

Grant Road “Central Segments”

The most residential section of the Grant Road Project

Phase 5/6 informed by Phase 2

This white paper addresses what has been accomplished to date and what can be accomplished in the future. Prepared by the Grant Road Coalition Central Segments, it represents the contiguous neighborhoods of the “Central Segments”. The “Central Segments” span the phase 2 and phase 5/6 of the GRIP.

- Campbell/Grant Neighborhood
- Catalina Vista Historic Neighborhood
- Jefferson Park Historic District
- Mountain/First Neighborhood
- SAMOS Neighborhood

Advocating for community improvements supported by local agreements and national research. Participating in partnerships to repurpose remnants, create critical greenspace, provide research and secure funding.



GRANT ROAD PHASE 2 ↑→



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A. Preface

The Grant Road Coalition Central Segments has been actively involved in the Grant Road Project since 2015. It has seen four different DTM project managers, two mayors, and three Ward III councilmembers. The partnerships forged through neighbors' work with RTA, COT, and DTM has resulted in the precedent-setting Jefferson Park Health and Heritage Trail, aka, the Linear Park, now under the management of Tucson Parks and Recreation. This partnership created the Grant Road Heritage Landscape Corridor and preceded Tucson's now formalized "Move Tucson"¹ and "Complete Streets"² and "Million Trees"³ initiatives. Completion of a corridor will actualize many of the concepts now included in those initiatives. This addendum to the original white paper seeks to initiate discussions and propose specifics to reach the goals of the Grant Road Improvement Project (GRIP) in its entirety. The bottleneck created by the construction schedule, i.e. saving the central segments (the middle) to last, is creating a bottleneck and undo pressure on the Central Segment neighborhoods.

B. The Project

The widening of Grant Road through inner city neighborhoods, from First Avenue to Tucson Boulevard (Exhibit A), includes the only portion of the



March 2022 – Neighbors tree planting with Tucson Clean and Beautiful



Original vegetation preserved and flourishing in the Linear Park

Grant Road Improvement Project (GRIP) bordered primarily by neighborhoods and residential zoning. Referred to as the “central segments”, the work on this portion is divided into two phases, Phase 2 and Phase 5/6.

Residential zoning has been preserved by the Mayor and Council in the Central Segments GRIP vision statement:

“Following the widening of Grant Road, pursue land uses and /or buffers that 1) are in-keeping with existing zoning, neighborhood /area plans, and existing uses 2) are compatible with and enhance surrounding properties. Examples of uses / buffers could include multi-modal paths for pedestrians and bicycles, open spaces with linear parks, architectural elements and buffering walls and development similar to what exists today.” (Exhibit B)

C. The Coalition

Composed of residents and representatives of central Tucson neighborhoods including Jefferson Park, Samos, Catalina Vista and Campbell Grant, the Grant Road Coalition, Central Segments is a collaboration established to promote creative, neighborhood-centric enhancements to Tucson’s urban core, including a solution to the disposition of the remnant lots created by the demolition of homes along Grant Road. The Coalition focuses on the “**Central Segments**” i.e. that stretch designated by Mayor and Council as the most residentially affected.



2015 - South side of Grant demolitions

D. History of the Project

The challenges addressed in Phase 2, preserving community, connectivity, demolitions, remnants, mitigation, and greenspace are also factors in 5/6.



Beginning near 2013, the Phase 2 aspect of the project involved the demolition of more than 50 homes along Grant Road. Many of these residences were historic, 26 were “contributing properties” to the national historic district status of Jefferson Park Neighborhood.⁴ The full residential lots to be acquired for the project exceeded the land required for the roadway, thus leaving inferior

R-1 zoned remnant parcels. Original plans called for the reorganization and sale of these inferior remnant parcels. The Coalition opposed that action.

And it did not happen. The parcels were repurposed to create the Heritage Landscape Project. Today’s Linear Park from Hampton to Santa Rita is a result of the cooperation of COT, RTA, DTM, and the advocacy of the Phase 2 and 5/6 residents. It is a model of what Tucson wishes to become and what can happen with partnership.

