |
| Along other streets | 0' | B |
| EXCEPT for: | | |
| Private Storefront Frontage Type | up to 2' | AB1 |
| Porch Frontage Type | up to 10' | AB2 |
| Along all streets within 50' of a Residential Zone | prevailing setback of Residential Zone | C |

Notes

- For individual lot frontages on Major Streets, at least 80% of the lot frontage must have building facade at the build-to line.
- For individual lot frontages on existing non-Major Streets, at least 65% of the lot frontage must have building facade at the build-to line.
- Individual lot frontages must have building facade at the build-to line within 50' of street intersections involving a Major Street.

Perimeter Yard Minimums¹

| | | |
|---|--|----------|
| Street Frontages | 0' | D |
| Street frontages within 50' of a Residential Zone | prevailing setback of Residential Zone | C |
| On Lot Interior: | | |
| abutting Residential Zone | 22' | E |
| abutting non-Residential Zone | 0' | F |
| lots abutting alley may count alley width toward perimeter yard requirement | | G |

¹ See Frontage Types for Perimeter Yard Maximums

Frontage Types

| | |
|--------------------|--|
| Public Storefront | Allowed |
| Private Storefront | Allowed only on non-Major Streets except within 30' from their intersections with Major Streets |
| Arcade | Allowed |
| Porch | Allowed only on non-Major Streets except within 30' from their intersections with Major Streets |
| Public Yard | Allowed except within 30' of intersections of Grant Road and other Major Streets. Must be active: used for display, dining, or other active uses |
| Private Yard | Allowed only on non-Major Streets except within 30' from their intersections with Major Streets |
| Courtyard | Allowed |
| Parking Lot | Allowed except within 30' of intersections involving a Major Street |
| Park or Plaza | Allowed |

Notes

- See Frontage Types section in General Standards for standards for each Frontage Type.
- Vehicular drives prohibited along Major Streets within 30' of intersections.
- Frontage Types must also achieve build-to line requirements.
- Publicly accessible open spaces should be treated as non-Major Streets for the purposes of allowed Frontage Types.
- Active ground floor uses are required on 80% of building facade on all streets and open space frontages. Active uses include retail space, lobbies, entries, offices, living rooms, and kitchens of residential uses, common rooms and recreation spaces of institutional and public gathering uses, and other similarly active uses. These do not include storage areas, bathrooms, bedrooms, or other similarly less active or private uses.

Building Height, Massing & Articulation

Maximum Building Height

| | | |
|--|-----|----------|
| Site Maximum | 65' | H |
| On Grant Road and other Major Streets | 55' | I |
| On non-Major Streets (general) | 45' | J |
| On non-Major Streets (across from Residential Zones) | 30' | |
| On non-Major Streets (across from Residential Zones and within 50' of Major Streets) | 45' | |
| Abutting Residential Zones | 25' | K |
| Abutting non-Residential Zones | 65' | L |
| <ul style="list-style-type: none"> In Fontana, Tucson, and Country Club Centers, Site Max. is 45' | | |

Minimum Upper Floor Stepbacks²

| | | |
|---|---|----------|
| for heights above maximum allowed on Grant Road and other Major Streets to Site Maximum | 10' | M |
| for heights above maximum allowed on non-Major Streets to Site Maximum | 15' | N |
| for heights above maximum allowed abutting Residential Zones: | | O |
| Above 25' and up to 55' of building height | 2' for every additional 1' of height ³ | |
| Above 55' to Site Maximum building height | 1.5' for every additional 1' of height ³ | |
| for heights above maximum allowed abutting non-Residential Zones to Site Maximum | 0' | P |

² Alley widths may count toward stepback distances.

