



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 9, 2012





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

- Presentation (45 min.)
 - Overview of Grant Road Improvement Project
 - Overview of Community Character & Vitality Plan
 - Review of GRD Zoning
 - Schedule of Public Input and Hearing Process
 - Organization of Workshop Stations



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



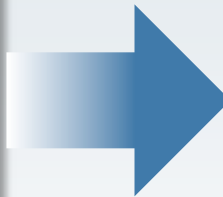
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Grant Road Improvement Project

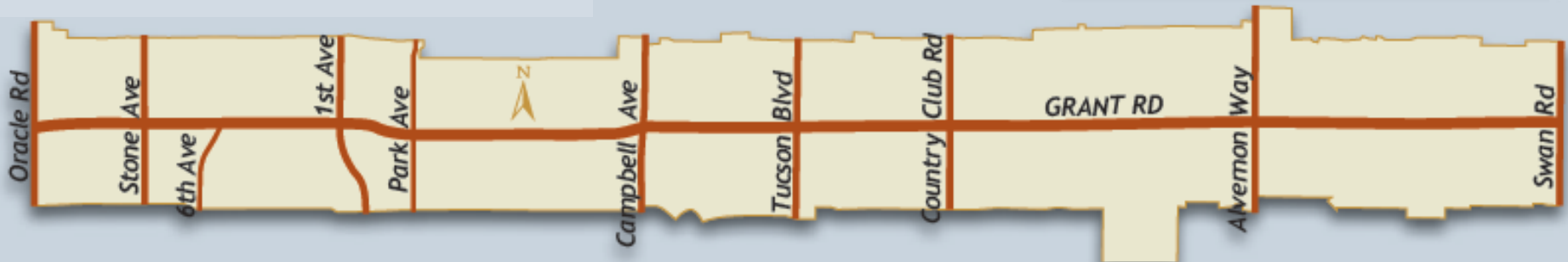
- Redesign of Grant Road
 - Context Sensitive Design approach
 - Satisfies a broad set of community goals
 - Meets RTA mandates
 - Status of implementation



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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.

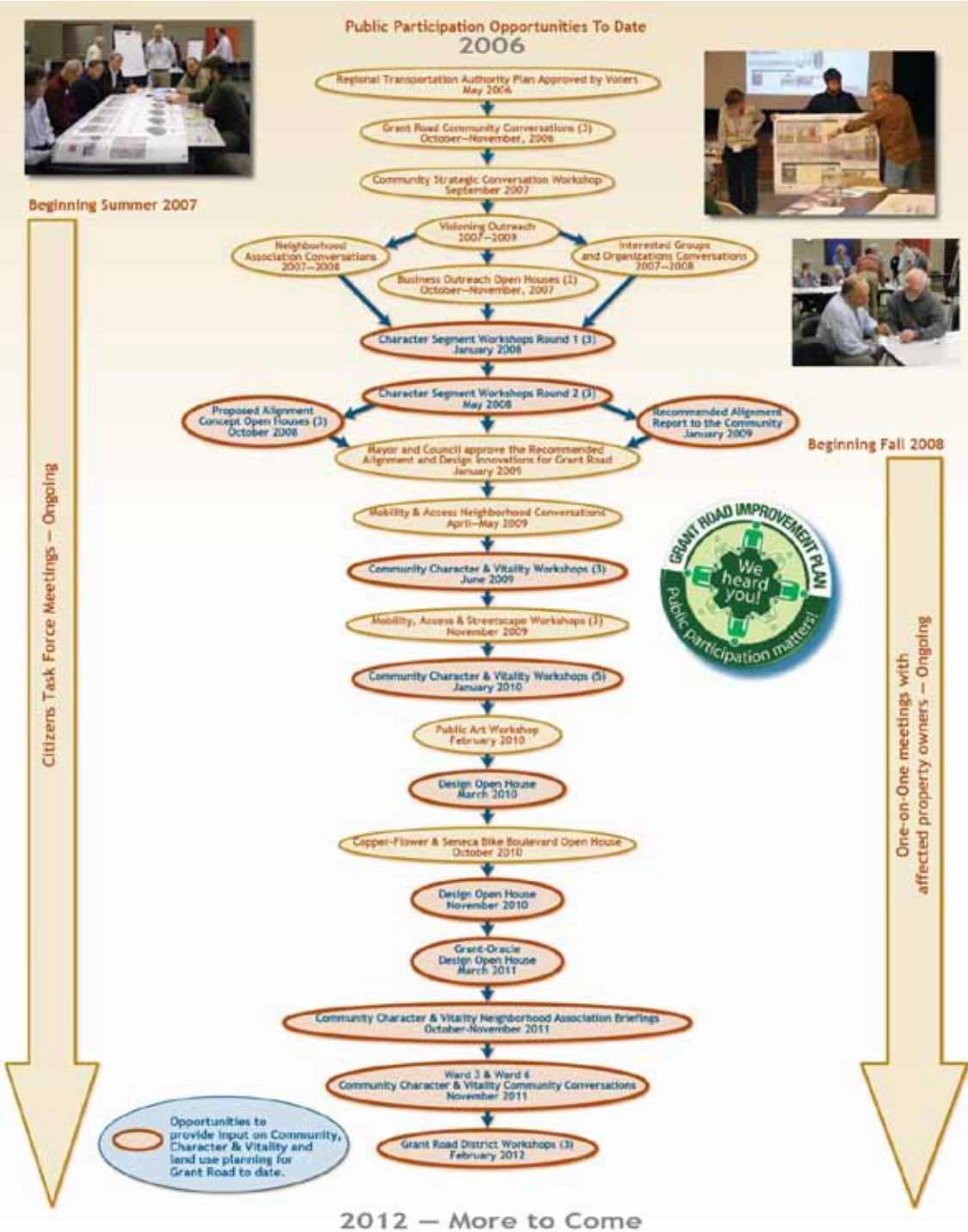
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state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

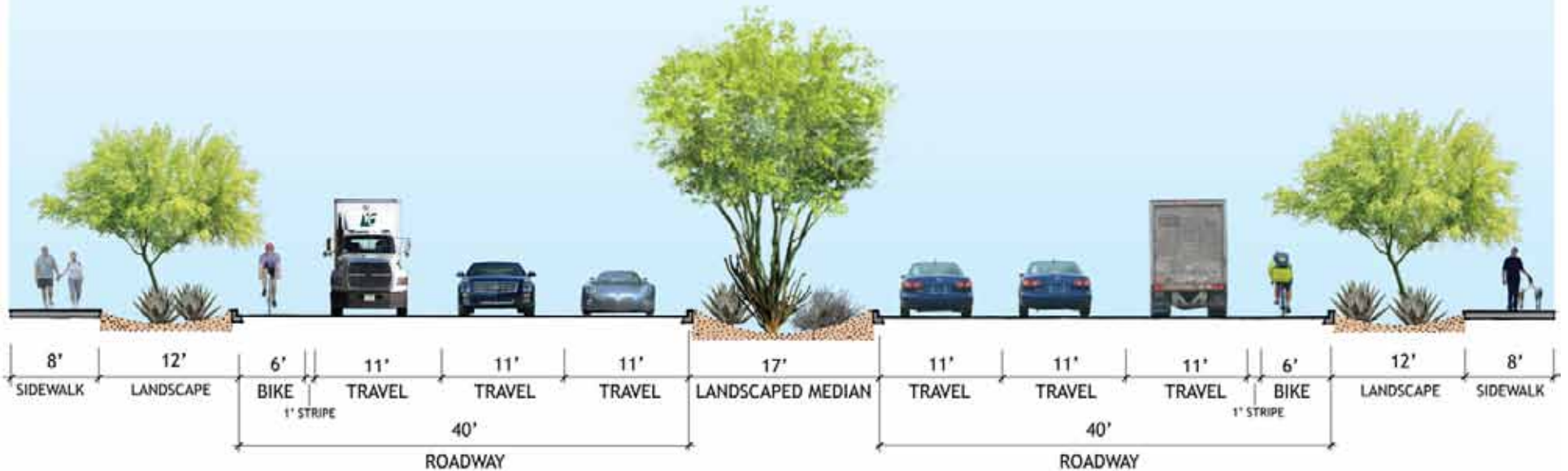


Guiding Principles that apply to the Cross Section

- 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



Transit Stop

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 Road-Oracle Road Intersection Design



Grant Road-Oracle Road Intersection Design



Grant Road-Oracle Road Intersection Design

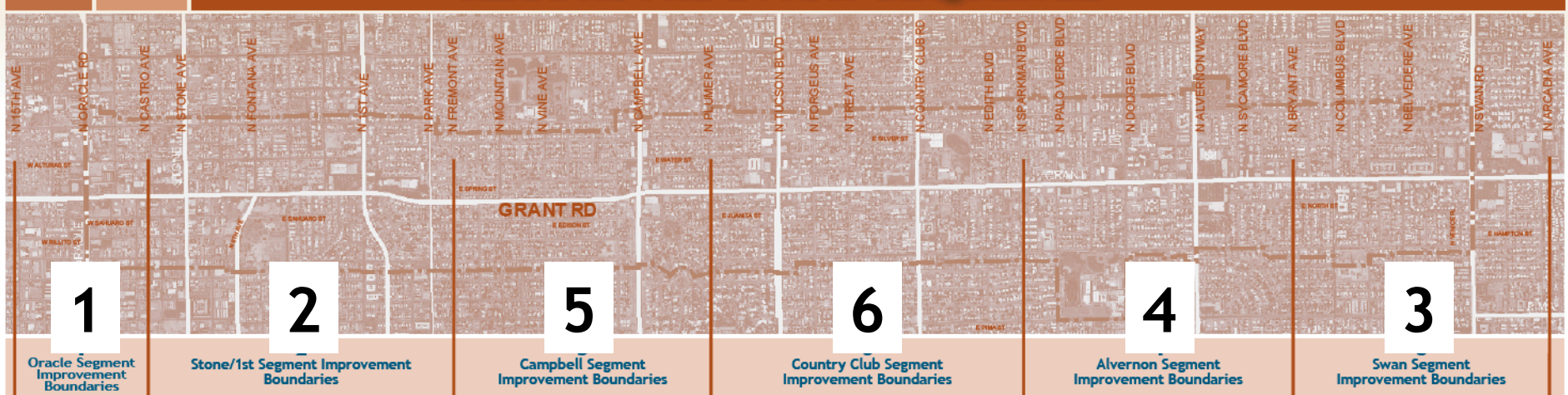


Grant Road-Oracle Road Intersection Design



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
- * 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.grantrroad.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