Phase 5/6 – Let’s finish the job! *As of this white paper amendment, properties are being acquired and remnants are being created on two blocks of the south side of Grant and all of the north side from Highland to Warren. Norris to Plumer on the north side will experience the same. Southside Norris to Tucson Blvd. has landscape and safety mitigation to be considered. It is the goal of the Coalition to see these areas receive the same treatment as the Phase 2 portion of the project.*

E. Phase 5/6 Special Considerations

1. History - The neighborhoods along Grant Road between First Avenue and Tucson Boulevard are rich in history, with early settlement in the 1800's, and are now a vibrant part of Tucson’s urban core north of the University. The widened road has deepened the divide between these central neighborhoods. The planning and implementation of a neighborhood-centric solution to the challenge of managing the Grant Road remnant parcels is crucial to maintaining the integrity of the neighborhoods and creating a community asset.

2. Health - From a world view, retaining and creating urban open space is undergoing challenges and innovative solutions. Viewed as an important aspect of a vital inner city, urban green space development enhances the city and attracts property owners, increasing values and property tax base, bringing stability to commercial entities, contributing to safer, sustainable communities and enhancing public health. Green space is cited as fundamental to mental and physical well-being. Natural England, the United Kingdom’s agency for natural environment,

estimates that easy access to green space by all in the country would save the health care system ^2.1 billion per year. In Birmingham, Alabama, the local health authority invested \$10 million in parks to address the fact that 66 percent of the city’s adults are obese or overweight. ⁵

Recognizing the importance of physical activity for people of all ages and abilities and advocating for pedestrian activity, the United States Surgeon General has issued a Call to Action to promote walking and walkable communities. ⁶ It calls on the nation to better support walking and walkability, emphasizes that walking is one of the most important actions people can take to improve their overall health and asserts that decisions and plans made by the transportation, land use and community design sector affect whether communities and streets are designed to support walking. According to survey data from the American Planning Association, 56 percent of millennials and 46 percent of baby boomers would prefer to live in a walkable area. ⁷

- *The Grant Road Heritage Landscape Corridor supports the community enhancement and public health values of urban green space and walkability in our community. And indeed, our very own city through “Move Tucson” (Fall 2021 pdf) ¹ made Grant Road a “Tier 1” priority and speaks of optimizing the current infrastructure. Complete Streets (Feb 2019) mirrors the requests of this paper.*

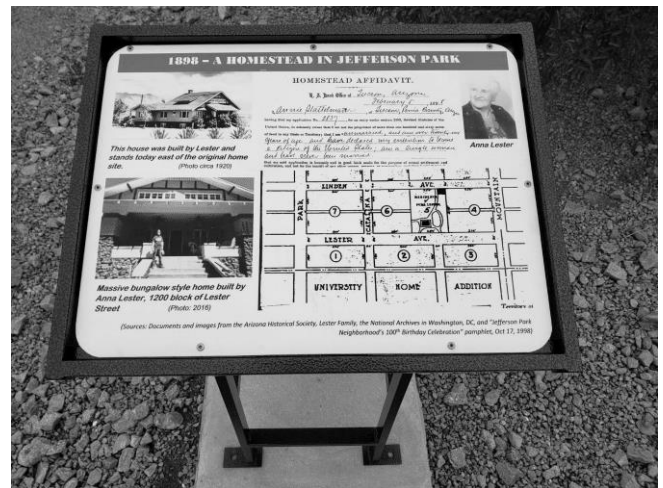


2021 - Installation of historic signage. Stands fabricated and donated by neighbor. Plaques by TDOT

3. Greenspace – Phase 5/6, 30% map, is a beginning and an opportunity. DTM’s two year commitment to engage a contractor to maintain the remnants is a beginning. Returning native plantings to the area is crucial and must be planned for and funded. As Tucson grew in spurts and starts, often with leap-frogging developments, preservation of “open space” was reserved for dedicated parks and schools, both of which destroyed the native landscapes of the Sonoran desert and riparian areas. Hence, the NPPP, Native Plant Preservation Plan was created. ⁸ In Phase 2 The Grant Road Heritage Landscape Corridor was proposed in the first white paper when The City planned the block between Hampton and Park as an “open space” detention basin for flood water management. The Corridor then continued east from Park Avenue to Tucson Boulevard, aligning the remnant parcels into a cohesive heritage landscape trail.