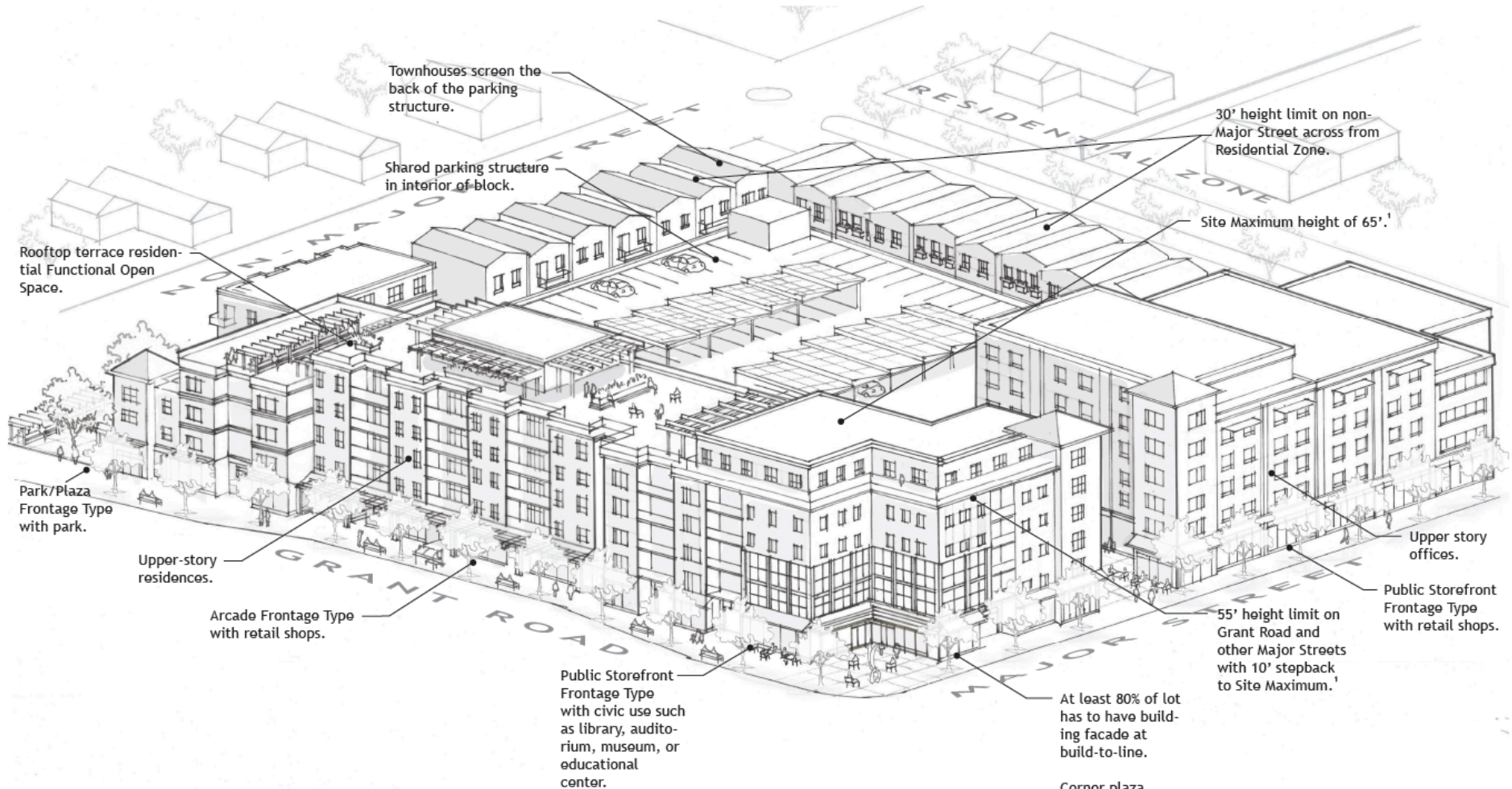
³ Base point for stepback measurement is minimum perimeter yard.

Ground Floor Height

| | | |
|---|-----|----------|
| Minimum clear ground floor ceiling height on public frontages for non-residential use | 16' | Q |
|---|-----|----------|