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





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Community Character & Vitality Plan

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



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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



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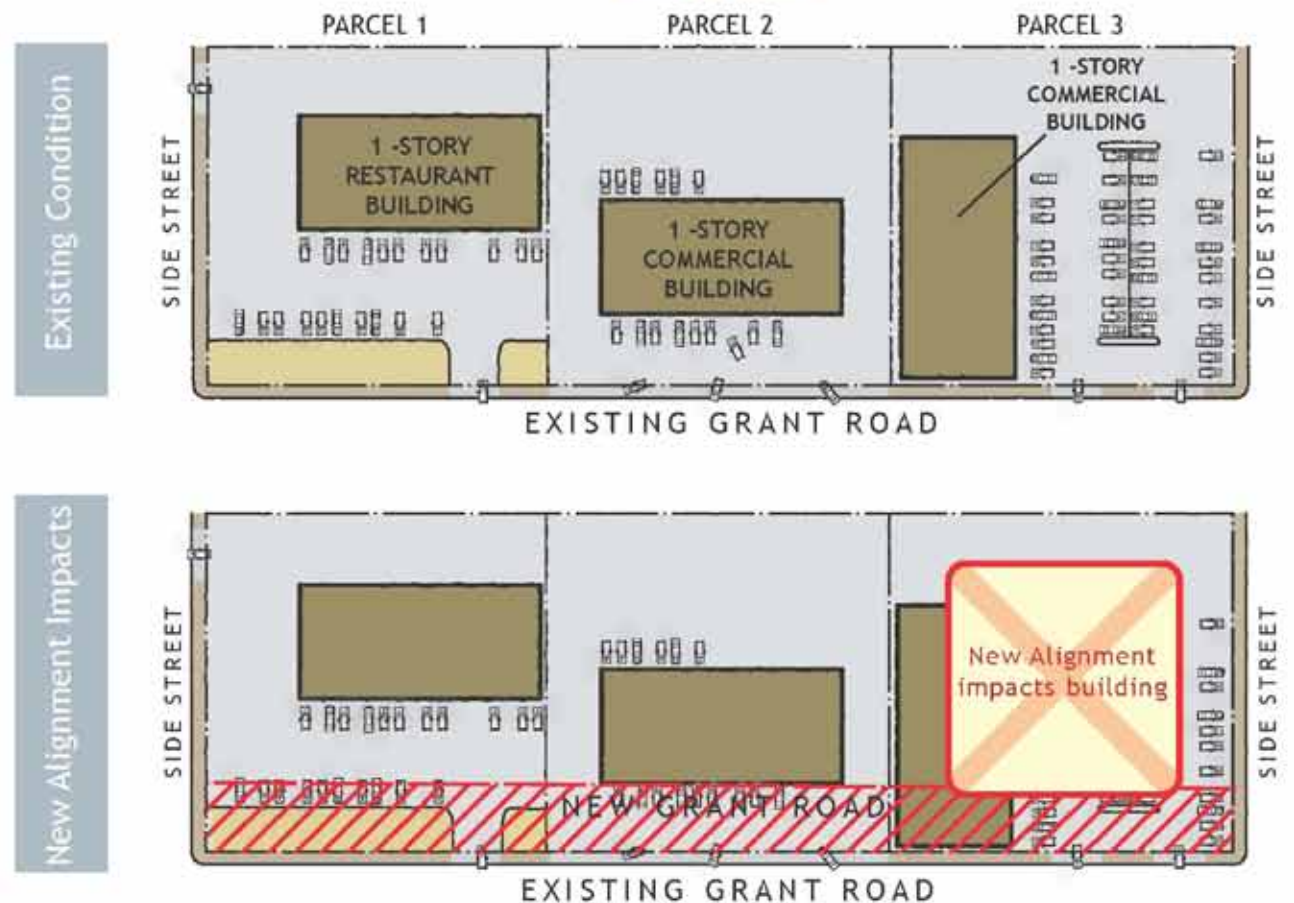
Character & Vitality

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



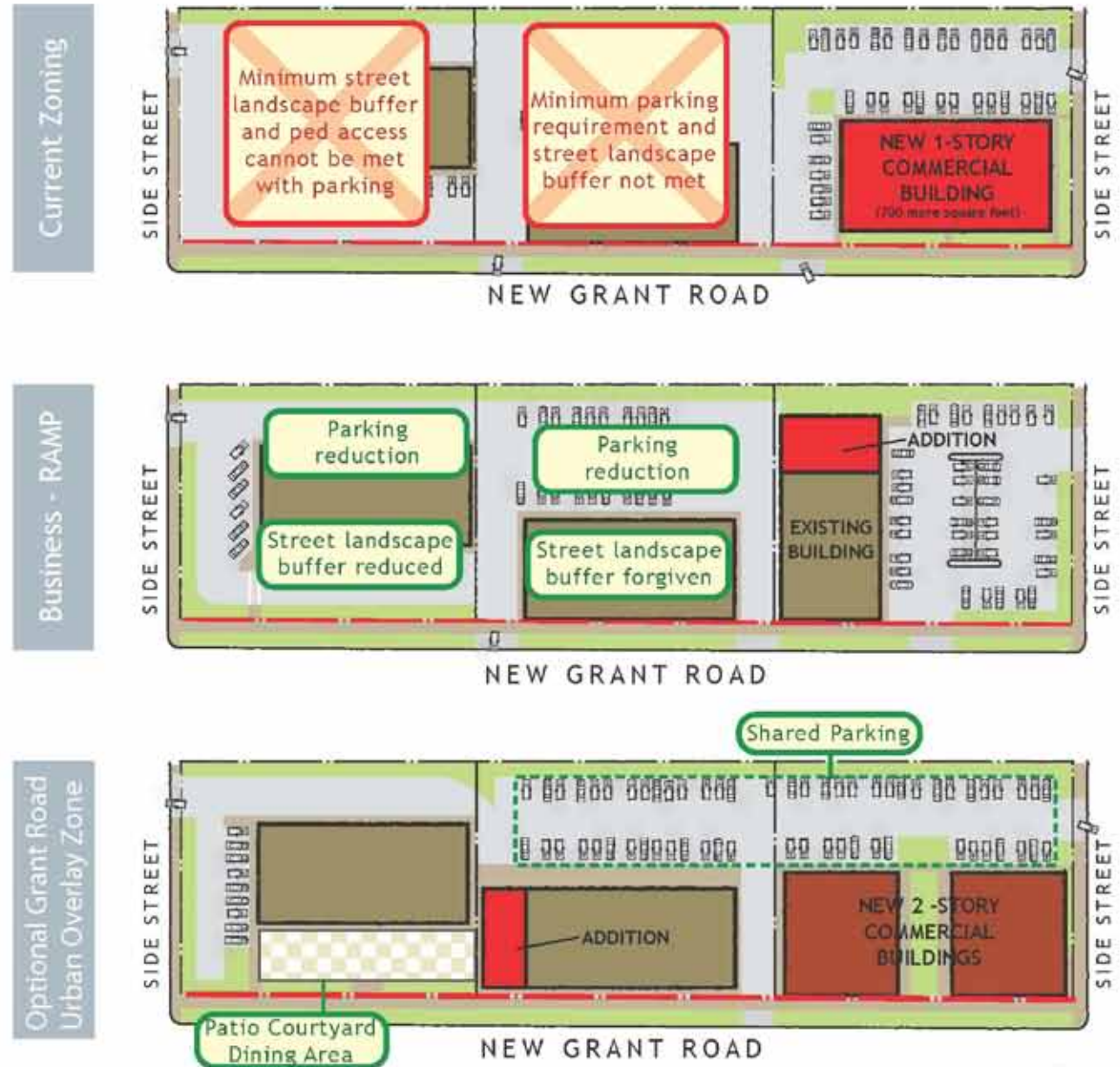
How can we encourage investment?

- Development Approval Options



How can we encourage investment?

- Development Approval Options



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

- Create Context-Appropriate Building Heights



Planning Objectives

- Support Small and Independent Businesses



Planning Objectives

- Contribute to Street Activity and Safety

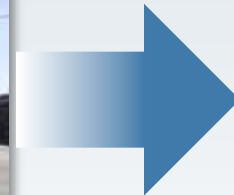
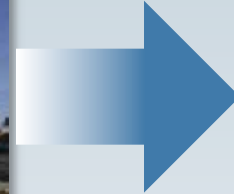




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Grant Road District Zoning

Achieving the Centers & Segments Vision



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Tucson Center

Keep focus of center with some enhancements

- The Tucson Center will:
 - continue to support a mix of building uses, offices, restaurants and other retail and service uses.
 - focus intensity at the corner properties at the intersection of Tucson Boulevard and Green Road with high-rise office (10 to 14 story) buildings, which will incorporate retail, office, or other uses to create a better pedestrian environment at the intersection.
 - follow the need for more service businesses such as Green Road Laundry and Drycleaner Bar & Tail with a better pedestrian environment that benefits from areas in front of businesses that are no longer suitable for parking taking on more engaging uses such as dining, shopping, and landscaping, etc.
 - benefit from new district parking lots that will provide more flexibility for the development of additional capacity by increasing the need for on-site parking.