4. Community - While serving to strengthen the central segment neighborhoods, the completion of a linear park corridor will be an asset for the entire community showcasing the native plants of the region with educational components, interpretive context and pedestrian/bicycle trails. Additionally, the phase 2 section of the Corridor is supported with interpretive signs ⁹ The Corridor both complements and contrasts the re-created walled Mission Garden developed at the base of Sentinel Peak. ¹⁰ Phase 5/6 should continue this model, with particular attention to the Art Master Plan, and lessons learned from Phase 2.

Story of the 1891 homesteader Annie Lester



5. Infrastructure – Engineering must take into consideration the unique features of the Central Segments by considering its proximity to residences. The Central Segments warrant special considerations, such as, enhanced safety measures, increased light and noise mitigations, and the continuation of green spaces, improved landscaped streetscapes and green storm water infrastructure best practices. This project should consider a Safe Systems Approach and commitment to the Complete Streets Policy¹¹ adopted by Mayor and Council (Ordinance No. 11621) and should inform the design and construction of this project, in order to ensure the best outcomes for all.

F. Neighborhood by Neighborhood, Phase 5/6

1. Norris to Tucson Blvd (south side) - related neighborhood, Catalina Vista.

The Coalition proposes a full review and analysis of the GRIP budget to discover opportunities where project funds can be allocated. For example, the



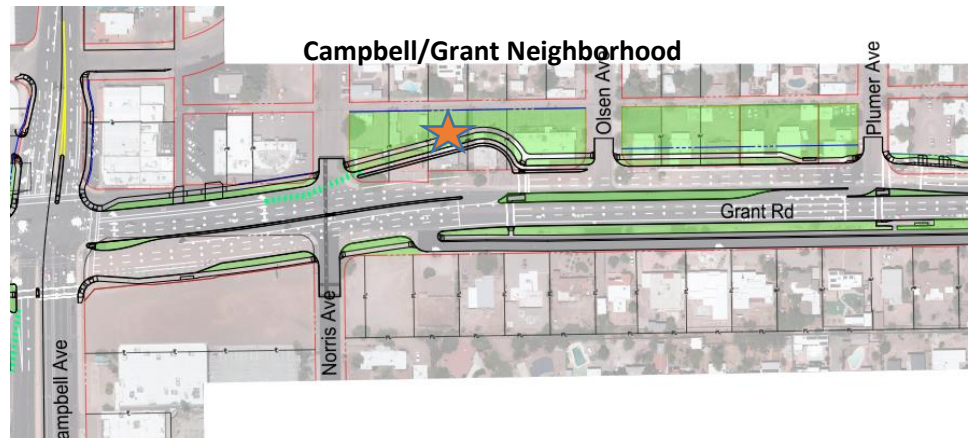
2010 GRIP Art Master Plan requires public art and designates three themes consistent with the Grant Road Heritage Landscape Corridor - History and Memory, Environment and Ecology, and Culture and Identity.¹²

- The Art Master Plan is an opportunity for Catalina Vista mitigation. While the south side of the Grant Road Project from Campbell to Tucson Blvd does not create remnant parcels, the attention to native planting and visual mitigation and safety must continue.

The narrow access road landscape is an opportunity for incorporation of the public art allocation for Phase 5/6. A low wall, set of low walls, planters should be located on the south side of Grant east from Norris. (Exhibit C). For continuity it could be similar to the treatment on east side of Campbell from Elm to Grant. Images should reflect the “History and Memory” promise of the Art Master Plan. It is critical that the neighborhood of Catalina Vista be an integral part of the planning.

2. Campbell Ave to Plumer (north side) - related neighborhood, Campbell/Grant.

This section includes the now eliminated water basin. How that will affect the final design relative to the adjacent homes must be clearly delineated early in the process.