Center Hub

- GRD Zoning Illustration

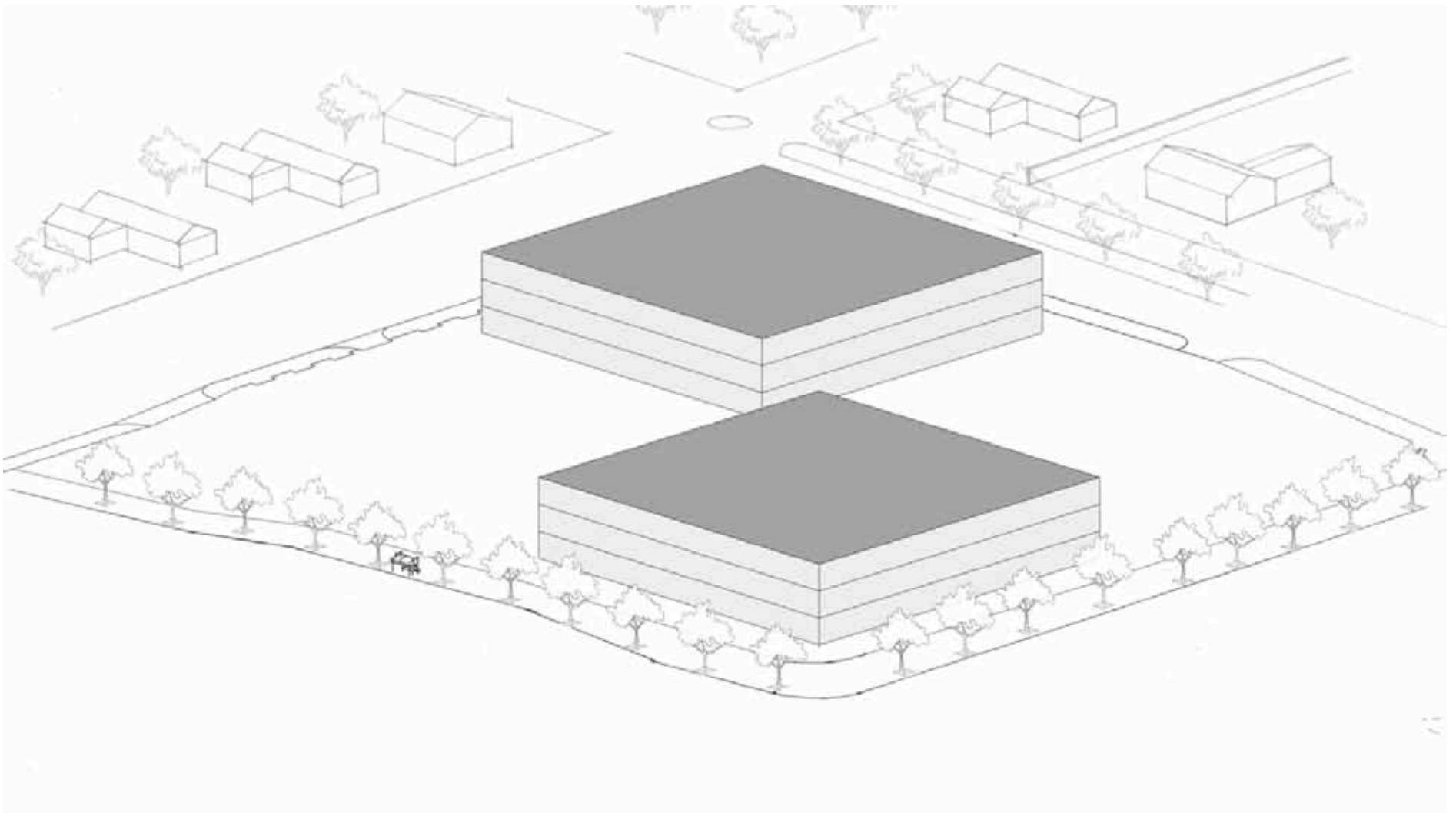


¹ Site Maximum is 45' in Fontana, Tucson, and Country Club Centers.

* This drawing is intended to illustrate the range of development and revitalization that could result from the Grant Road District Zoning Category standards. Street improvements and development shown are conceptual only.

