



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 6, 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



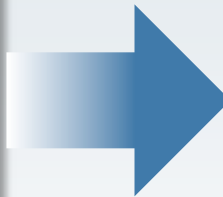
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# Grant Road Improvement Project

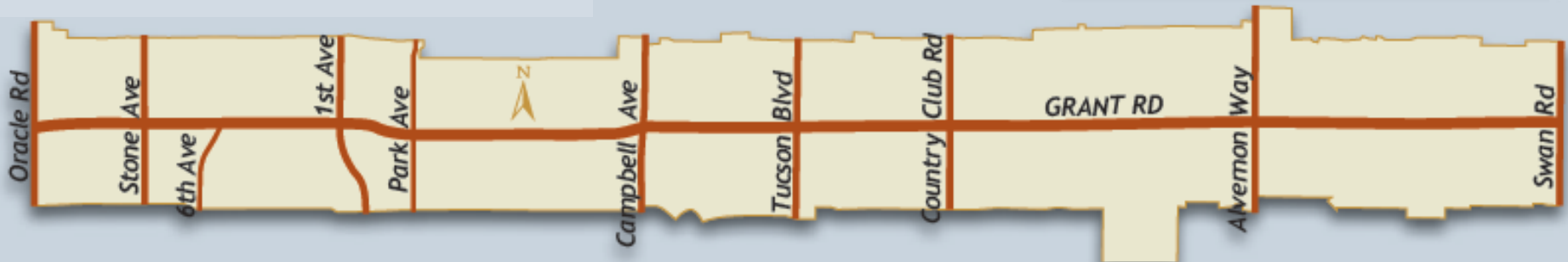
- Redesign of Grant Road
  - Context Sensitive Design approach
  - Satisfies a broad set of community goals
  - Meets RTA mandates
  - Status of implementation



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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.

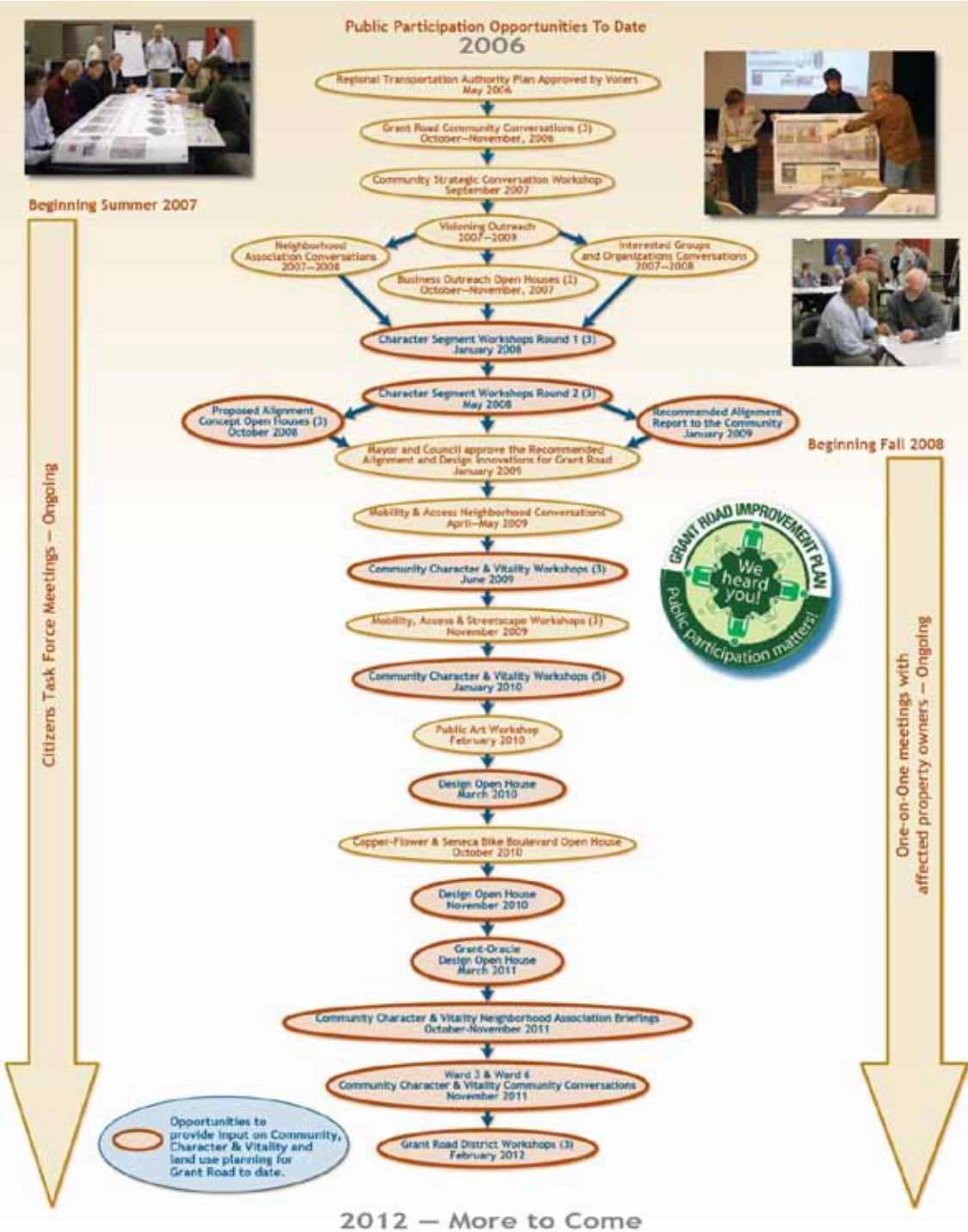
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at [www.RTAmobility.com](http://www.RTAmobility.com). The Regional Transportation Authority has a nine-member board with representatives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