Country Club Center

Revitalize to capture on existing focus of center

- The Country Club Center will:
 - give ground less intensive but compatible amount of activity: smaller building and the structural and structural core that are adjacent to it and the unique district around the intersection of Green and Country Club roads.
 - emphasize a walkable environment for both students and property.
 - include amenability-level uses such as food service and public space.
 - incorporate amenities in the lower level mid-rise office and retail in the area, and enhance the work area retail, support the expansion of the adjacent center with complementary arts and crafts businesses, etc.
 - accommodate uses located in the front of walk-oriented buildings up to 4 stories in height and Country Club Road, which might require time for the surrounding neighborhood.



Alvernon Center

Revitalize shopping centers into mixed-use centers

- The Alvernon Center will:
 - build an urban center into a community shopping and transit hub.
 - support the high number of pedestrians that currently walk along and across Green Road to increase the high level of transit activity, and transportation and beyond the center.
 - improve existing development, especially in the larger shopping centers, such as the old Sears, Best Buy, Home Depot and Alvernon professional offices, and retail buildings.
 - provide a larger-scale model for the larger shopping center sites so that it more closely reflect the urban retail space that gives a walk segment of the community (and transit), and the character of the site will transform into a more intensive and diverse mix of uses such as retail, office, and residential development in buildings up to 10 stories that are adjacent to a larger network of streets, and.
 - recognize that the Tucson Behavioral Institute is an asset to the area and should be preserved on Green Road, whether through an expansion to front streets, more dense uses, or across uses on Green Road, the addition of complementary business using centers, or an enhancement of Green Road landscaping that could be coordinated by the University through an agreement with which would help to increase the visibility of the District while supporting the community-building goals of the Green Road City Plan.



Columbus Center

Revitalize auto-oriented commercial strips into neighborhood center

- The Columbus Center will:
 - continue to be a vibrant neighborhood center that attracts a shopping and parking destination that is more convenient and neighborhood oriented than access to the large, more regional center in specialty shopping centers in downtown and Country Club centers.
 - establish on Green Road small opportunities for businesses, such as mid-rise office building, the walkable environment created by the local street level uses of Columbus Boulevard on the South side of Green Road, a new ally to create personal office, residential or low-rise development to connect areas of regional growth on the north side of Green Road, and small parks adjacent to the intersection of Columbus Boulevard and Green Road.
 - transform the current auto-oriented land uses adjacent to the intersection to more intensive pedestrian-oriented, mixed-use development of up to 10 stories.
 - incorporate mid-rise development with retail space for neighborhood shops with retail office or restaurant above, and.
 - focus neighborhood supporting uses with the development of a small public open space that would bring positive activity to support a walk experience in this center.



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 University Hospital shopping center, comprise a major retail and commercial strip in Alvernon Township.
 - improve the walking environment on the edges of these shopping centers and provide a complete redevelopment of the southeast of southeast corner of the Green and Green intersection could further improve walking with the addition of a bridge crossing the road, and.
 - incorporate a broader mix of uses, including professional or medical offices, and restaurants that could further enhance the center.



Eastern Segment areas

Support business vitality and industry community character

- The Eastern Segment areas will:
 - continue to benefit from mixed independent businesses.
 - support these businesses through the mitigation of impacts to walking from the Green Road widening, as well as through the strengthening of business district identities and industry clusters such as media, office and services, education, and building supplies.
 - provide shared parking lots, which can be shared by owners 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.
 - identify land uses to increase the use levels of retail and service space along the streets of Green Road with the addition of offices and restaurants, which can make the Eastern Segment walkable and active.
 - encourage the new lower floor design to create a better pedestrian environment, which will take advantage of the street frontage over the ground which continues parking lots on the larger buildings, and that redevelopment of space suitable for parking and parking (including dining, and other uses, etc).
 - incorporate new mid-rise development that will increase density in the Eastern Segment centers and create a continuous and active building facade along the sidewalk and shopping street of Green Road and building adjacent to downtown light-rail stations.

Tucson

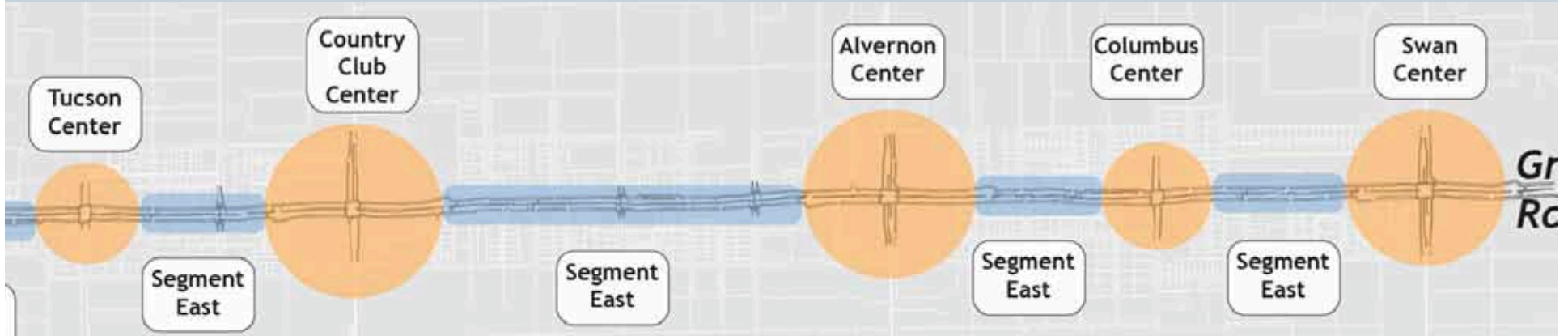
Country Club

Alvernon

Columbus

Swan

Centers and Districts Vision Concept Implementation



Moving from vision to land use policy



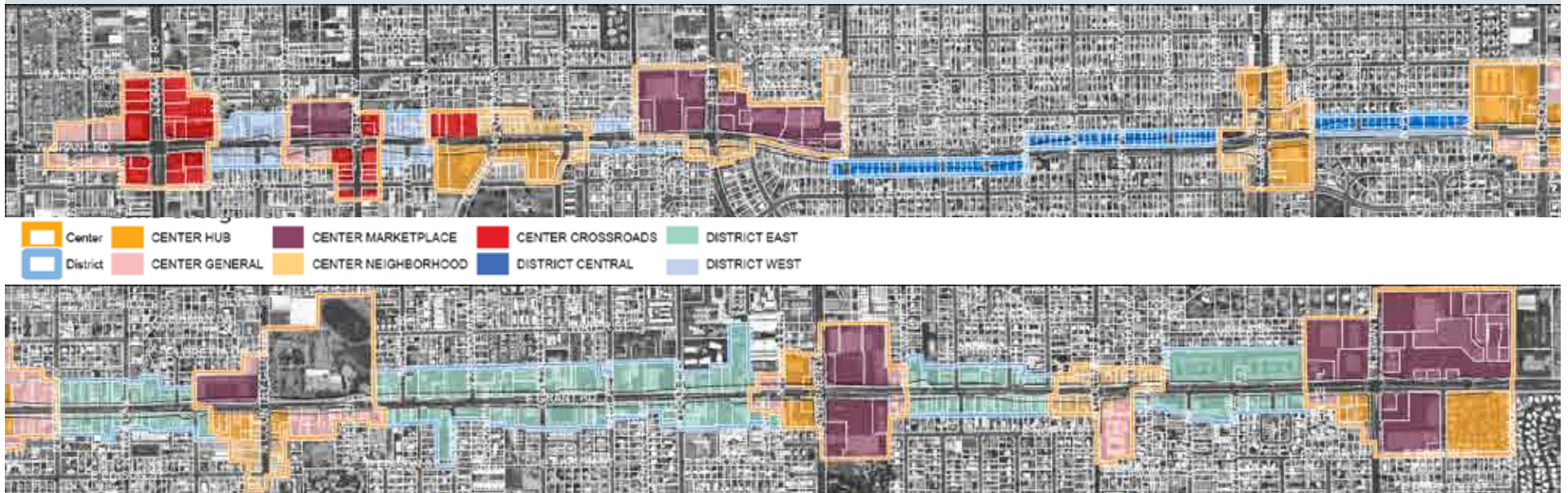
	Center		CENTER HUB		CENTER MARKETPLACE		CENTER CROSSROADS		DISTRICT EAST
	District		CENTER GENERAL		CENTER NEIGHBORHOOD		DISTRICT CENTRAL		DISTRICT WEST