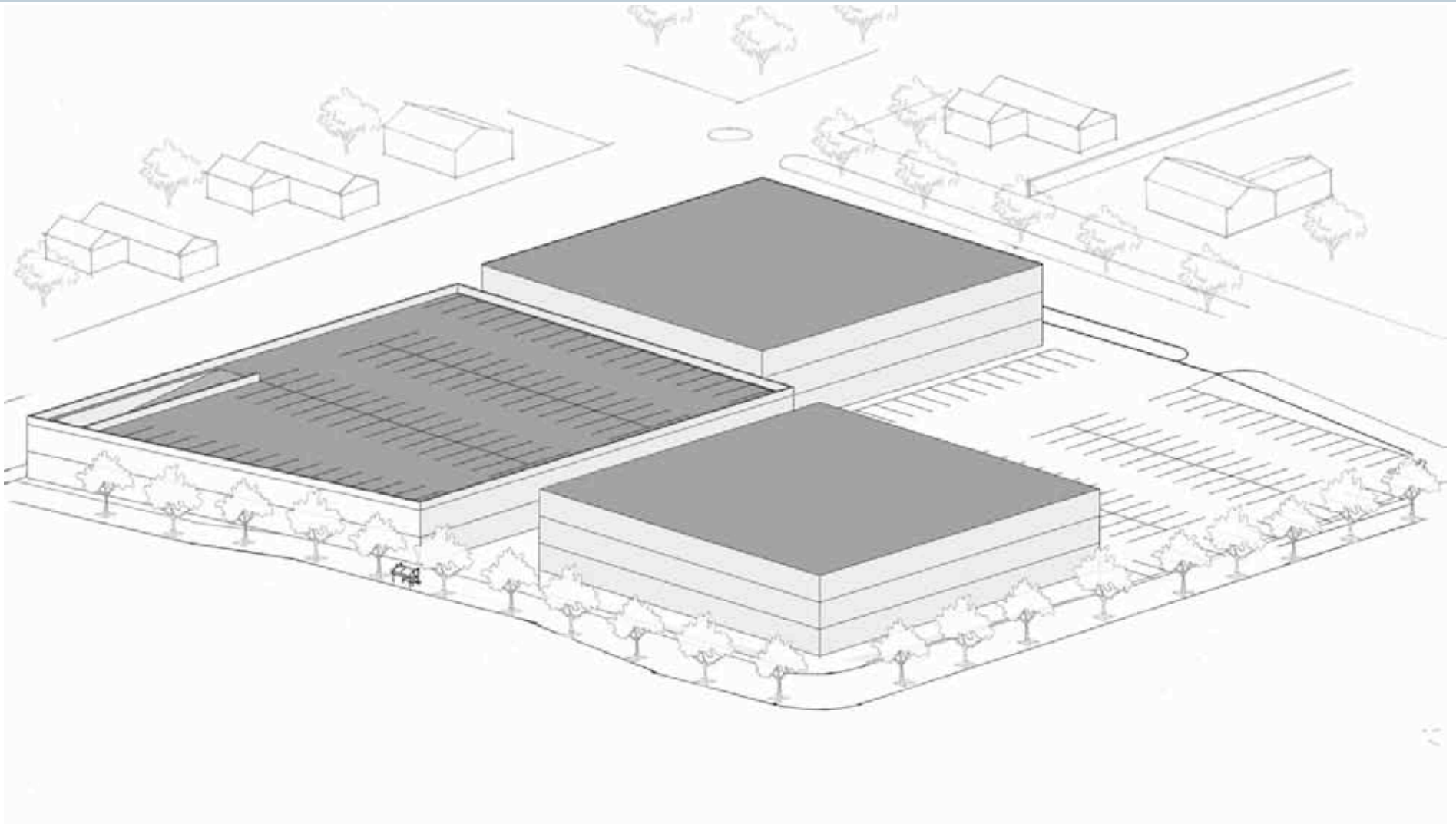
Center Hub

- C-1 Zoning Illustration



Center Hub

- C-1 Zoning Illustration



Center Hub

- Building height stepping back to neighborhoods
- Transitioning land use types



Existing Condition

Center Hub

- Building height stepping back to neighborhoods
- Transitioning land use types



After revitalization

Central Area GRD Categories

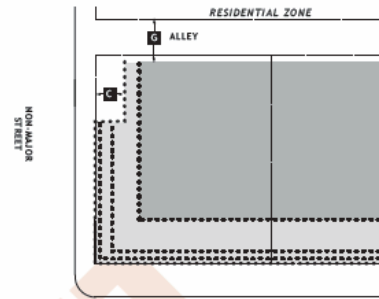
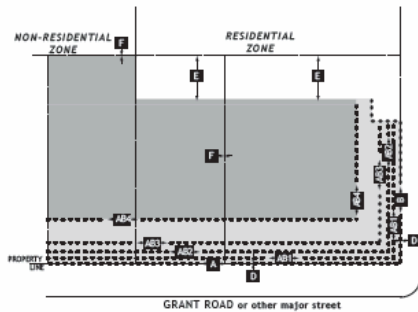
- Center Hub
- Center Marketplace
- Center Neighborhood
- Center General
- **Segment Central**



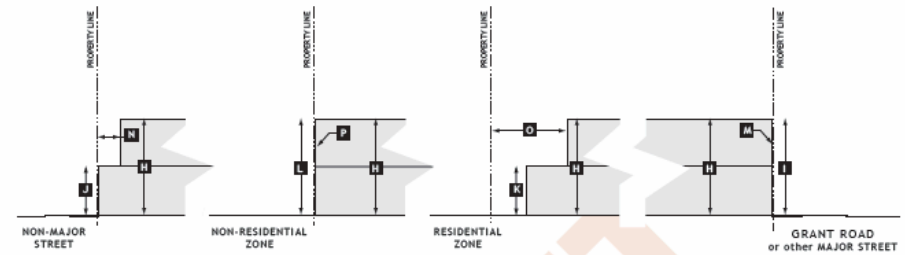
Question to be considered—

- Should there be variation related to Area and Neighborhood Plans

Segment Central



Key
 — Property Line
 - - - - - Build-To Line
 ■ Buildable Area
 ■ Buildable Area dependent on Frontage Type used



Street Frontage & Building Placement

| Build-to Line | | |
|--|--|------------|
| Along Major Streets | 0' | A |
| Along other streets | 0' | B |
| EXCEPT for: | | |
| Public Storefront Frontage Type | up to 2' | AB1 |
| Private Storefront Frontage Type | up to 5' | AB2 |
| Porch Frontage Type | up to 15' | AB3 |
| Public Yard Frontage Type | up to 25' | AB4 |
| Along all streets within 50' of a Residential Zone | prevailing setback of Residential Zone | C |

Notes

- For individual lot frontages on Major Streets, at least 50% of the lot frontage must have building facade at the build-to line.
- For individual lot frontages on non-Major Streets, at least 30% of the lot frontage must have building facade at the build-to line.
- Individual lot frontages must have building facade at the build-to line within 30' of street intersections involving a Major Street.

Perimeter Yard Minimums¹

| | | |