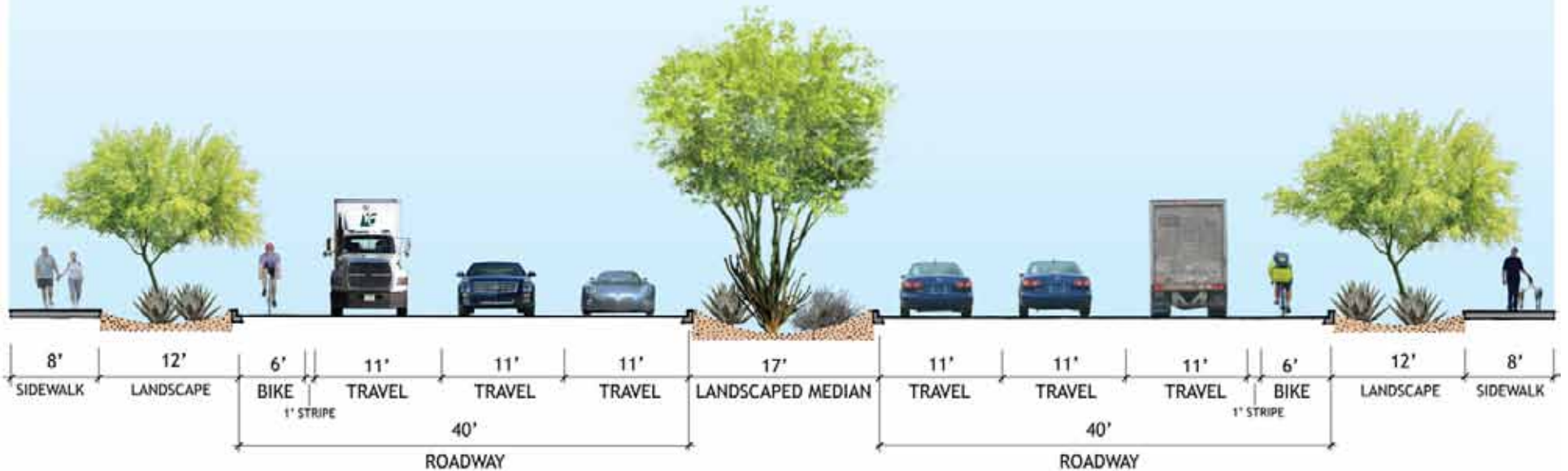


# Guiding Principles that apply to the Cross Section

- 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

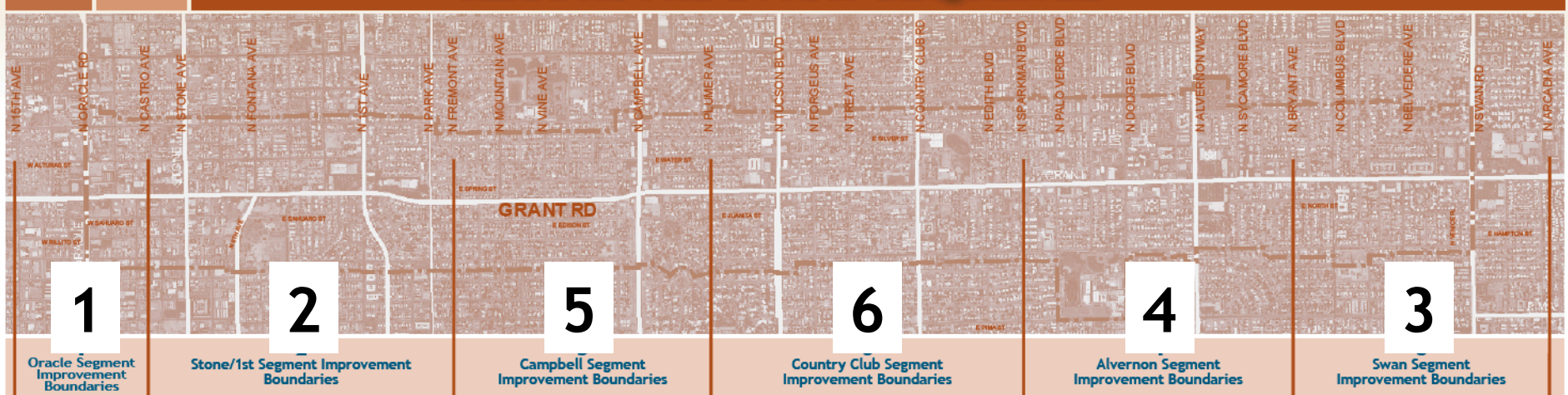


# Grant Road-Oracle Road Intersection Design



# 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](http://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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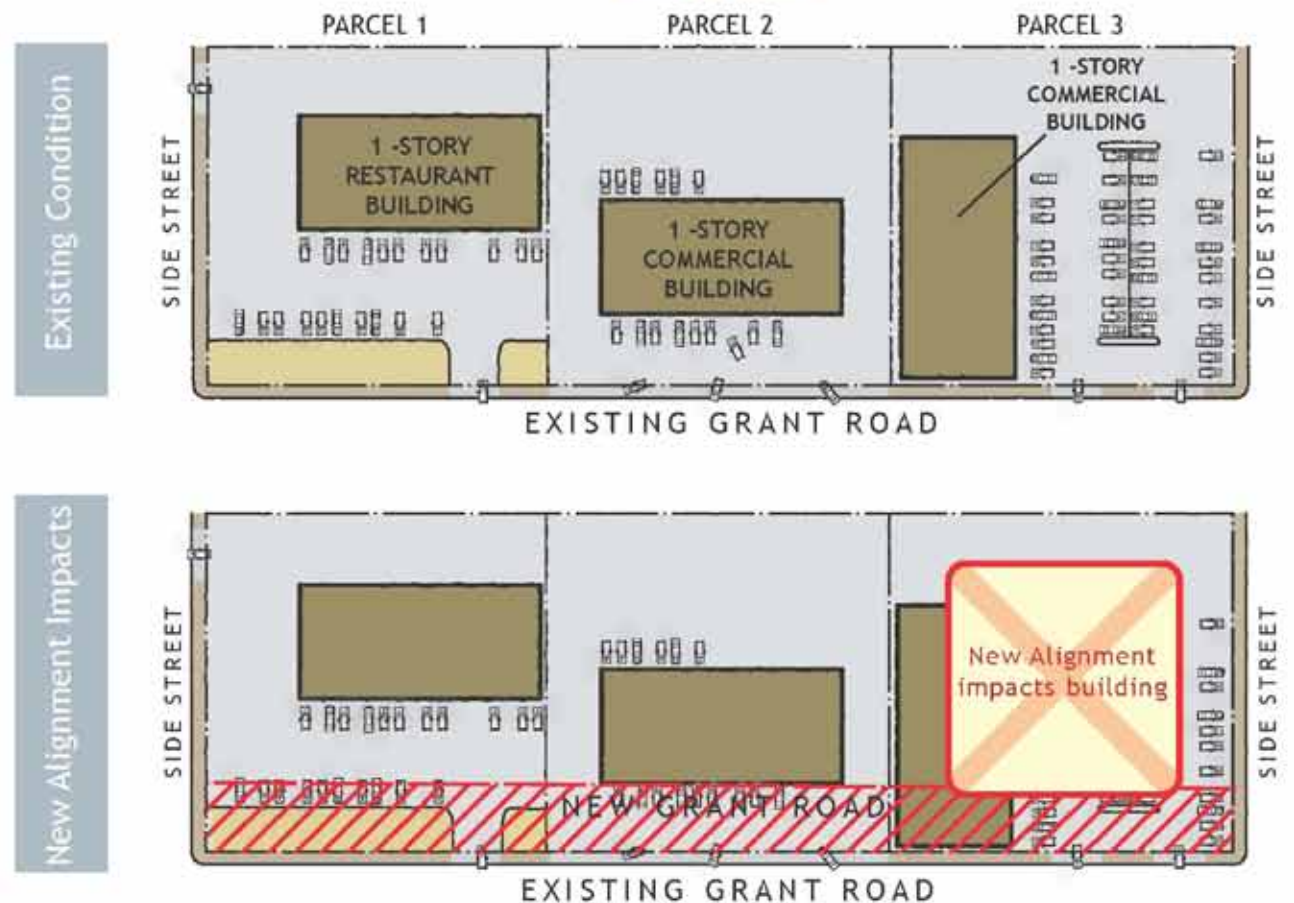
# Character & Vitality

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



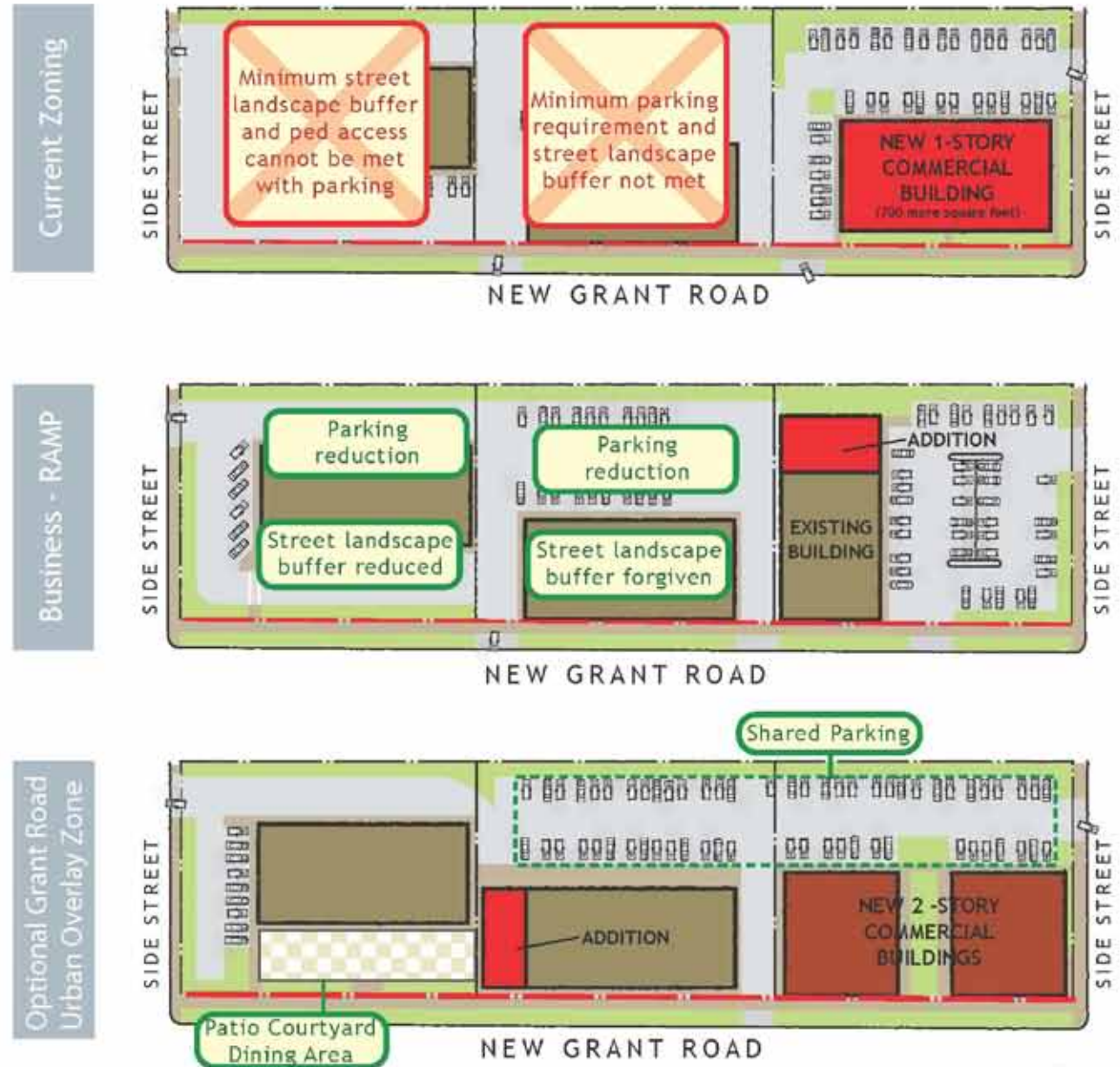
# How can we encourage investment?