Visual and sound mitigation presents unique concerns with the addition of the Indirect Left treatment. The two blocks of remnants east of Norris will leave the remaining northern homes with their back yards completely open to the effects of the project. Predicted traffic volume, noise, and light caused by an Indirect Left must be factored into the project. Here, too, are the valid concerns about quality of life that support the need for green space planning, funding, and possible overlay consideration.

A budget review is necessary to determine if any “amenities” in the eliminated basin could be diverted to mitigation costs.

It is essential that any right-of-way acquisition associated with roadway construction present solutions through landscaping or redevelopment that serve the needs of the neighborhood. If soil infiltration allows, landscaping and green storm water infrastructure best practices should be employed through this project corridor for the improved tree canopy and storm water management of the adjacent residents with at least a 50-foot landscape buffer maintained back of curb with mature trees preserved on the affected parcels.

3. Highland to Campbell (north side) – related neighborhood, SAMOS



Remnant parcels will exist all the way to the “Triangle Park”, northwest corner of Campbell and Grant. This entire section should mirror the precedent set by the Linear Trail from Hampton to Santa Rita. This very long segment needs equal treatment with particular attention to sound/visual mitigation with berms and landscaping. As with the Phase 2 homes, the light intrusion from unshielded streetlights must be factored in and addressed. Also, the sound emanating from any pedestrian signals must be mitigated, as was the case in Phase 2.

NOTE: During the acquisition phase all homes selected for demolition must be regulated for homeless intrusion and pest infiltration during the “waiting period”.

4. Santa Rita Ave to Highland Ave (south side)– related neighborhood, Jefferson Park.



This is the logical continuance of a linear trail treatment from Santa Rita to Mountain/Highland. Further consider the connectivity of bike and pedestrian access to Mountain from the west.

A “Dutch Intersection” treatment at Mountain was suggested by the RSA and included in the plans. Mountain Ave is also defined as a “Bicycle Priority Street” via Tucson Street Design Guide¹⁴ and is a prime candidate for a protected intersection and leading bicycle intervals. Of particular note at the intersection is the need for mitigation of light intrusion into back yards to be considered and the volume of pedestrian crossing signal volume to be lowered-Campbell/Grant, Warren/Grant and Vine/Grant.

The indirect left turn at Warren/Grant must be given a high priority for sound and light mitigation with walls and landscaping.

When the last residence is taken, City of Tucson must interface with the Jefferson Park Neighborhood in order to initiate the process of redistricting the Jefferson Park Historic District. (Exhibit D)

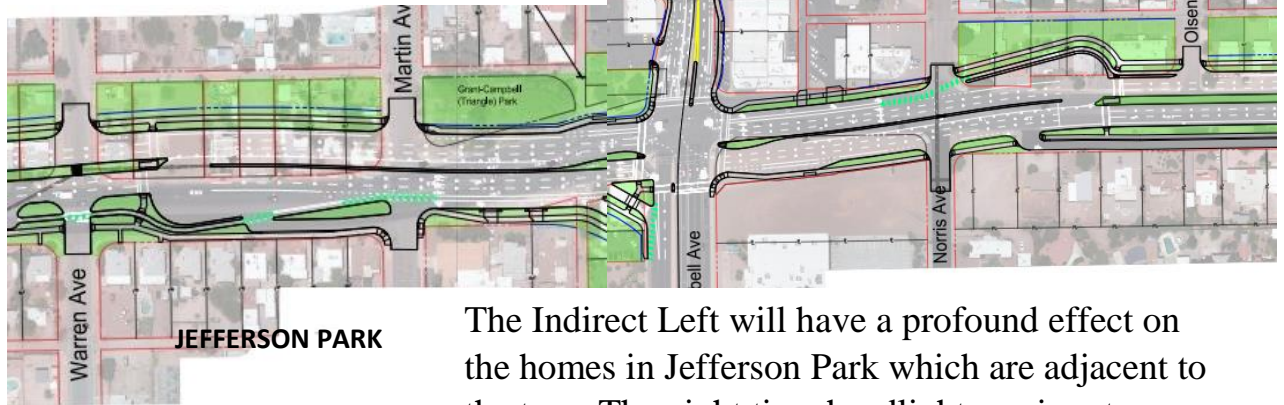
5. Mountain to Highland (north side)- related neighborhood, SAMOS



This is an unfortunate break in the greenspace accessibility. The coalition requests a treatment, north side from Mountain to Highland, to maintain clear connectivity to the Linear Park with at least an enlarged sidewalk/bike path. The proposed eight-foot sidewalk does not accommodate both pedestrians and bikes.