|---|--|----------|
| Along Street Frontages | 0' | D |
| Street frontages within 50' of a Residential Zone | prevailing setback of residential zone | C |
| On Lot Interior: | | |
| abutting residential zone | 20' | E |
| abutting non-residential zone | 0' | F |
| lots abutting alley may use alley width toward perimeter yard requirement | | G |

¹ See Frontage Types for Perimeter Yard Maximums

Frontage Types

| | |
|--------------------|--|
| Public Storefront | Allowed only on parcels adjacent to intersections of Grant Road and Major Streets |
| Private Storefront | Allowed |
| Porch | Allowed |
| Public Yard | Allowed |
| Private Yard | Allowed |
| Courtyard | Allowed |
| Parking Lot | Allowed but only for 80 linear feet of frontage at a time and cannot be within 30' of an intersection involving a Major Street |
| Park or Plaza | Allowed |

Notes

- See Frontage Types section in General Standards for standards for each Frontage Type.
- Vehicular drives prohibited along Major Streets within 30' of intersections.
- Use of Frontage Types must also achieve build-to line requirements, however some Frontage Types adjust the location of the required build-to line; see Build-to Line section.
- Publicly accessible open spaces should be treated as non-Major Streets for the purposes of allowed Frontage Types.
- Active ground floor uses are required on 80% of building facade on all streets and open space frontages. Active uses include retail space, lobbies, entries, offices, living rooms, and kitchens of residential uses, common rooms and recreation spaces of institutional and public gathering uses, and other similarly active uses. These do not include storage areas, bathrooms, bedrooms, or other similarly less active or private uses.