- 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

- Provide, Improve, & Connect Public Spaces



# Planning Objectives

- Contribute to Street Activity and Safety

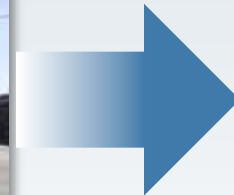
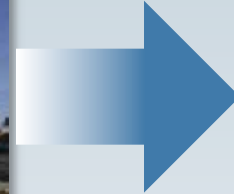




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# Grant Road District Zoning

## Achieving the Centers & Segments Vision



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## Oracle Center

*Keep focus of center with some enhancements*

The Oracle Center will:

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

## Stone Center

*Keep focus of center with some enhancements*

The Stone Center will:

- continue to contain a mix of businesses, including retail, restaurants, and motor vehicle services;
- develop a stronger identity and a more walkable environment;
- recognize that the Grant-Stone shopping center property is a key site which, in the short term, can incorporate a more walkable environment into a redesigned parking lot, and in the long term could be the site of more intensive development that could be mixed use, adding office and entertainment uses, and possibly residences;
- focus intensity at the intersection of Grant and Stone, with taller (up to 5-story) buildings carefully placed and designed to frame views of the Catalina Mountains;
- incorporate the interpretations of historic roadside motorcourt building forms that can accommodate retail, office, light industrial and residential land uses; and,
- serve as a gateway along Stone as one travels south toward downtown.

## Fontana Center

*Refocus auto-oriented commercial strips into neighborhood center*

The Fontana Center will:

- transform into a safe neighborhood center that provides services to the surrounding areas, including the day-to-day goods and services residents need such as convenience groceries, restaurants, and laundry, as well as community amenities and gathering places such as a community center, or a public plaza or market;
- provide community space for neighborhood youths such as recreational, educational, or health-related uses that can take advantage of the adjacency to Mansfield Park;
- contain new multi-family homes and townhomes whose residents will help to activate the center;
- focus on the block between Grant Road and Mansfield Park, which will contain a medium-intensity mix of uses with buildings fronting onto Grant Road and Sahuaro Avenue, shared parking in the middle of the block, and medium building heights (3 to 4 stories);
- provide comfortable and safe pedestrian access between Grant Road and Mansfield Park, including a route through the block; and,
- revitalize the large lot at the southwest corner of Grant and 6th Avenue which could accommodate carefully designed taller, mixed use buildings to build the intensity that would help support a neighborhood center.

## 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.

# Grant Road



# Oracle

# Stone

# 6th/

# Fontana

# 1st/

# Euclid

## Western Segment areas

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

The Stone to Fontana Segment will:

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

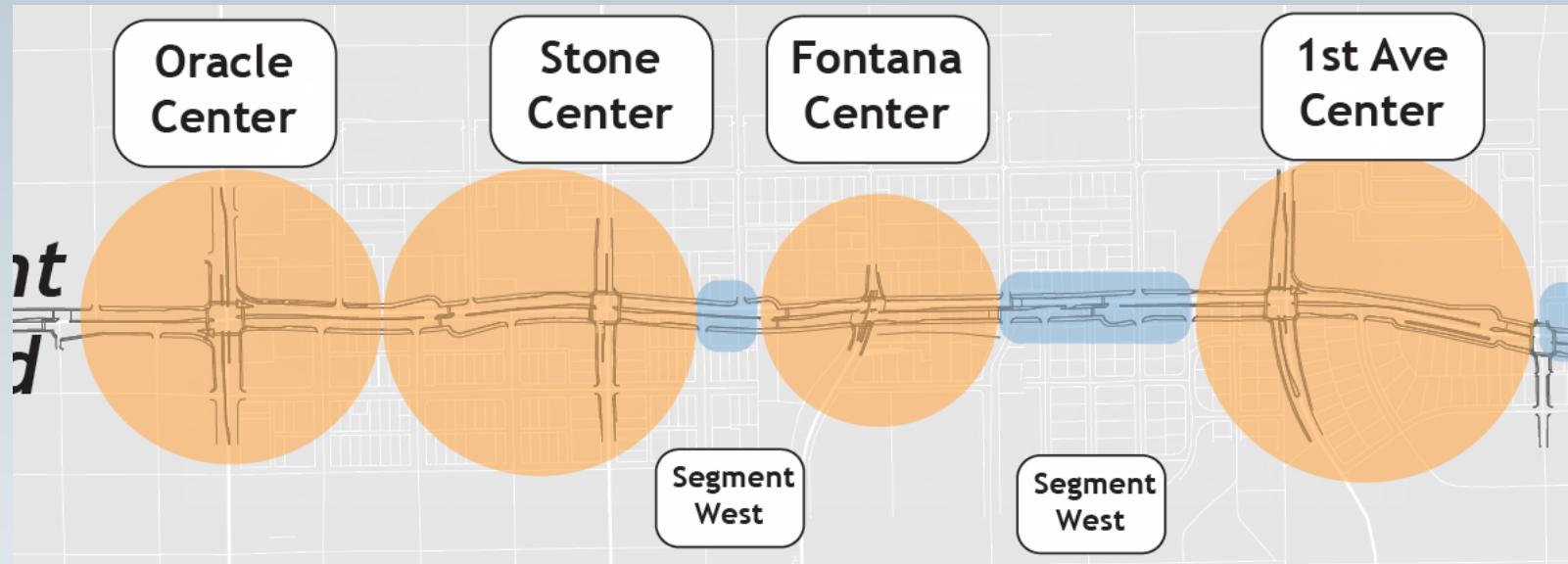
The Fontana to 1st Segment (north side) will:

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

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

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

# 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

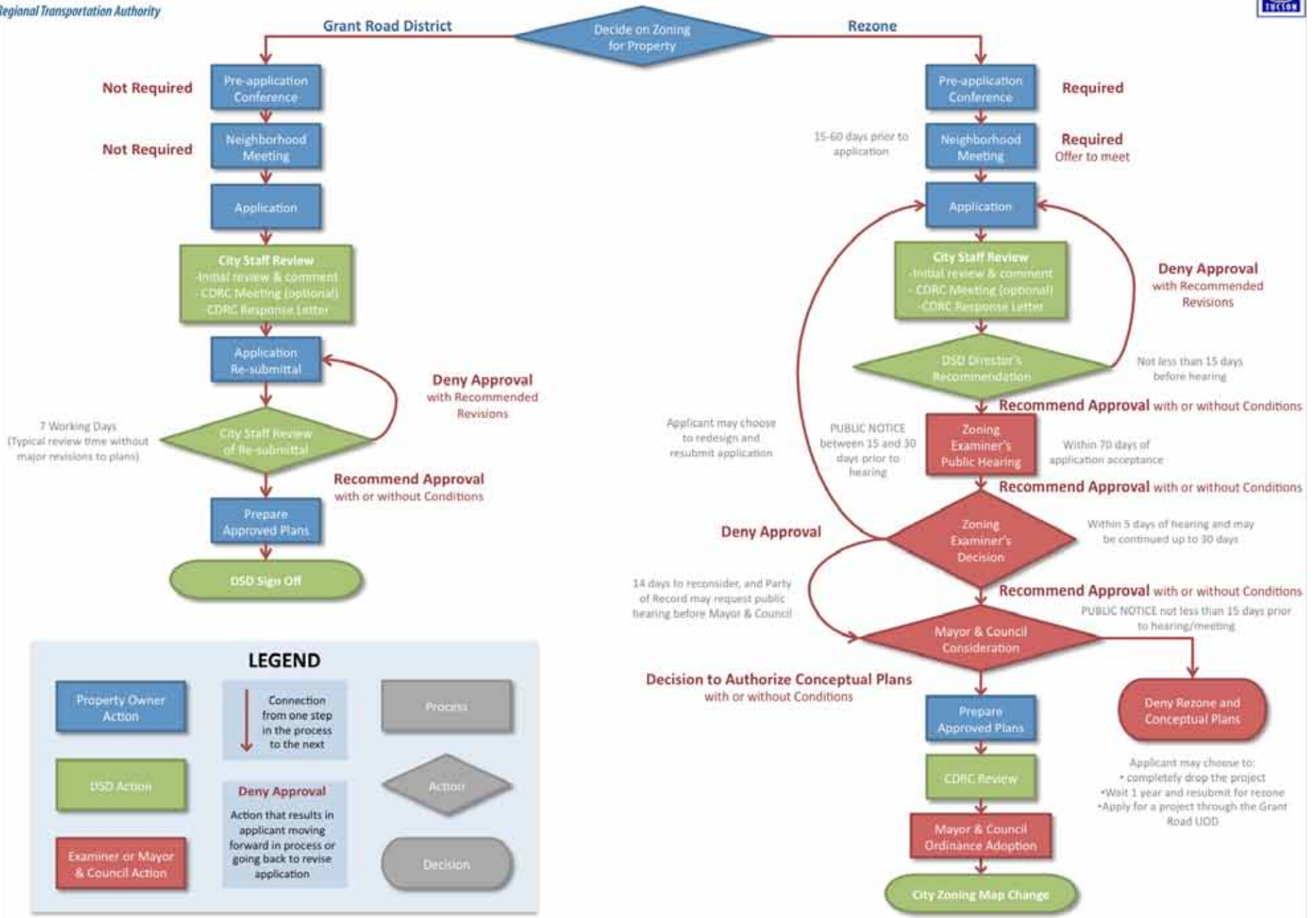


# How the Grant Road District Works

- 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



**LEGEND**

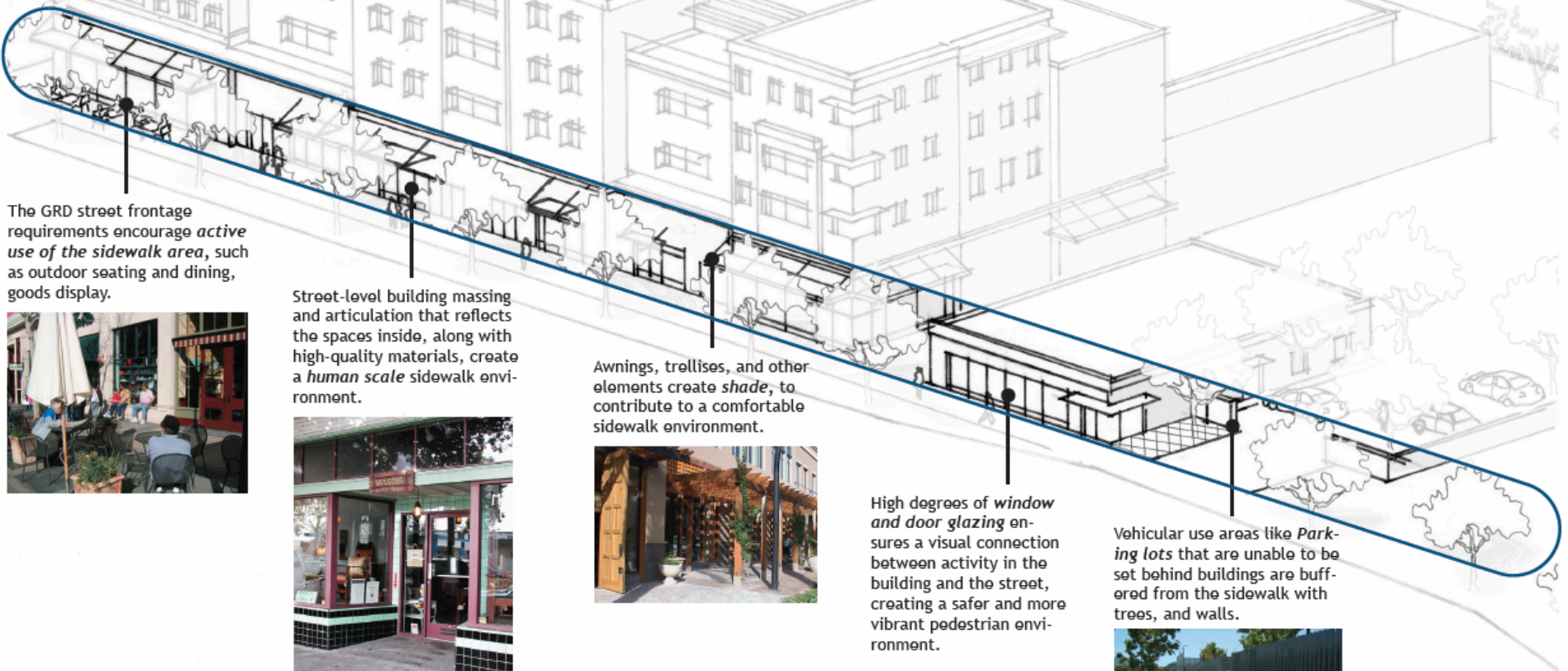


# Elements of the Grant Road District

- 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

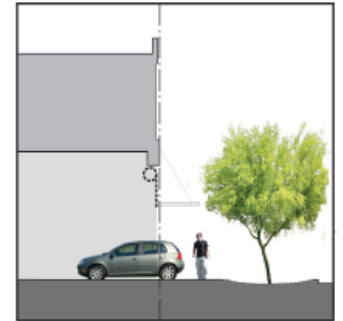
- Frontage Types
  - **Public Storefront**
  - **Private Storefront**
  - Arcade
  - Porch
  - Service Garage
  - **Public Yard**
  - Private Yard
  - Courtyard
  - Shared Motorcourt
  - Parking Lot
  - Park or Plaza