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

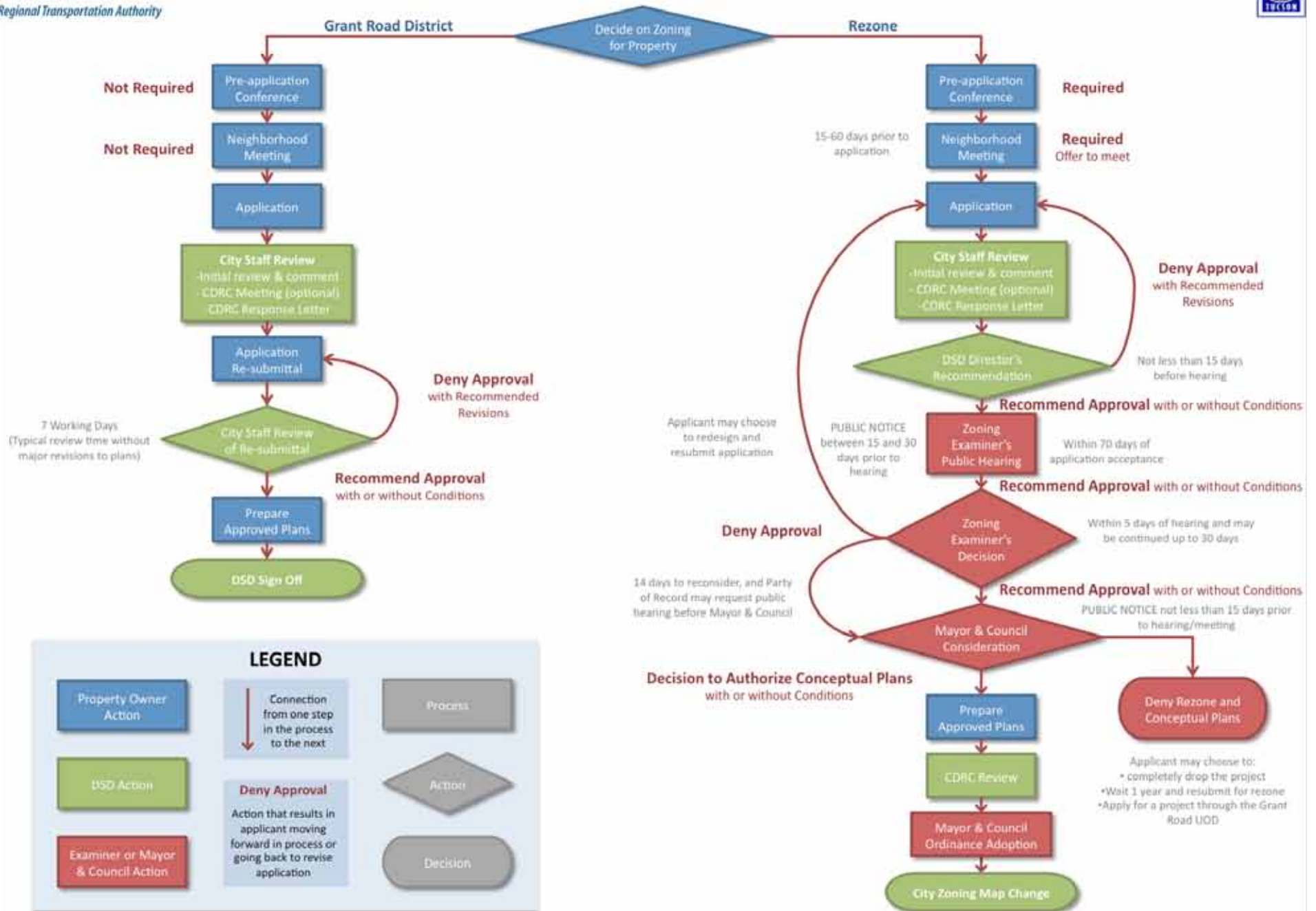


How the Grant Road District Works

- 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

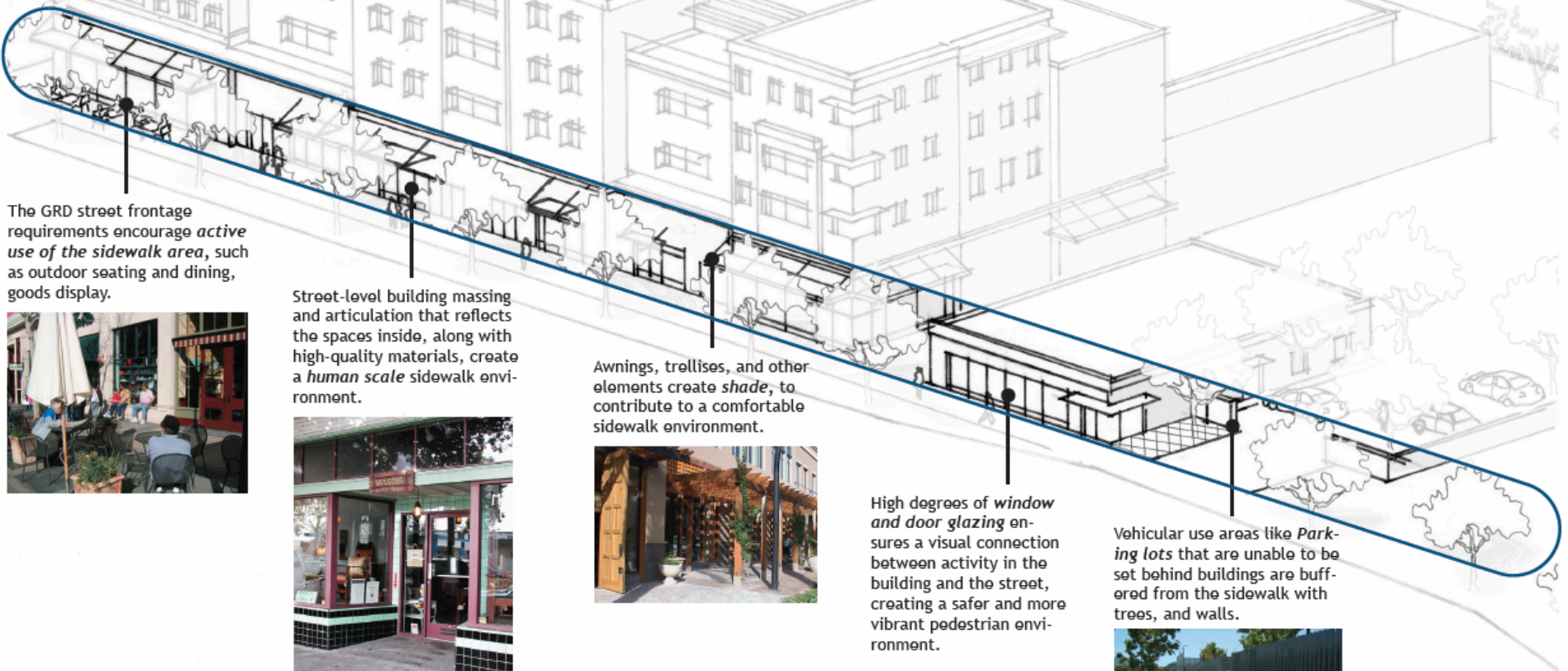


Elements of the Grant Road District

- 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



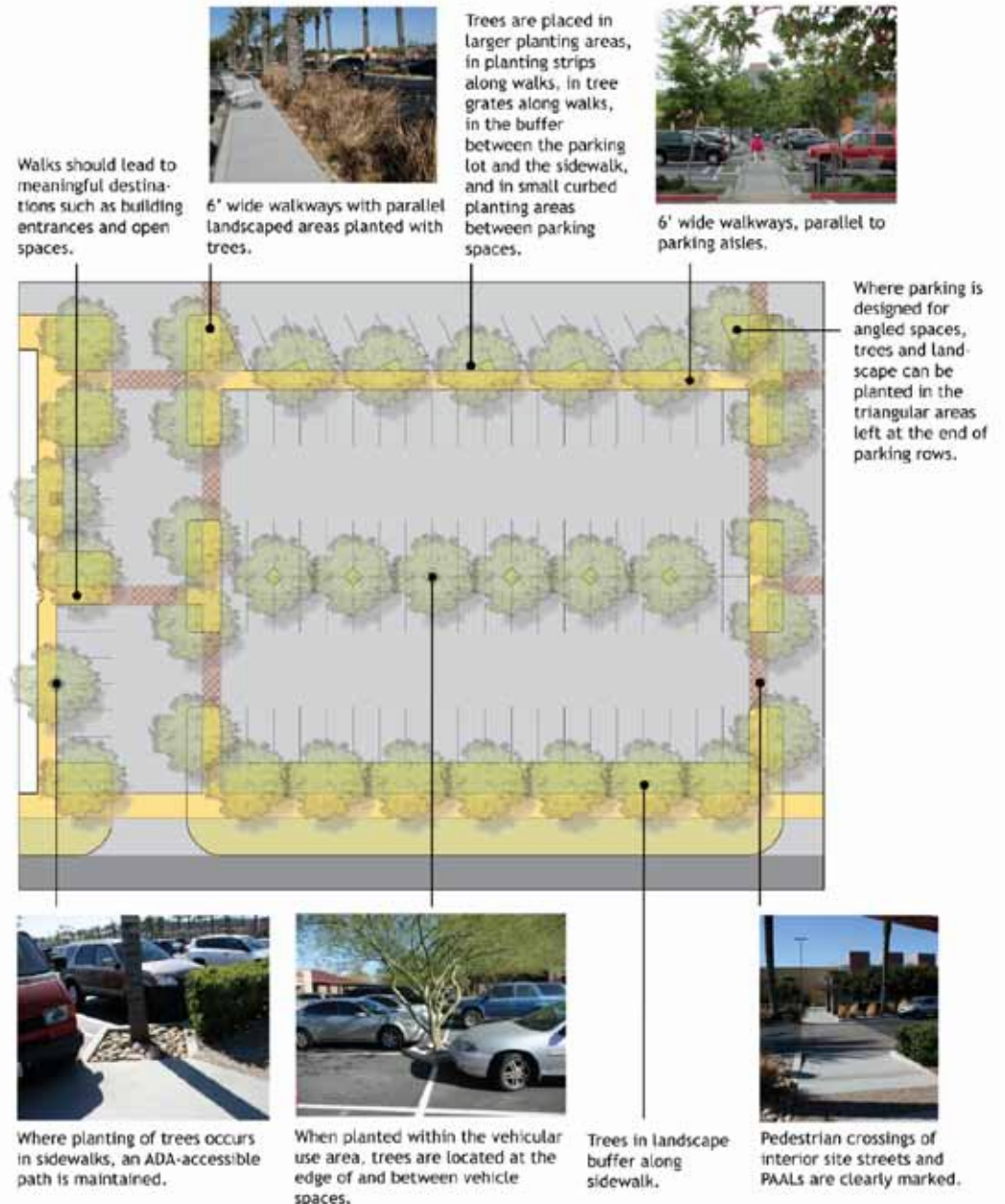
Elements of the Grant Road District

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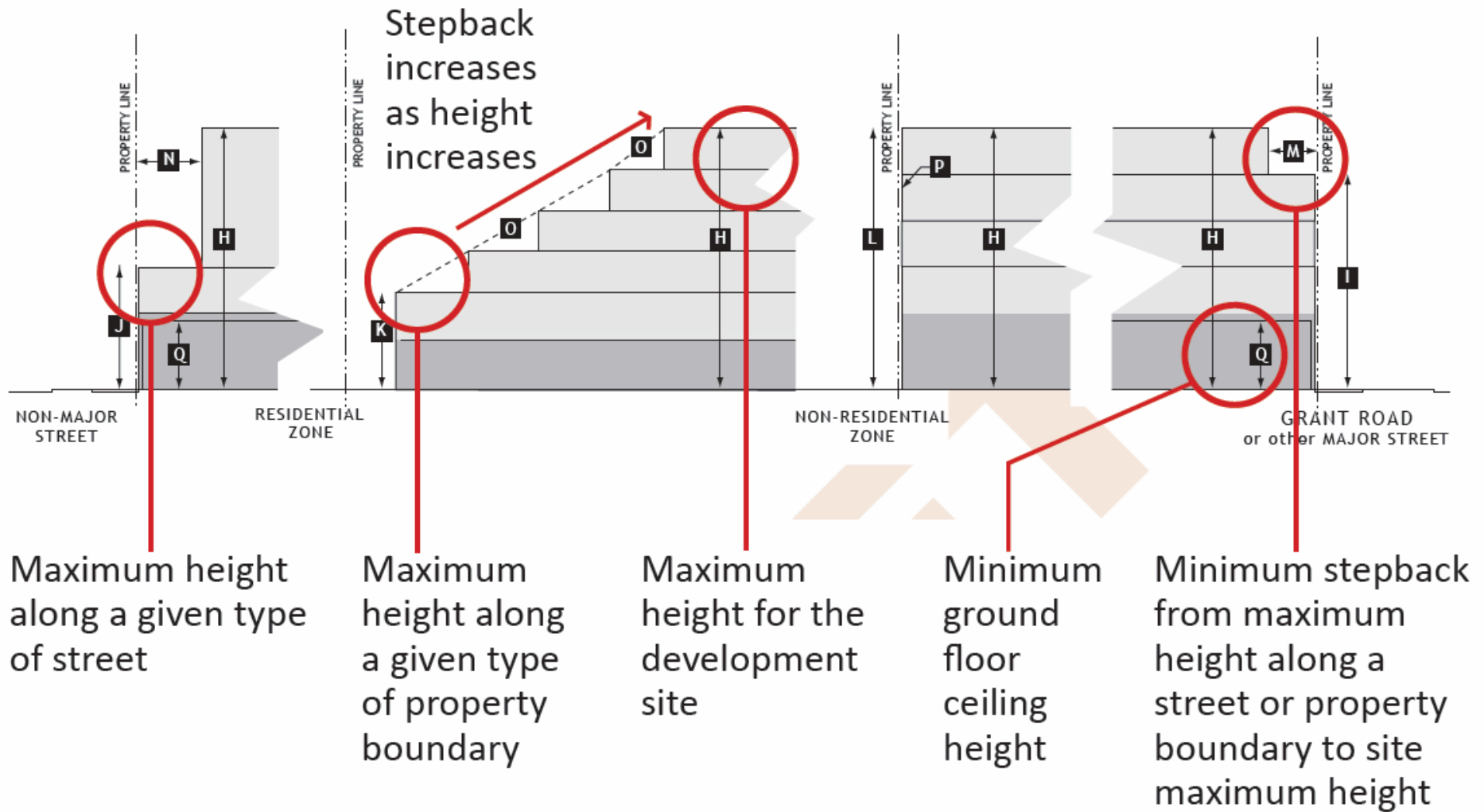
Elements of the Grant Road District

- 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

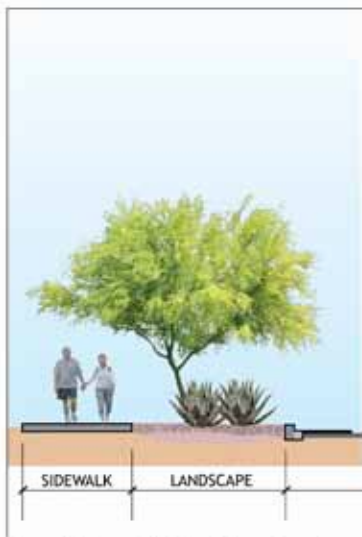


Figure 5.4.4.k: TYPE 1 - Sidewalk and landscape area with trees.



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

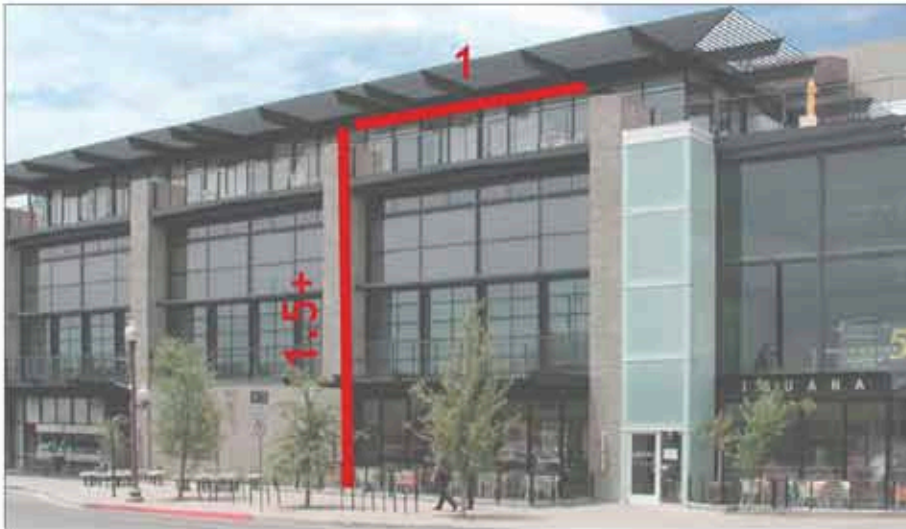
- After revitalization if new uses generate enough additional vehicle trips traffic calming would be required



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



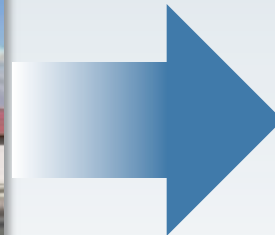
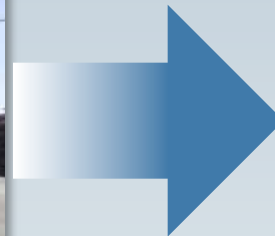
Residential Shared and Private Open Space



Public and Commercial Open Space

How it all comes together

- An example site revitalization



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East Area GRD Categories

- Center Hub
- Center Marketplace
- Center Neighborhood
- Center General
- Segment East

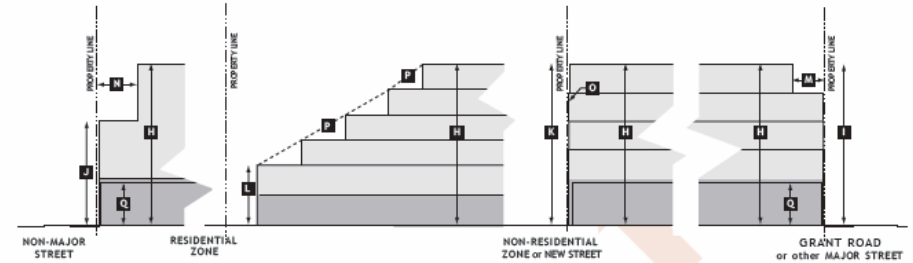
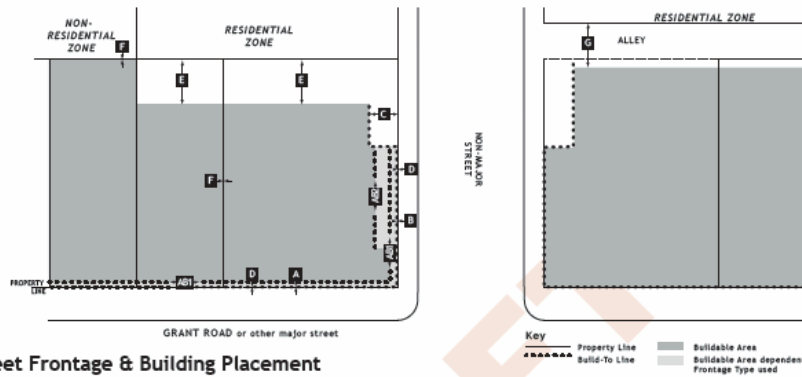


East Area GRD Categories

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



Center Marketplace



Street Frontage & Building Placement

Build-to Line ¹		
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 65% of the lot frontage must have building facade at the build-to line.