Building Height, Massing & Articulation

| Maximum Building Height | | |
|--------------------------------------|-----|----------|
| Site Maximum | 30' | H |
| On Grant Road and other Major Street | 30' | I |
| On non-Major Streets | 16' | J |
| Abutting Residential Zones | 16' | K |
| Abutting non-Residential Zones | 30' | L |

Minimum Upper Floor Stepbacks²

| | | |
|---|-----|----------|
| for heights above maximum allowed on Grant Road and other Major Streets to Site Maximum | 0' | M |
| for heights above maximum allowed on non-Major Streets to Site Maximum | 5' | N |
| for heights above maximum allowed abutting Residential Zones to Site Maximum | 30' | O |
| for heights above maximum allowed abutting non-Residential Zones to Site Maximum | 0' | P |

² Alley widths may count toward stepback distances.

Segment Central



- Existing Condition

Segment Central



- Existing + Roadway Improvements

Segment Central



Segment Central



- Courtyard Offices

Segment Central



- Linear Park

Segment Central

- Neighborhood Buffering



Segment Central

- Neighborhood Buffering



Segment Central

- Neighborhood Buffering



- Courtyard Offices

Segment Central

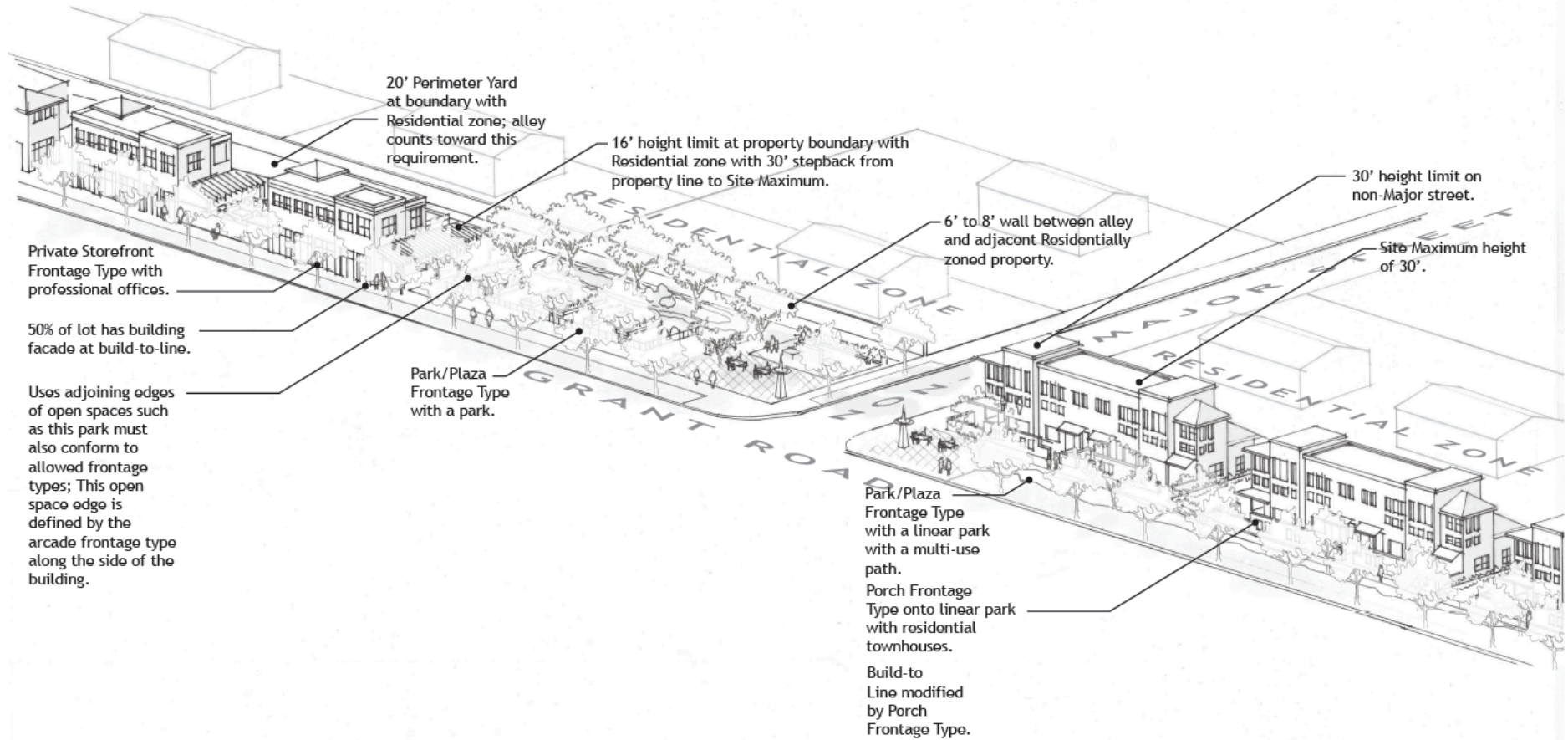
- Neighborhood Buffering



- Linear Park

Segment Central

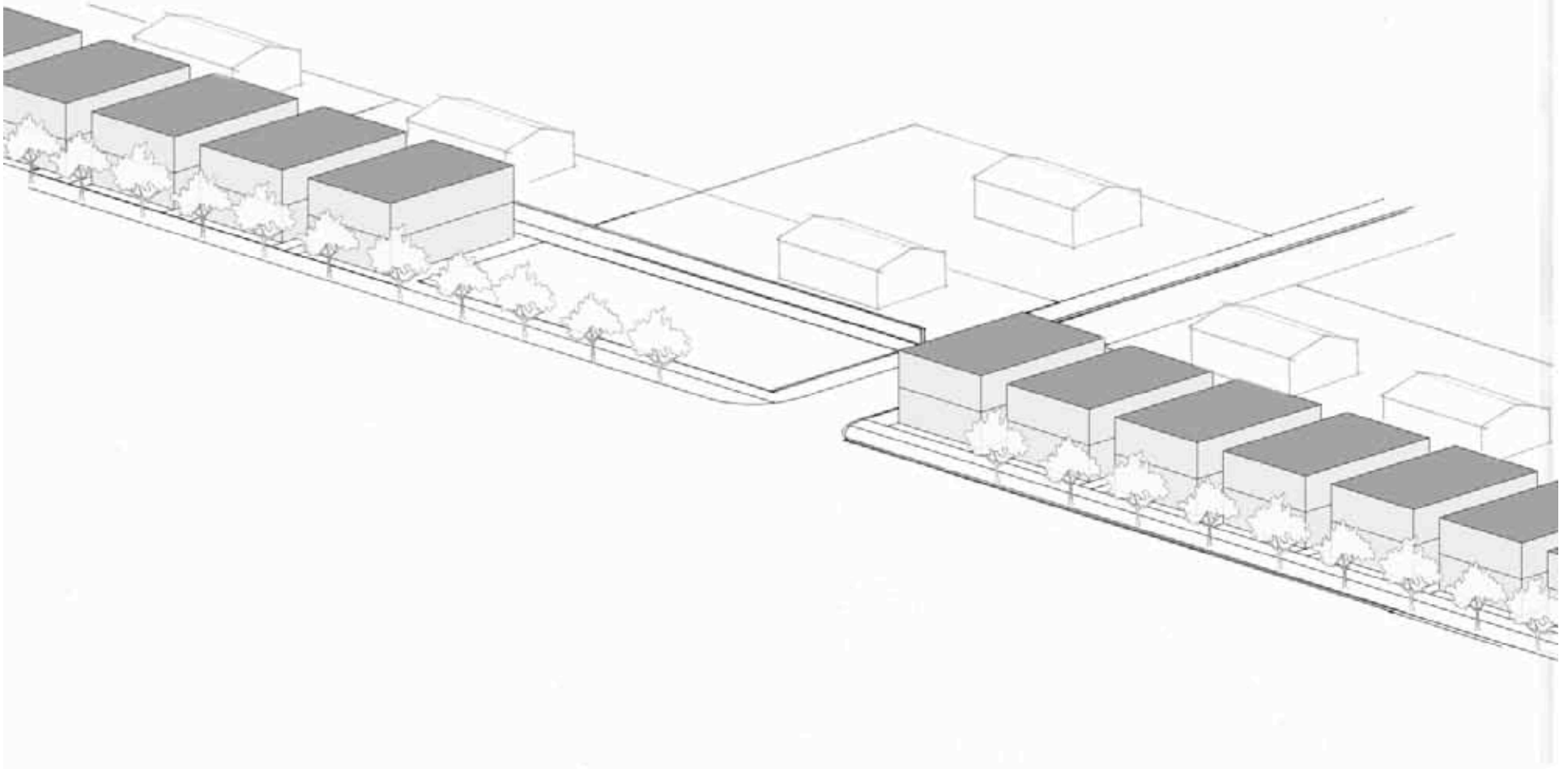
- GRD Zoning Illustration



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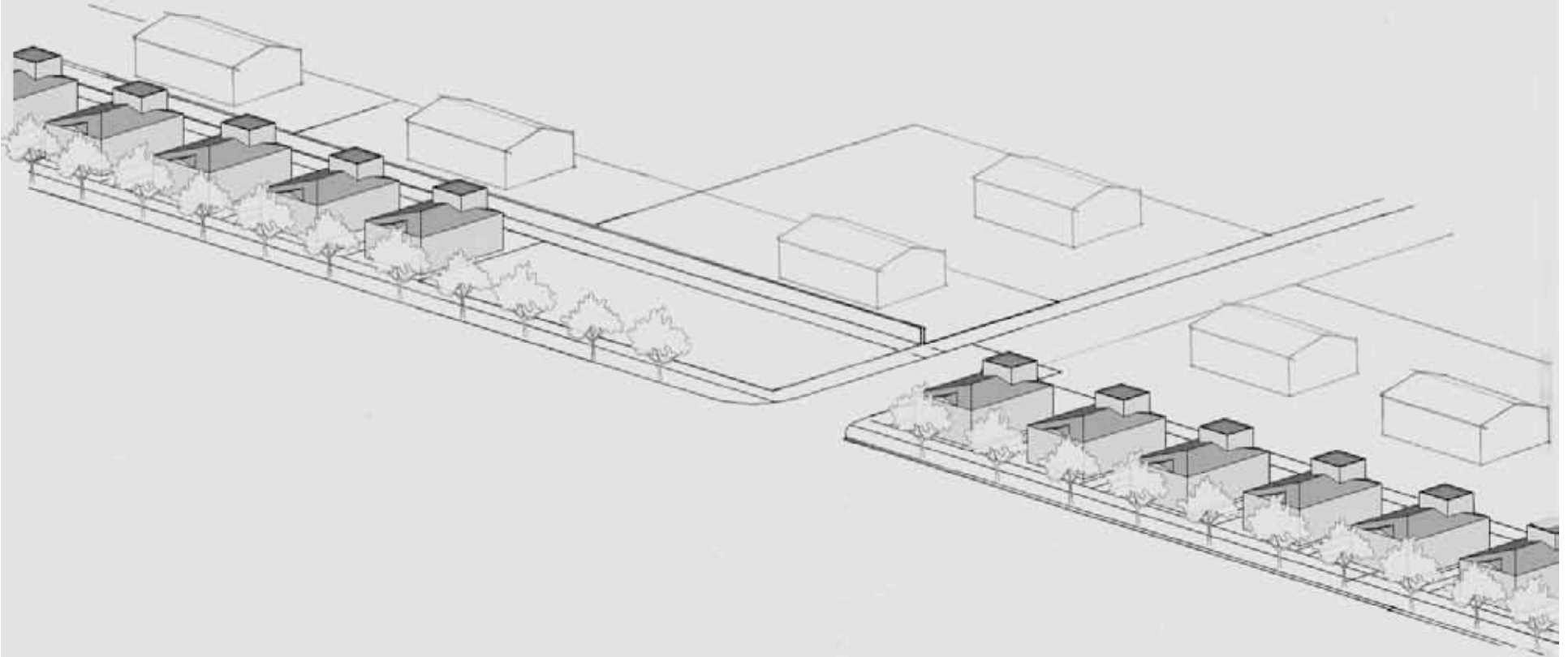
Segment Central