# Elements of the Grant Road District

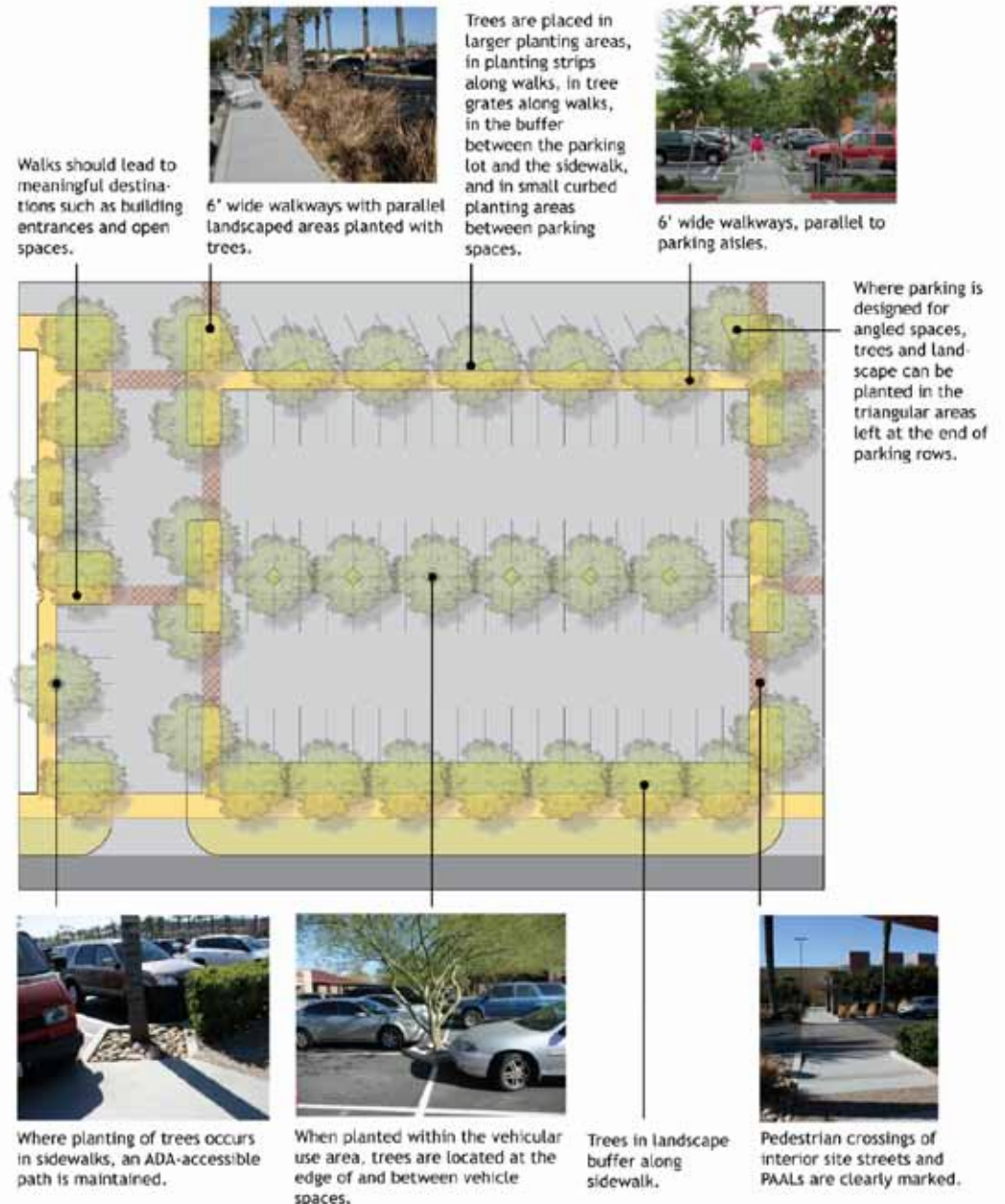
- Frontage Types

- Public Storefront
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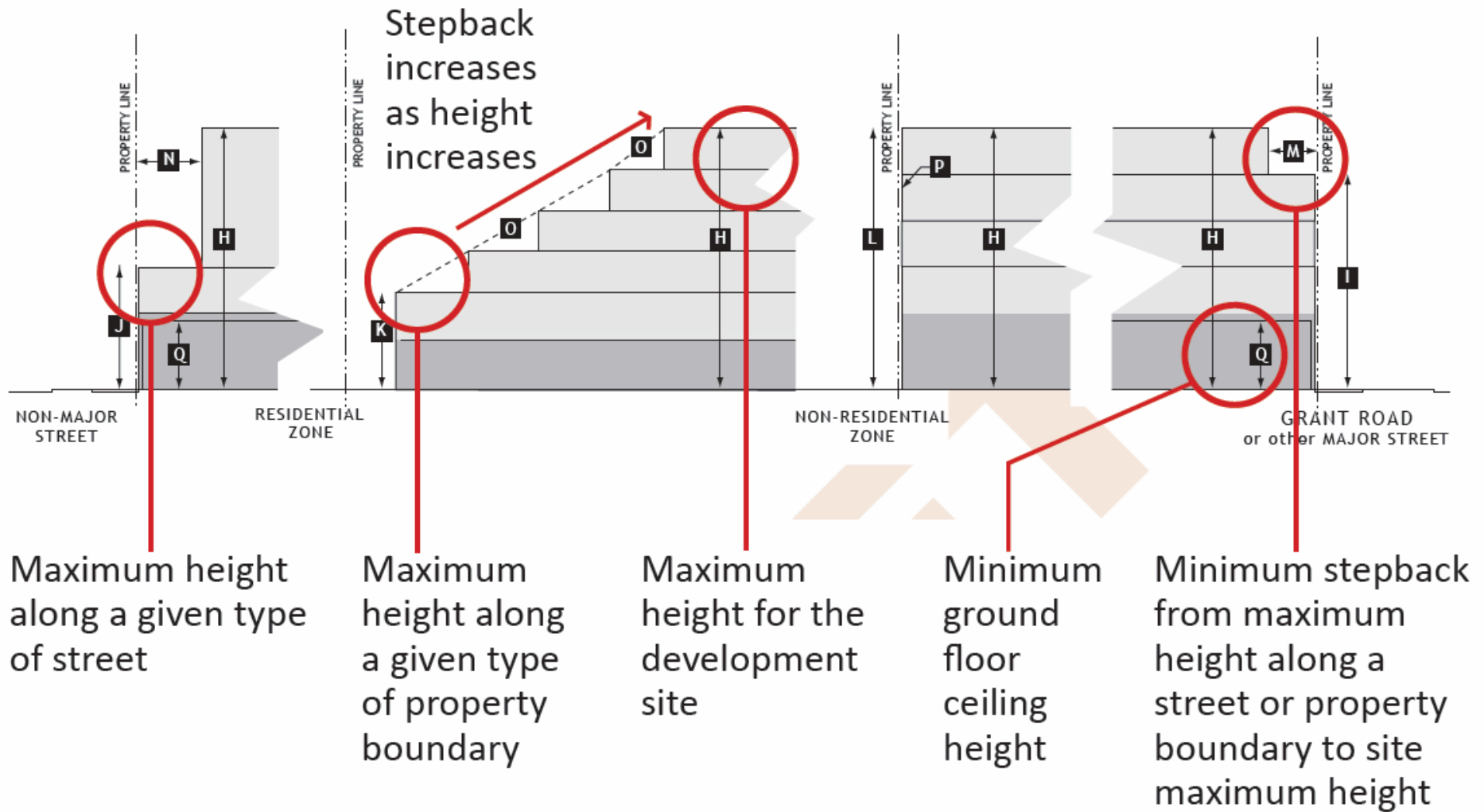
# Elements of the Grant Road District

- 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

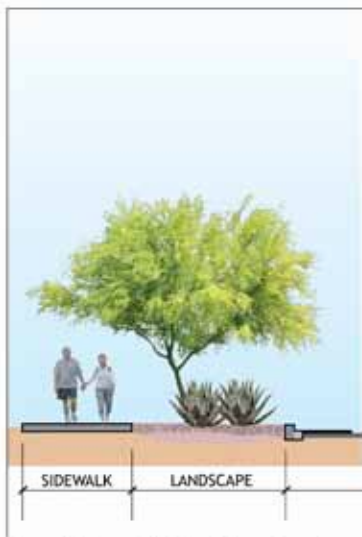


Figure 5.4.4.k: TYPE 1 - Sidewalk and landscape area with trees.



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

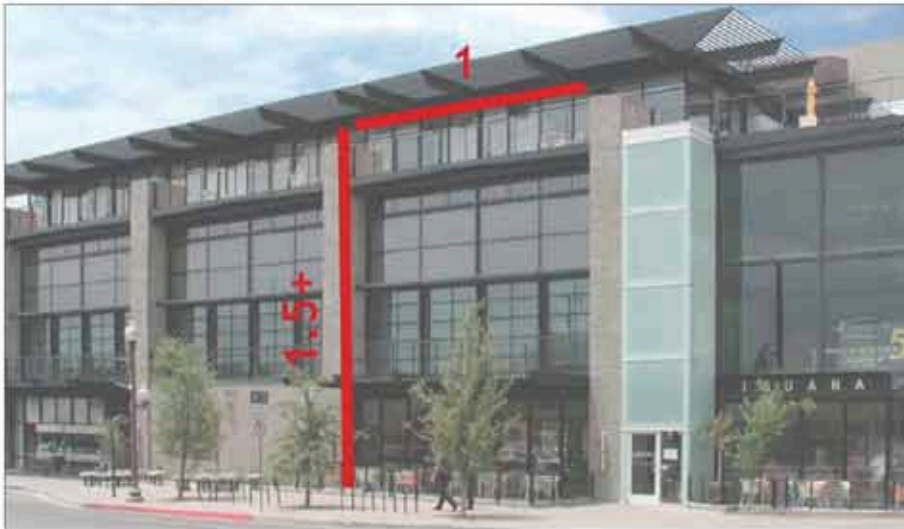
- After revitalization if new uses generate enough additional vehicle trips traffic calming would be required



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



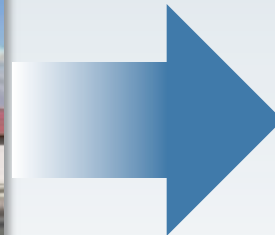
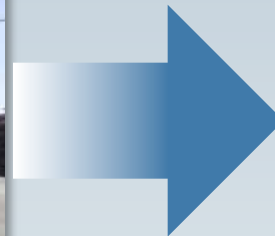
Residential Shared and Private Open Space



Public and Commercial Open Space

# How it all comes together

- An example site revitalization

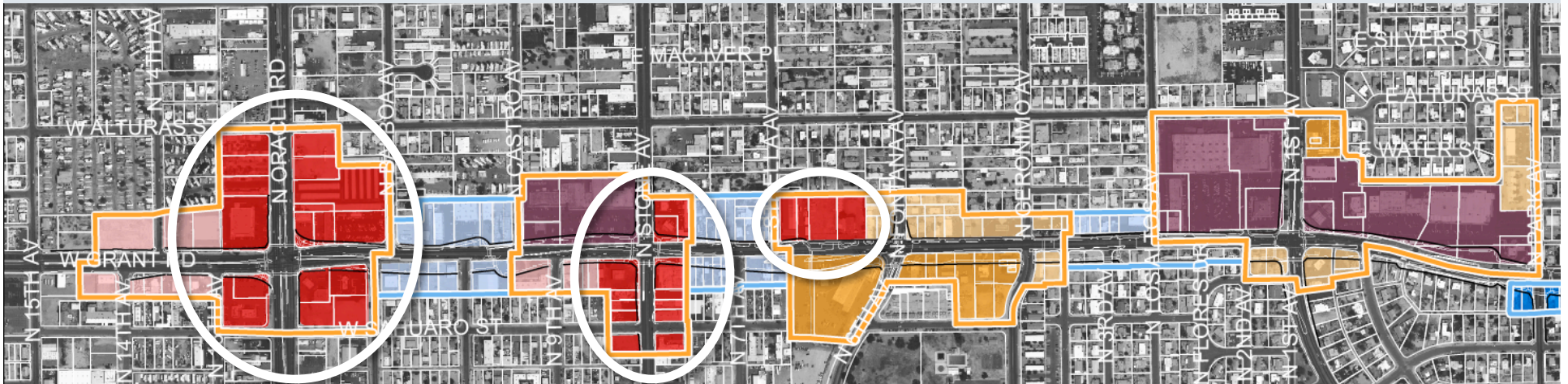


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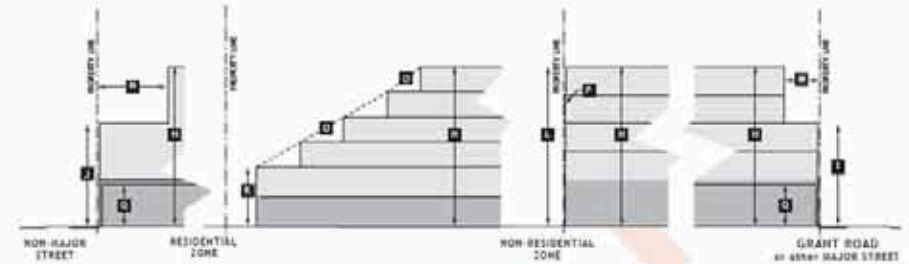
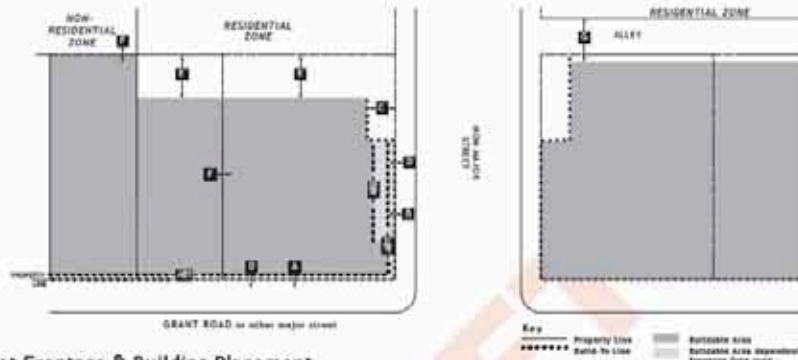


# West Area GRD Categories

- **Center Crossroads**
- Center Hub
- Center Marketplace
- Center Neighborhood
- Center General
- Segment West



# Center Crossroads



## 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'	AR2
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 non-Major Streets, at least 50% of the lot frontage must have building facade at the build-to line.
- 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.
- Individual lot frontages must have building frontage at the build-to line within 50' of intersections involving a Major Street.