- For individual lot frontages on existing non-Major Streets, at least 50% 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 intersections involving a Major Street and within 30' of intersections involving a new street.

Perimeter Yard Minimums ^{1,2}

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 discussion of Minor Improvements for exceptions, on next page.

² See Frontage Types for Perimeter Yard Maximums.

Frontage Types

Public Storefront	Allowed
Private Storefront	Allowed only on non-Major Streets except within 30' of their intersections with Major Streets
Arcade	Allowed
Porch	Allowed only on non-Major Streets except within 30' of their intersections with Major Streets
Public Yard	Allowed except within 30' of intersections of Grant Road with Major Streets
Private Yard	Allowed only on existing non-Major Streets except within 30' of their intersections with Major Streets
Courtyard	Allowed
Parking Lot	Allowed except within 30' of intersections involving Major Streets
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.
- At least 80% of the building frontage along streets and open spaces shall contain active ground floor uses. 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 except within 50' of an intersection with a Major Street)	30'	
On new streets	65'	K
Abutting Residential Zones	25'	L
Abutting non-Residential Zones	65'	K
<ul style="list-style-type: none"> In Country Club Center, Site Maximum is 55' 		

Minimum Upper Floor Stepbacks ³		
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 on new streets to Site Maximum	0'	O
for heights above maximum allowed abutting Residential Zones:		P
Above 25' and up to 55' of building height	2' for every additional 1' of height ⁴	
Above 55' to Site Maximum building height	1.5' for every additional 1' of height ⁴	
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	O

³ Alley widths may count toward stepback distances.