- R-1 Zoning Illustration



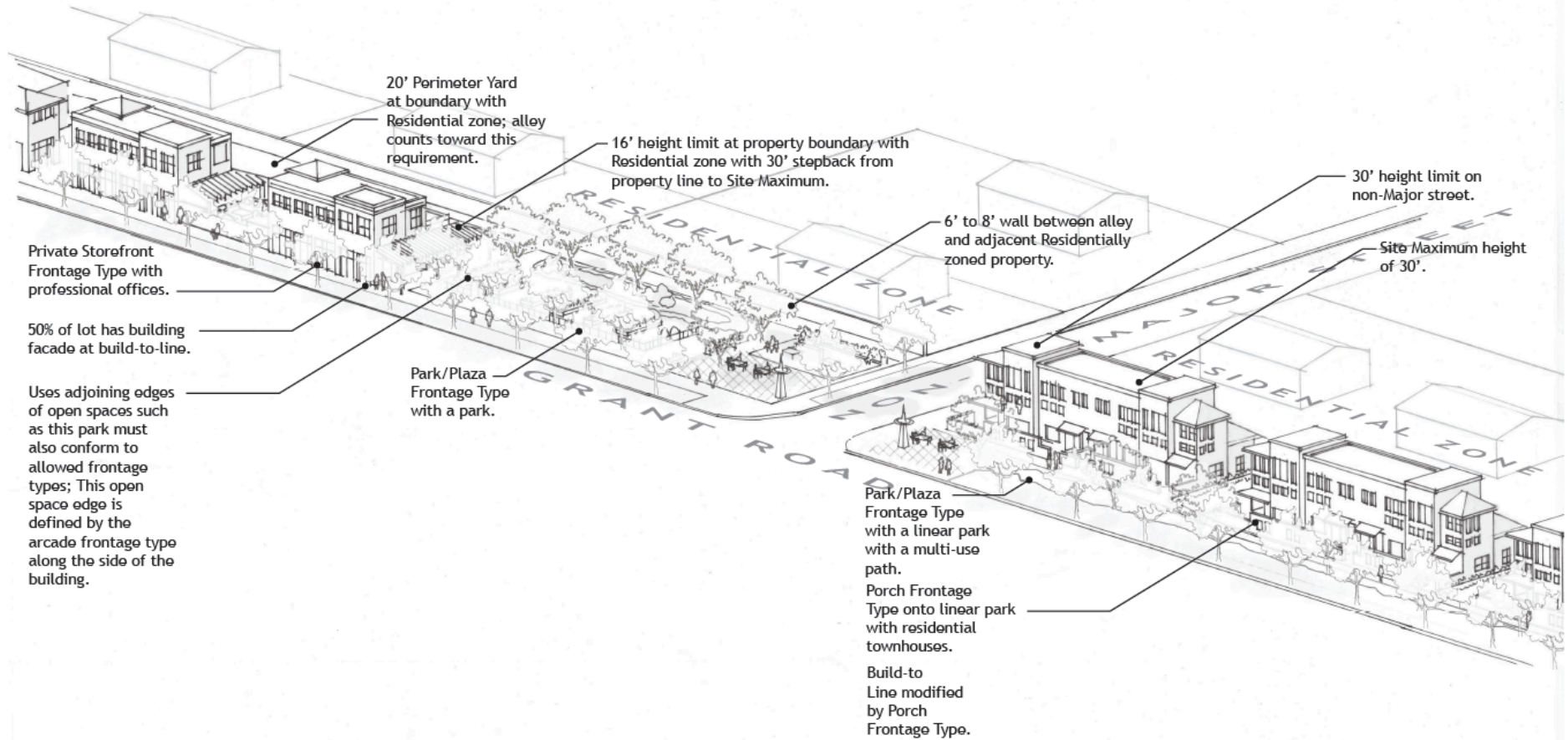
Segment Central

- NR-1 Zoning for Jefferson Park NPZ Overlay Illustration



Segment Central

- GRD Zoning Illustration



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Area & Neighborhood Plan Amendments

GRANT ROAD DISTRICT and CITY of TUCSON AREA and NEIGHBORHOOD PLANS - Oracle to Tucson



GRANT ROAD DISTRICT and CITY of TUCSON AREA and NEIGHBORHOOD PLANS - Tucson to Swan



- Potential Grant Road District (GRD) boundary
- Road Alignment
- - - Area or Neighborhood Plan boundary

DRAFT

Area & Neighborhood Plan Amendments

- Amendments will likely include:
 - Maps to indicate the GRD boundary
 - A general statement referencing to the GRD Zoning Ordinance
 - Additional references to the GRD and integration of some planning objectives as appropriate to implement the GRD
 - Mainly related to the transportation improvements of the Grant Road Improvement Project



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




CC&V Plan Process and Schedule Update

- Steps towards adopting the Plan
 - Public Input
 - Public Meetings







Public Input and Meetings

Schedule for Area and Neighborhood Plan Amendments

| | Winter 2011-12 | Spring 2012 | Summer 2012 | Fall 2012 | Winter 2012-13 |
|---|----------------|--|-------------|---|----------------|
| Area and Neighborhood Plan Neighborhood and Business Meetings | |  | | | |
| Planning Commission Study Sessions and Public Hearings | |  | | | |
| Mayor and Council Public Hearing | | | |  | |

Schedule for Grant Road District Optional Overlay Zone

| | Winter 2011-12 | Spring 2012 | Summer 2012 | Fall 2012 | Winter 2012-13 |
|--|---|-------------|-------------|---|---|
| Grant Road District Workshops |  | | | | |
| Grant Road District Zoning Open House | | | |  | |
| Zoning Examiner Review | | | |  | |
| Mayor and Council Public Hearing | | | | |  |

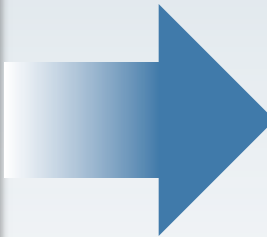
GRD Zoning Workshops

- Open House Session (45 min.)
 - Series of Stations with boards and maps around the room
 - Public Process & Schedule
 - Grant Road Improvement Project
 - CC&V Background
 - Planning Objectives, Vision, and Zoning Framework
 - GRD Map and Zoning Details



GRD Zoning Workshop

- Q&A Discussion Session (30 min.)
 - Group discussion about questions and reactions to the materials you will see tonight



Thank You

GRANT ROAD
Improvement Plan
Mobility Vitality Sustainability

GRANT ROAD
Improvement Plan
Mobility Vitality Sustainability

Planning Objectives

- Create Context-Appropriate Building Heights



Design Innovations

Traffic Improvements

- 42% shorter wait time
- Reduces total crashes
- 9% less fuel consumption
- Reduces pedestrian crossing distances



Design Innovations

Traffic Improvements



- Pedestrian Safety - PELICAN at the u-turn

Grant/Oracle Intersection Update

- Final plans completed December 2011
- R/W acquisition completed November 2011
- Utility relocation completed December 2011
- Select contractor and start construction Spring 2012
- Complete construction Spring 2013