### Perimeter Yard Minimums<sup>1</sup>

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 count alley width toward perimeter yard requirement		G

<sup>1</sup> See Frontage Types for Perimeter Yard Maximums.

## Frontage Types

Public Storefront	Allowed
Private Storefront	Allowed except within 30' of intersections of Grant Road and other Major Streets
Arcade	Allowed
Service Garage	Allowed in Oracle and Stone Centers only
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 and other Major Streets
Private Yard	Allowed except within 30' of intersections involving a Major Street
Shared Motorcourt	Allowed in Oracle and Stone Centers only
Courtyard	Allowed
Parking Lot	Allowed but cannot be 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	45'	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"> <li>In Footana Center, Site Maximum (H) is 40'</li> <li>Maximum Building Height (I) on Oracle Road is 18'</li> </ul>		

## Ground Floor Height

Minimum clear ground floor ceiling height on public frontages for non-residential use	16'	Q
<ul style="list-style-type: none"> <li>In Oracle Center, Oracle Road frontage has 20' stepback to maximum height.</li> </ul>		

## Minimum Upper Floor Stepbacks<sup>2</sup>

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	30'	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 <sup>3</sup>	
Above 55' to Site Maximum building height	1.5' for every additional 1' of height <sup>3</sup>	
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	P

<sup>2</sup> Alley widths may count toward stepback distances.

<sup>3</sup> Base point for stepback measurement is minimum perimeter yard.

# Center Crossroads Example

- Existing conditions



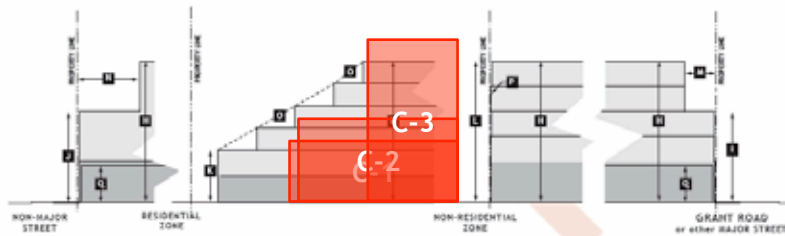
# Center Crossroads Example

- Two to five story mixed use development concept



# Neighborhood Buffering

- Stepping down of building heights



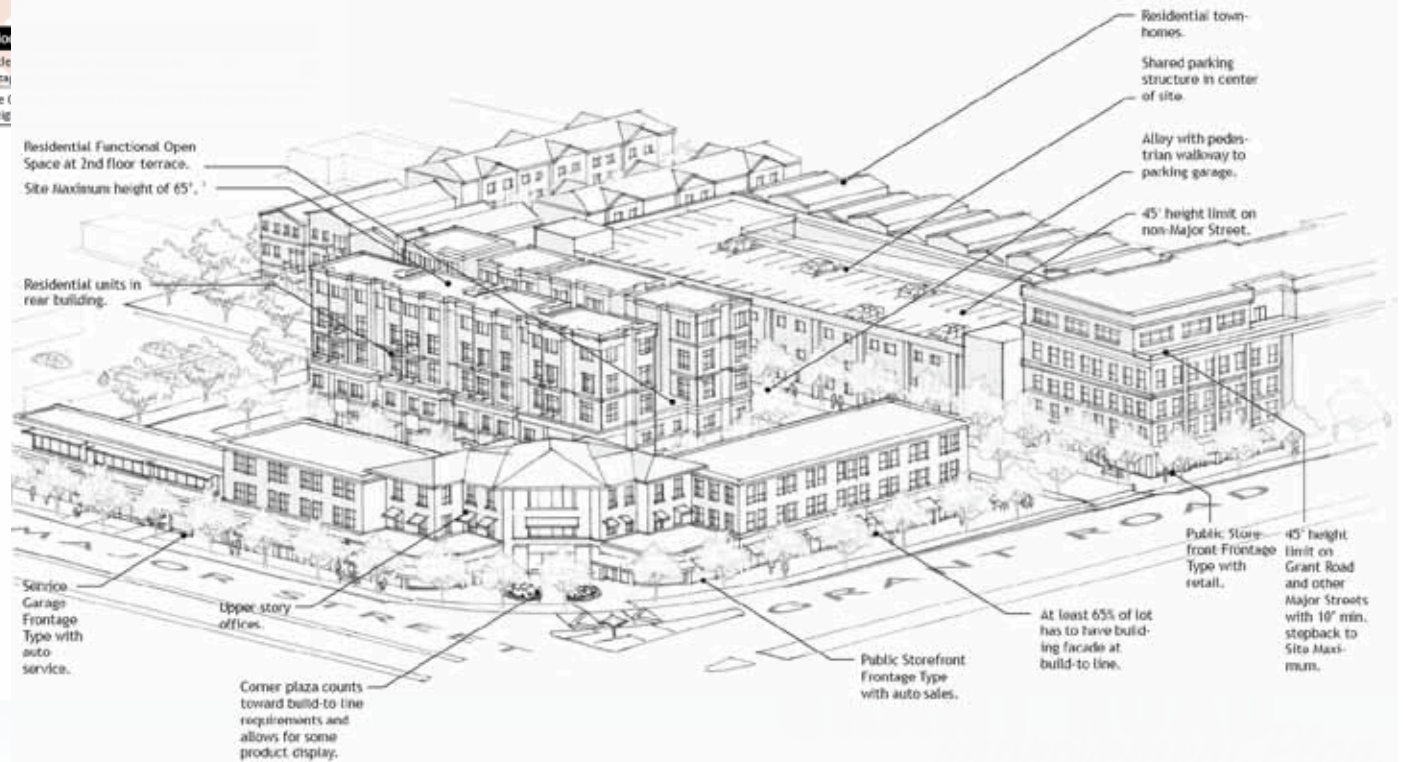
## Building Height, Massing & Articulation

Maximum Building Height		
Site Maximum	65'	H
On Grant Road and other Major Streets	45'	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'	
<b>Abutting Residential Zones</b>		
Abutting Residential Zones	25'	K
Abutting non-Residential Zones	65'	L
<small>                     • In Fontana Center, Site Maximum [H] is 45'                      • Maximum Building Height [I] on Oracle Road is 18'                 </small>		

Minimum Upper Floor Stepbacks <sup>1</sup>		
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	30'	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 <sup>2</sup>	
Above 55' to Site Maximum building height	1.5' for every additional 1' of height <sup>2</sup>	
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	P

<sup>1</sup> Alley widths may count toward stepback distances.  
<sup>2</sup> Base point for stepback measurement is minimum perimeter yard.