⁴ 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

Minor Improvements:

For the purposes of this sub-category, minor improvements are those where less than 50% of the existing buildings are demolished in the reuse of the property.

- Only new buildings and the portion of the property that is being redeveloped need comply with the Grant Road District build-to line, perimeter yard, frontage type, height, stepback, and land use requirements.
- Compliance with multi-modal circulation requirements shall be through on-site circulation improvements (including sidewalks and landscaping) that begin to establish a pattern of blocks for the future revitalization of the property.

Multi-Modal Circulation:

- The character of the Center Marketplace sub-category depends largely on the addition of new streets on the sites zoned with this sub-category. New streets can create the framework of the transition of sites from auto-focused shopping centers to walkable mixed-use shopping areas.
- Blocks with Major Street faces longer than 300' must be bisected by new streets
- See General Standards and Block and Circulation Standards for the design of new streets and other standards.

Center Marketplace Example

- Existing shopping center



Center Marketplace Example

- Initial development with one-story 'liner' retail building and on-site pedestrian circulation improvements



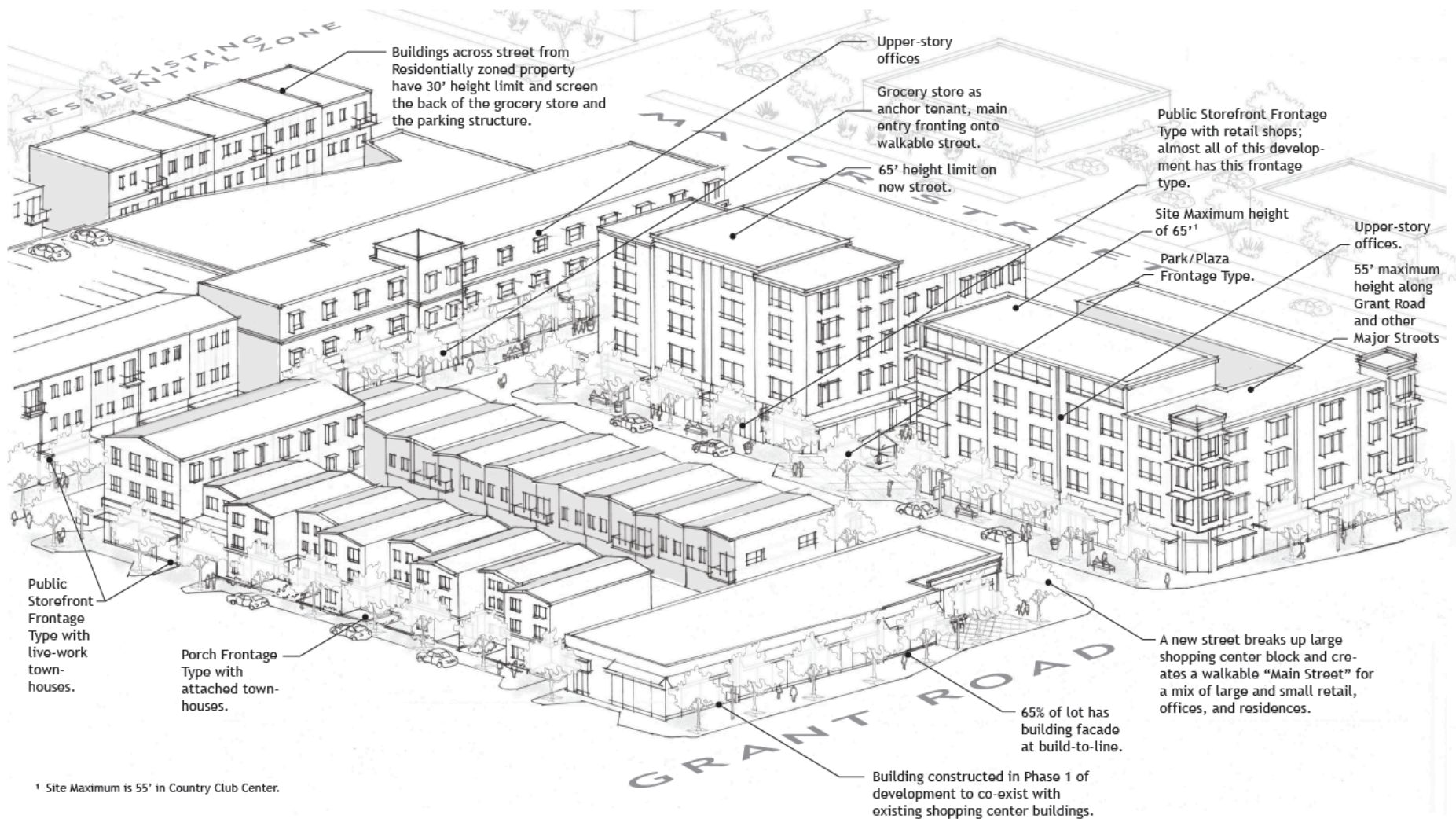
Center Marketplace Example

- ‘Full revitalization’ with retail, office, live/work, townhomes, and residential flats



Center Marketplace

- GRD Zoning Illustration

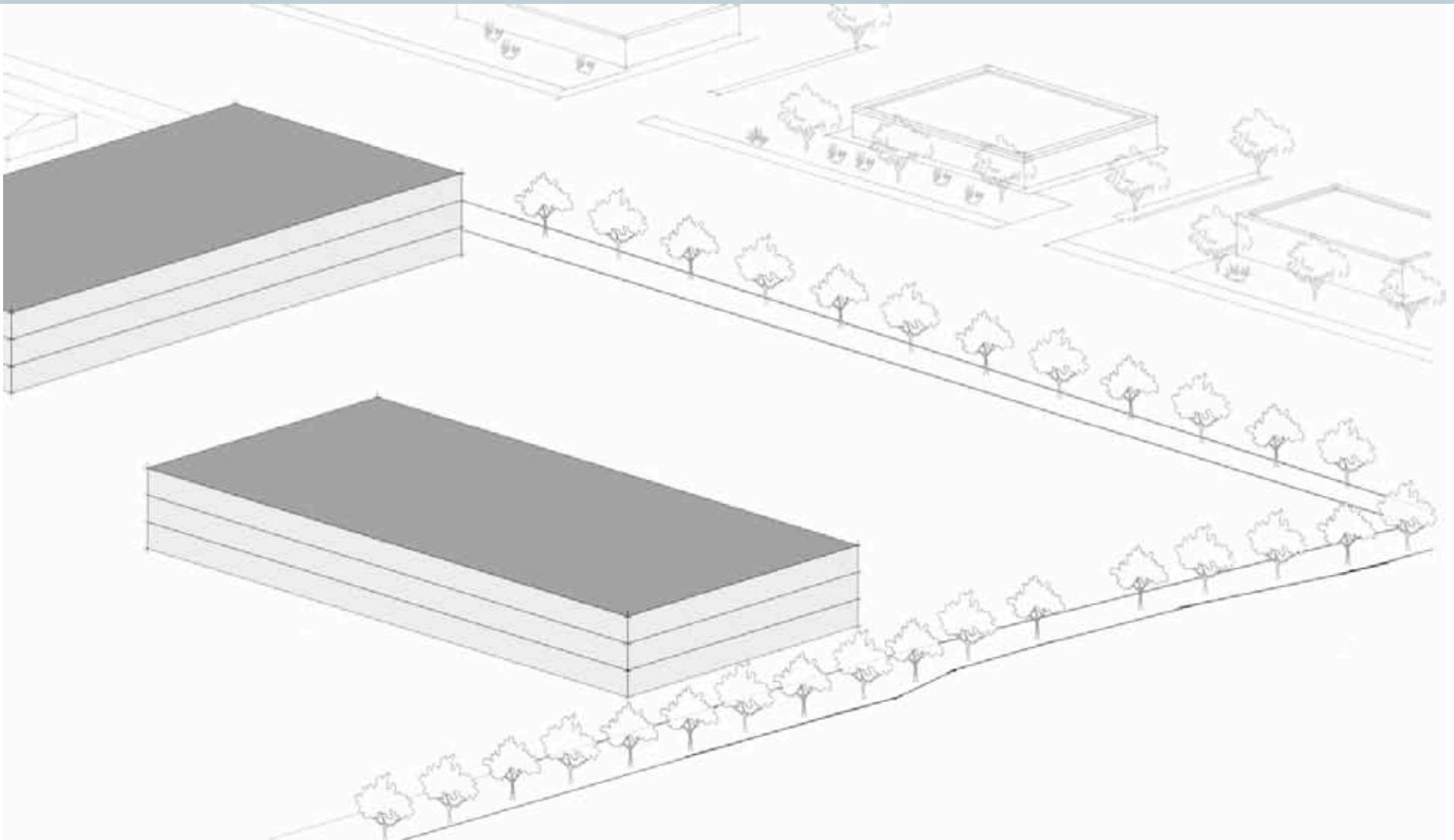


¹ Site Maximum is 55' in Country Club Center.

* 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.