**Ground Floor**  
 Minimum depth of public frontage  
 • In Oracle Center, minimum height

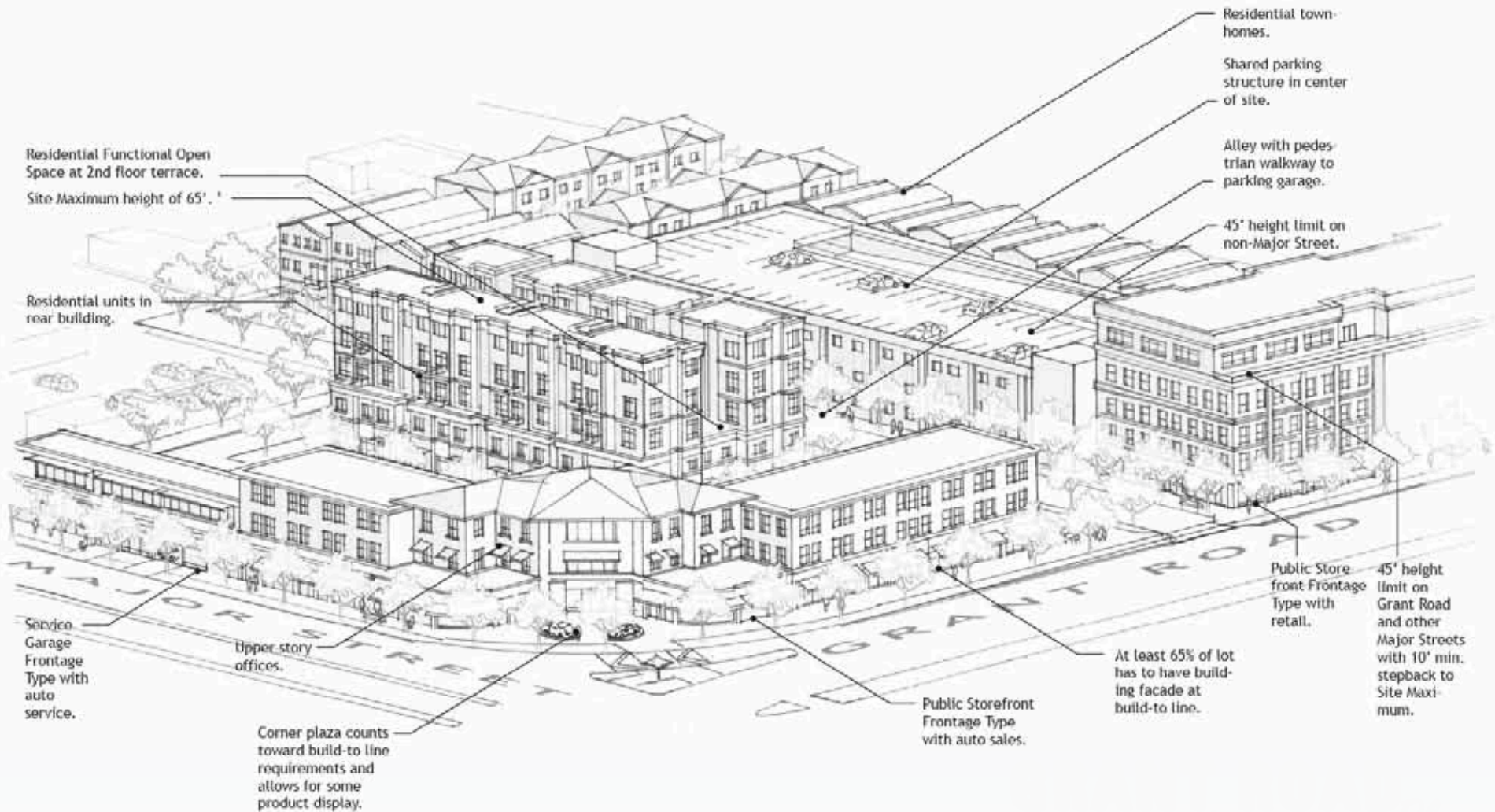


<sup>1</sup> Site Maximum is 45' in Fontana Center.

\* 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 Crossroads Example

- GRD Zoning Illustration



<sup>1</sup> Site Maximum is 45' in Fontana 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.

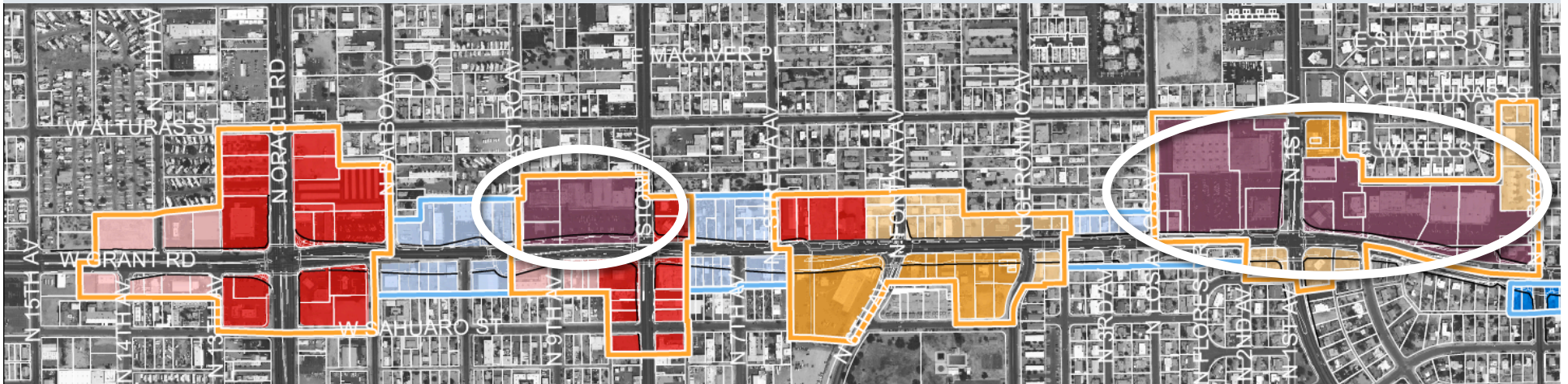
# Center Crossroads Example

- C-2 Zoning Illustration

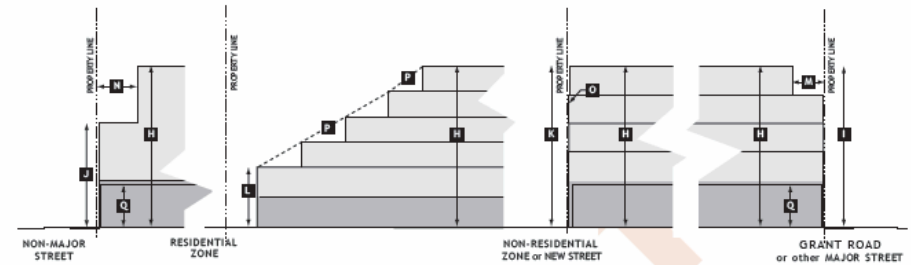
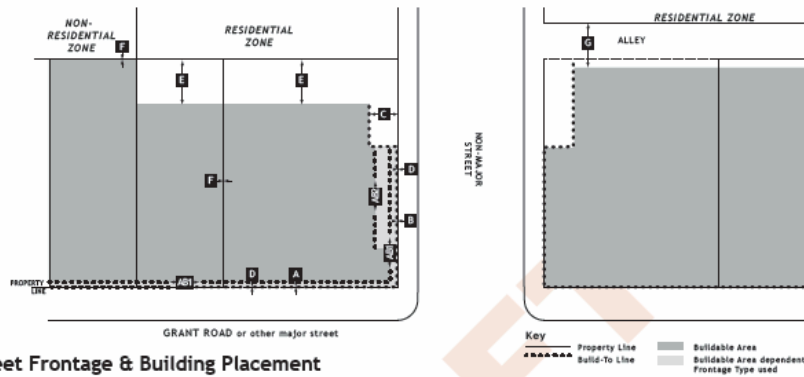


# West Area GRD Categories

- Center Crossroads
- Center Hub
- **Center Marketplace**
- Center Neighborhood
- Center General
- Segment West



# Center Marketplace



## Street Frontage & Building Placement

Build-to Line <sup>1</sup>		
Along Major Streets	0'	<b>A</b>
Along other streets	0'	<b>B</b>
EXCEPT for:		
Private Storefront Frontage Type	up to 2'	<b>AB1</b>
Porch Frontage Type	up to 10'	<b>AB2</b>
Along all streets within 50' of a Residential Zone	prevailing setback of Residential Zone	<b>C</b>

### 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 <sup>1,2</sup>

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

<sup>1</sup> See discussion of Minor Improvements for exceptions, on next page.

<sup>2</sup> 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'	<b>H</b>
On Grant Road and other Major Streets	55'	<b>I</b>
On non-Major Streets (general)	45'	<b>J</b>
On non-Major Streets (across from Residential Zones except within 50' of an intersection with a Major Street)	30'	<b>J</b>
On new streets		
Abutting Residential Zones	25'	<b>L</b>
Abutting non-Residential Zones	65'	<b>K</b>
<ul style="list-style-type: none"> <li>In Country Club Center, Site Maximum is 55'</li> </ul>		

Minimum Upper Floor Stepbacks <sup>3</sup>		
for heights above maximum allowed on Grant Road and other Major Streets to Site Maximum	10'	<b>M</b>
for heights above maximum allowed on non-Major Streets to Site Maximum	15'	<b>N</b>
for heights above maximum allowed on new streets to Site Maximum	0'	<b>O</b>
for heights above maximum allowed abutting Residential Zones:		<b>P</b>
Above 25' and up to 55' of building height	2' for every additional 1' of height <sup>4</sup>	
Above 55' to Site Maximum building height	1.5' for every additional 1' of height <sup>4</sup>	
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	<b>O</b>

<sup>3</sup> Alley widths may count toward stepback distances.

<sup>4</sup> 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'	<b>Q</b>

## 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



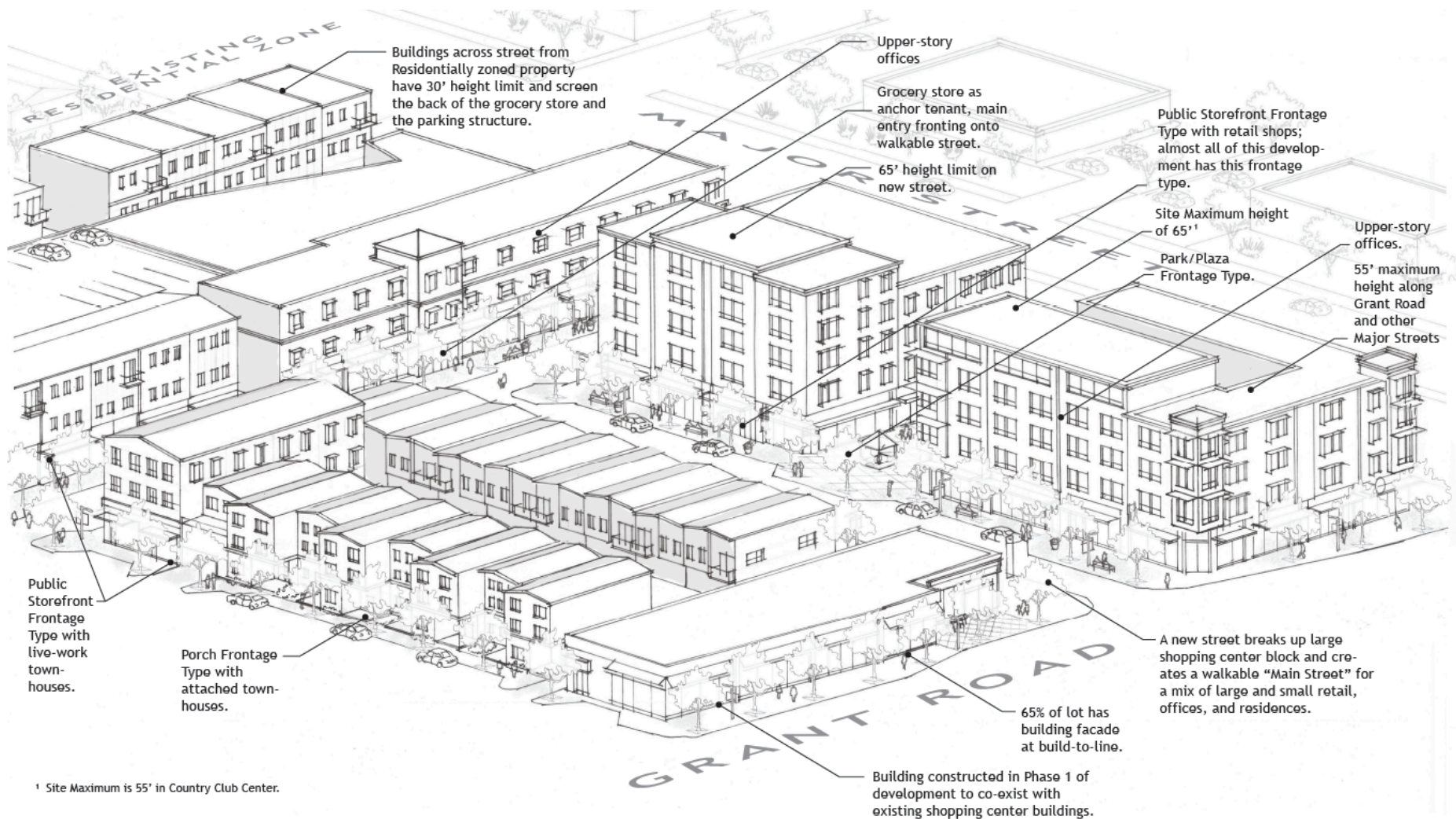
# Center Marketplace Example

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



# Center Marketplace

- GRD Zoning Illustration

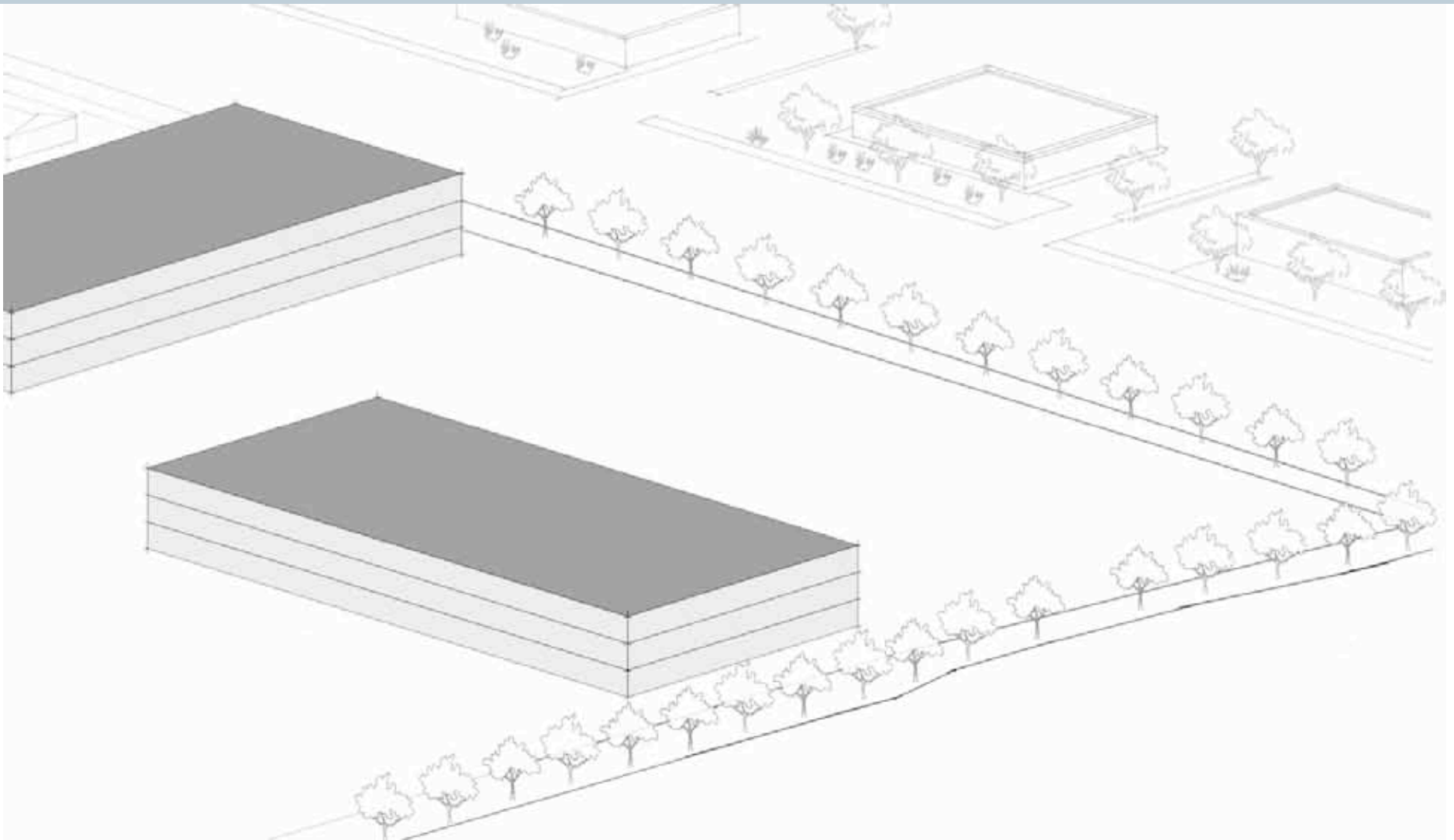


<sup>1</sup> Site Maximum is 55' in Country Club Center.

\* 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



# 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



The Grant Road Improvement Plan is Funded by the Regional Transportation Authority.

## 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 29<sup>th</sup> - 5:30 - 7:30 p.m. at the Ward 3 office (1510 E. Grant Road)
- Cragin Keeling Area Plan - Monday, March 5<sup>th</sup> - 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 7<sup>th</sup> - 5:30 - 7:30 p.m. at the Donna Liggins Recreation Center (2160 N. 6<sup>th</sup> Avenue)
- Blenman Vista Area Plan - Thursday, March 22<sup>nd</sup> - 5:30 - 7:30 p.m. at the Ward 6 office (3202 E. 1<sup>st</sup> Street)
- Grant Alvernon Area Plan - Thursday, March 29<sup>th</sup> - 5:30 - 7:30 p.m. at the Ward 6 office (3202 E. 1<sup>st</sup> Street)
- Arcadia Alamo Area Plan - Thursday, April 12<sup>th</sup> - 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](http://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](mailto:information@grantroad.info), calling (520) 624-4727 or telling a project team member.

Details about the full plan are available at [www.RTAmobility.com](http://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.

FOR MORE INFORMATION CALL 123-3456

[www.grantroad.info](http://www.grantroad.info)



Mobility Vitality Sustainability

## Plan Amendments

Summer 2012	Fall 2012	Winter 2012-13

## Optional Overlay Zone

Summer 2012	Fall 2012	Winter 2012-13

**GRANT ROAD**  
Improvement Plan  
Mobility Vitality Sustainability

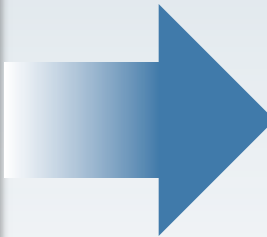
# GRD Zoning Workshops

- 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