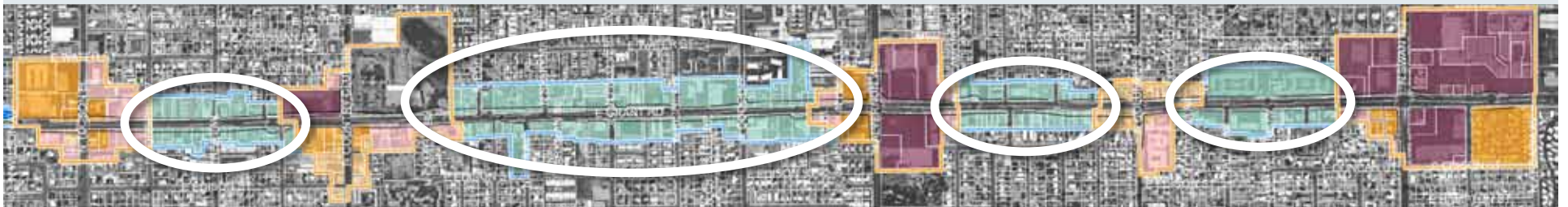
Center Marketplace

- C-1 Zoning Illustration

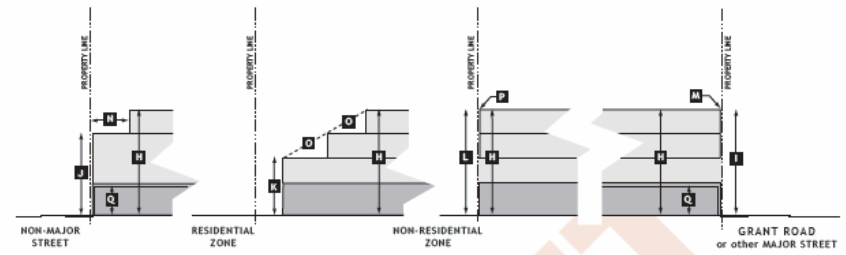
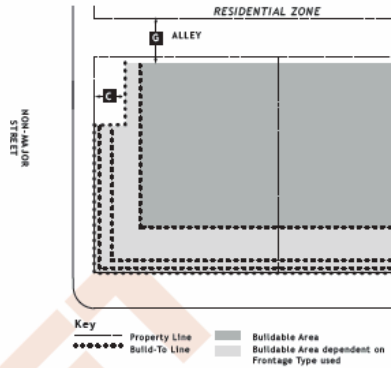
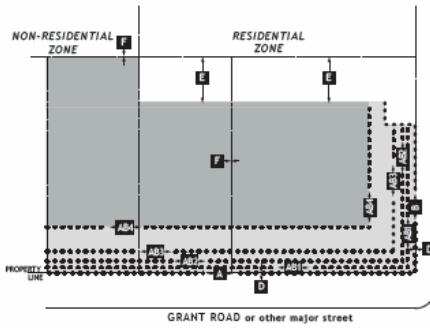


East Area GRD Categories

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



Segment East



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 intersections involving a Major Street.
- The Shared Motorcourt Frontage Type is an exception to the above standards; For Shared Motorcourts only 40% of the lot frontage must have building facade at the build-to line.

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	22'	E
abutting non-Residential zone	0'	F
lots abutting alley may put alley width toward perimeter yard requirement		G

¹ See Frontage Types for Perimeter Yard Maximums

Frontage Types

Public Storefront	Allowed
Private Storefront	Allowed
Arcade	Allowed
Porch	Allowed
Public Yard	Allowed
Private Yard	Allowed
Courtyard	Allowed
Shared Motorcourt	Allowed
Parking Lot	Allowed
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.
- 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.
- Publicly accessible open spaces should be treated as non-Major Streets for the purposes of allowed Frontage Types.

Building Height, Massing & Articulation

Maximum Building Height

Site Maximum	50'	H
On Grant Road and other Major Street	50'	I
On non-Major Streets in Segment West	40'	J
On non-Major Streets in Segment East	20'	J
Abutting Residential Zones	25'	K
Abutting non-Residential Zones	50'	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	12'	N
for heights above maximum allowed abutting Residential Zones: Above 25' to Site Maximum building height	2' for every additional 1' of height ³	O
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	12'	Q
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Segment East Example

- Existing conditions looking north



Segment East Example

- New residential lofts on left
- New office and retail building on right



Neighborhood Buffering

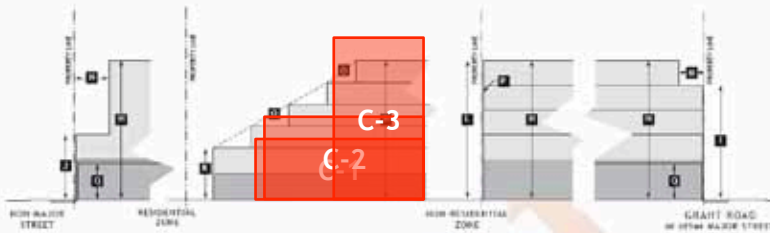


Grant Road Community Character & Vitality Plan



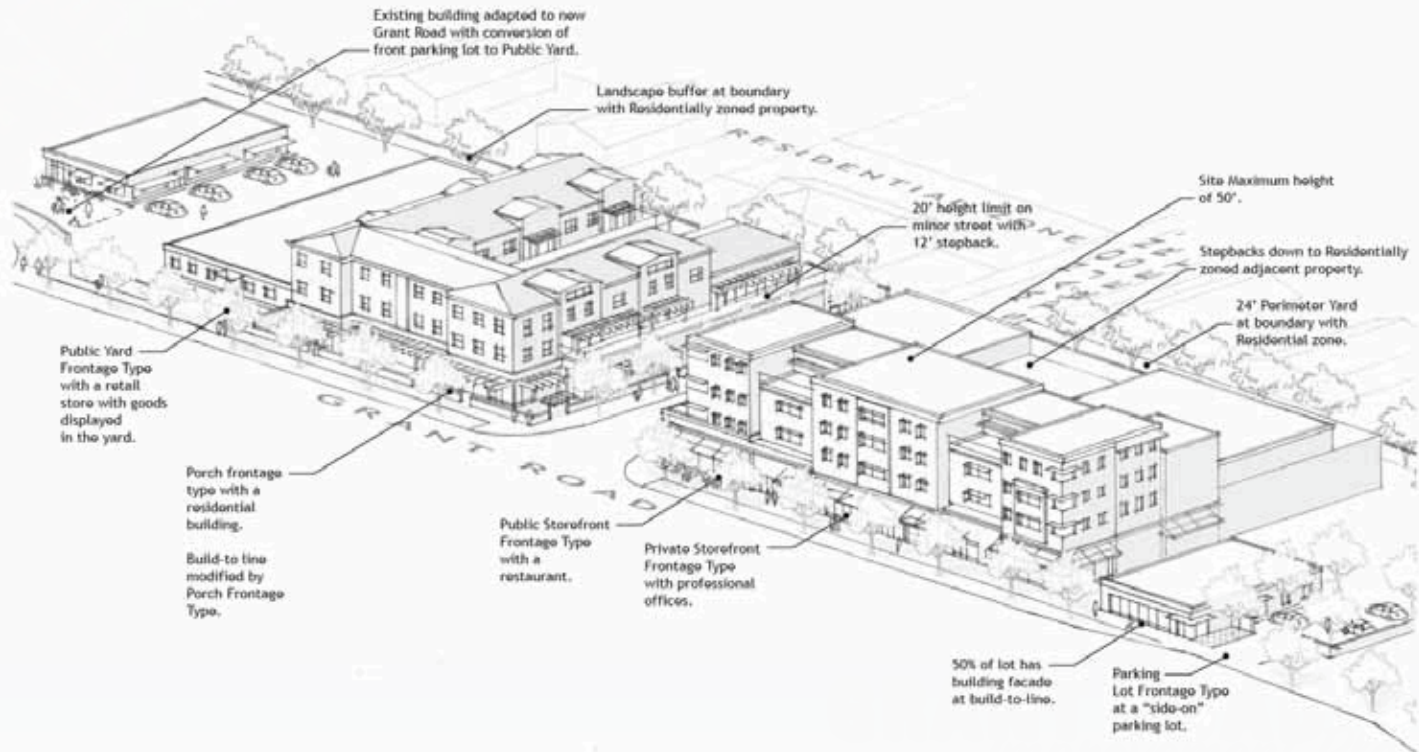
Center Hub

- Stepping down of building heights



Building Height, Massing & Articulation

Maximum Building Height		
Site Maximum	65'	H
On Grant Road and other Major Streets	55'	L
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
* In Fontana, Tucson, and Country Club Centers, Site Max. is 45'		
Minimum Upper Floor Stepbacks ¹		
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 ²	
Above 55' to Site Maximum building height	1.5' for every additional 1' of height ²	
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	P
¹ Alley widths may count toward stepback distances.		
² 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



* 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.

Neighborhood Buffering Example

- Relationship of Grant Road development to adjacent single-story homes and small offices



View of existing development

Neighborhood Buffering Example

- Existing zoning creates a perimeter yard setback
- Landscaping usually provided



Building “Envelope” of Existing Zoning

Neighborhood Buffering Example

- Proposed zoning creates a perimeter yard setback, building stepbacks as height increases, and landscape buffering



Building “Envelope” of Proposed Zoning

Neighborhood Buffering Example

- Proposed zoning creates a perimeter yard setback, building stepbacks as height increases, and landscape buffering

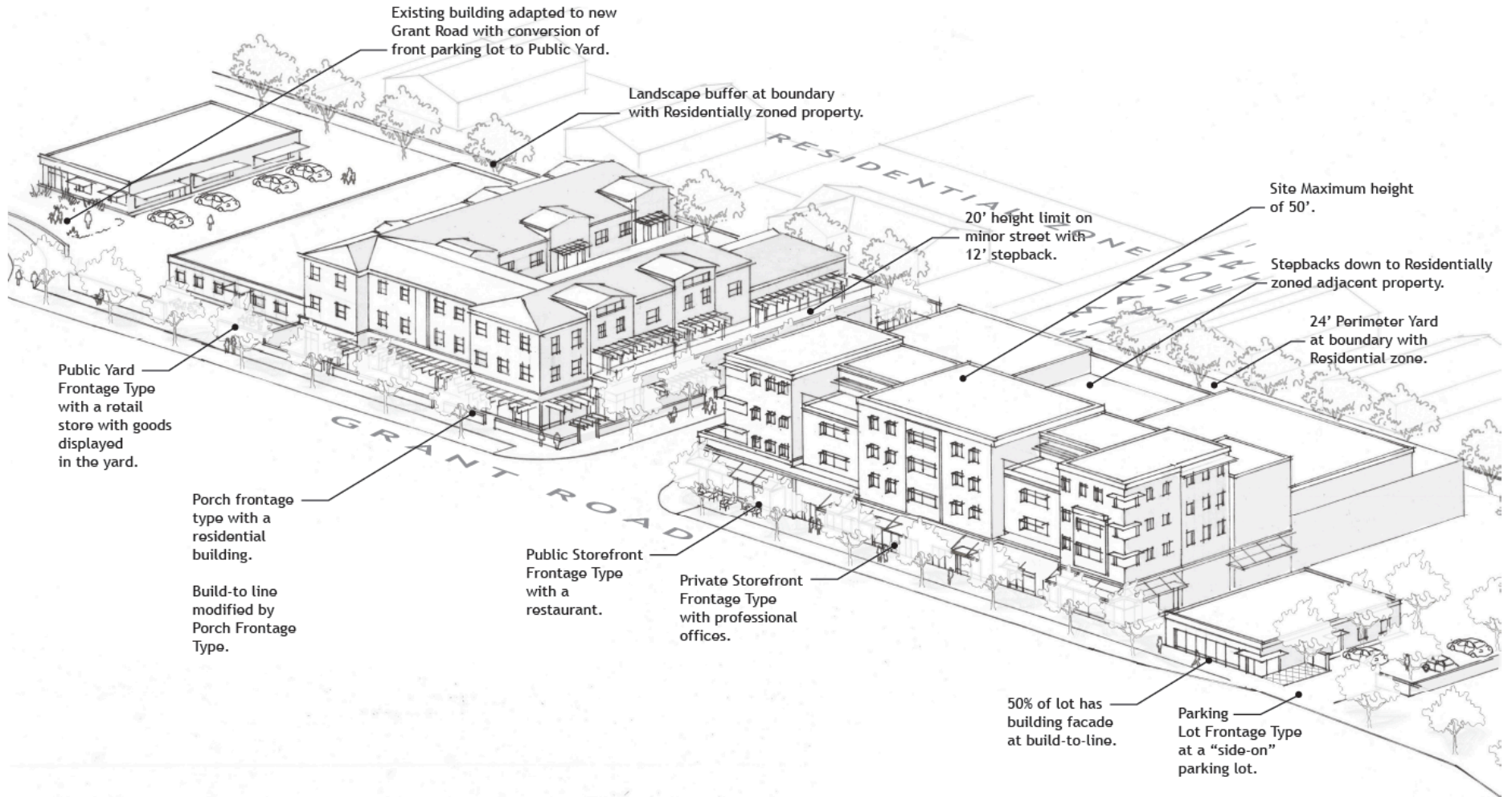


Example development using Proposed Zoning

GRANT ROAD
Improvement Plan
Mobility Vitality Sustainability

Segment East

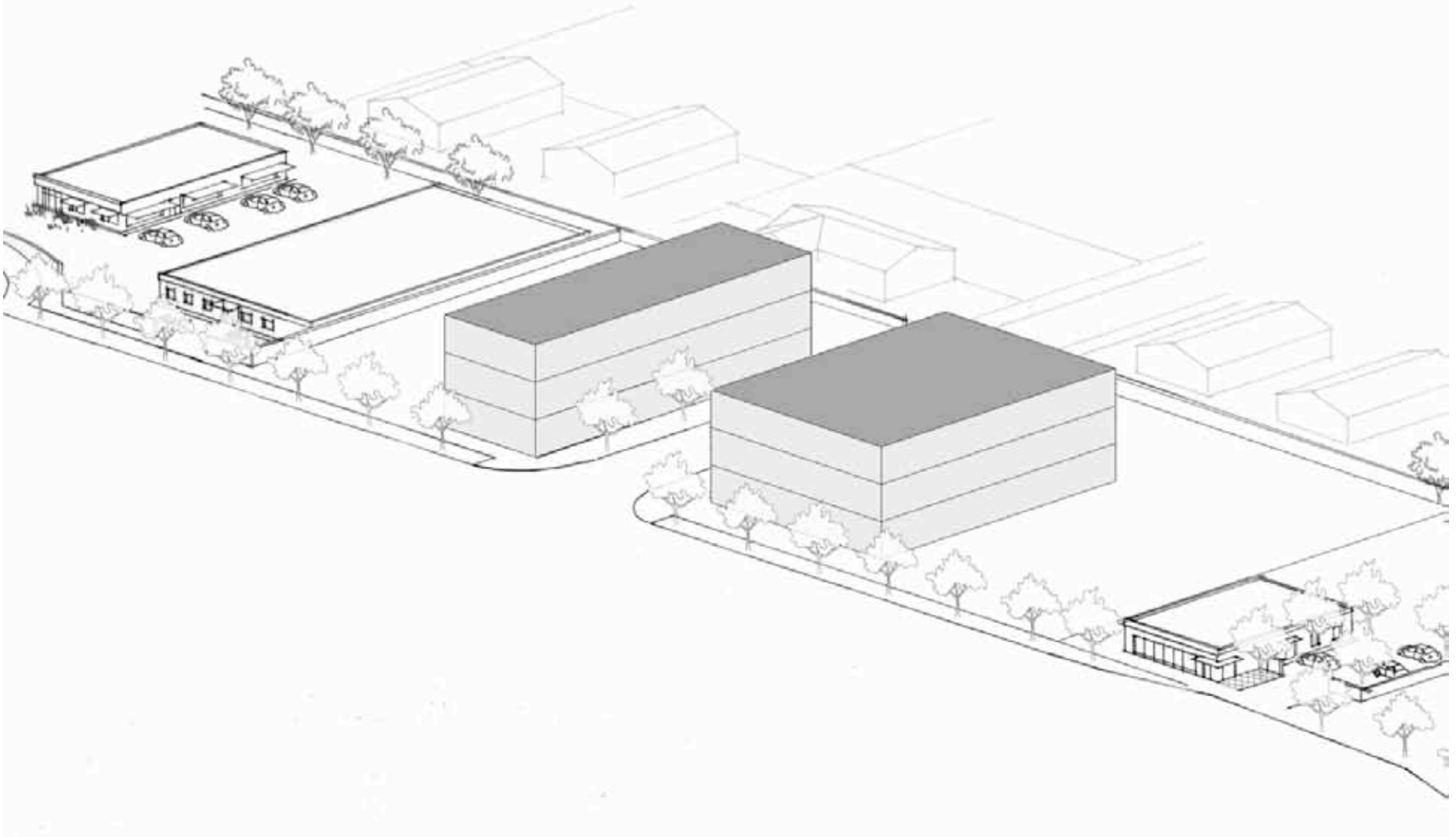
- GRD Zoning Illustration



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Segment East

- C-2 Zoning Illustration



7 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					

Public Input and Meetings



Plan Amendments

Summer 2012	Fall 2012	Winter 2012-13

Optional Overlay Zone

Summer 2012	Fall 2012	Winter 2012-13

Area and Neighborhood Meetings
 Planning Commission Sessions and Mayor and Council Meetings

Grant Road District Open House
 Zoning Examination and Mayor and Council Meetings

Grant Road District Area and Neighborhood Plan Amendment Stakeholder Meetings

Minor modifications must be made to the Area and Neighborhood Plans along Grant Road (from Swan to Oracle) to be in conformance with the new Grant Road District optional overlay zone. This process began in the fall of 2011 when members of the Grant Road Team met with Neighborhood Associations on Grant to explain the Plan modifications and the benefits of the Grant Road District. The next rounds of meetings with stakeholders have been scheduled to review and discuss the proposed amendments by area.

- Unit 6 Area Plan - Wednesday, February 29th - 5:30 - 7:30 p.m. at the Ward 3 office (1510 E. Grant Road)
- Cragin Keeling Area Plan - Monday, March 5th - 5:30 - 7:30 p.m. at the Salpointe Catholic High School Cafeteria (1545 E. Copper Street)
- University Area Plan & Jefferson Park Neighborhood Plan - Wednesday, March 7th - 5:30 - 7:30 p.m. at the Donna Liggins Recreation Center (2160 N. 6th Avenue)
- Blenman Vista Area Plan - Thursday, March 22nd - 5:30 - 7:30 p.m. at the Ward 6 office (3202 E. 1st Street)
- Grant Alvernon Area Plan - Thursday, March 29th - 5:30 - 7:30 p.m. at the Ward 6 office (3202 E. 1st Street)
- Arcadia Alamo Area Plan - Thursday, April 12th - 5:30 - 7:30 p.m. at St. Cyril's Parish in Dougherty Hall (4725 E. Pima Street)

**Meeting dates and locations may be subject to change due to unforeseen circumstances.*

The City of Tucson is required to mail notification of these meetings to properties within 300 feet of the proposed amendment (Grant Road District boundaries) and to the Presidents of all established Neighborhood Associations within one mile of the proposed amendment. These meeting dates and locations are also posted on www.grantroad.info and will be sent to the project's interested parties email list.

To stay up to date on these types of meetings and other project information make sure to join the project email list by sending an email to information@grantroad.info, calling (520) 624-4727 or telling a project team member.

FOR MORE INFORMATION CALL 123-3456

www.grantroad.info



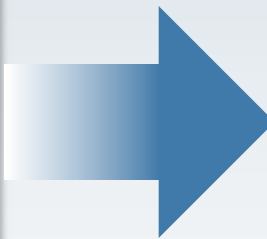
GRD Zoning Workshops

- 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