6. Campbell/Grant indirect left turns

Jefferson Park and
Campbell/Grant Neighborhood

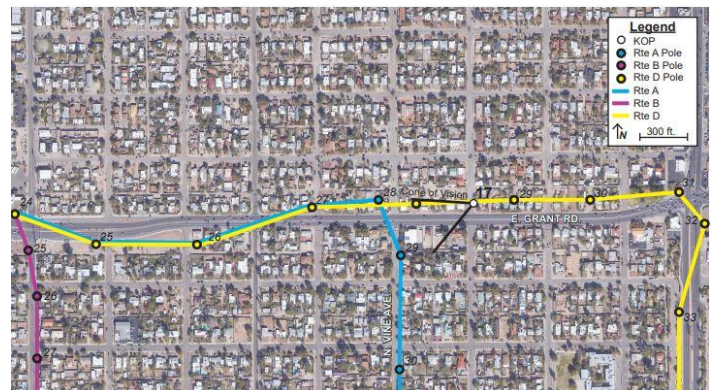


The Indirect Left will have a profound effect on the homes in Jefferson Park which are adjacent to the turn. The night time headlights, noise etc. must be considered and mitigated.

Campbell/Grant homes have an opportunity for a substantial buffer with design.

7. Routing of TEP's 100ft 138Kv

greatly impact the plan. North side or south side? Should any of the neighborhoods involved request undergrounding? If TEP plans north, what visual mitigation will be undertaken before installation? If TEP chooses the south side, Jefferson Park, a historic residential neighborhood, with NR-1 zoning, will surely require an exceptions review.



8. Planning for Neighborhood Monument Signs

The contiguous neighborhoods request engineering consideration for neighborhood monument signs at major intersections of their borders. Jefferson Park has erected its first monument sign at Grant and First. The association has approved that design for future Grant Road monument signs. Preplanning for monument signs must be worked with the affected neighborhoods.

G. Consensus Issues

These issues represent the collective concerns of the members of the Grant Road Coalition. It is our intent that future meetings with DTM will provide an opportunity for dialogue and clarification for the affected neighborhoods.

1. Noise mitigation

- Studies must be conducted to ensure the mitigation of Grant Road traffic for sound at various locations. Of particular concern is east and west of the intersection of Grant and Campbell.
- The pedestrian crossing signal volume must be decreased, as in Phase 2, near homes.
- All mitigation possible must be employed to reduce the traffic noise adjacent to the residential areas
- Results of the noise studies should be shared with the GRC as soon as possible



2. Light mitigations

- Light from streetlights, as in Phase 2: the street lighting must be shielded to prevent light from entering back yards.
- Lights from traffic particularly at the Michigan Lefts must be quantified and be part of mitigation efforts.

3. Safety and Bike/Pedestrian Accessibility

- The north and south sides of Grant Road are home to many U of A students and staff who bike or walk to school or work. This increases the need for enhanced safety measures to be seriously considered and implemented. In Census Tract 18.01, which straddles Grant Rd from Tucson Blvd to Alvernon Way, an estimated 640 households have no vehicle available, or approximately 24.5%, according to the American Community Survey (ACS) via US Census Bureau.¹⁵

- Road safety should especially be designing where transit ridership, walking and biking are more heavily utilized modes of transportation along the project corridor.
- Mountain Ave - RSA (Road Safety Assessment) has addressed the bike crossing issue at Mountain with a “Dutch Intersection” clearly addressing these issues. The completion in Phase 5/6 of the remaining two blocks on the south side to Mountain makes possible the Jefferson Park Bike Loop that has been proposed.
- Safety for those properties extremely close to the roadway, i.e. Catalina Vista north side and others should be addressed. Note the recent car crash into a house on Grant just west of Campbell.
- The proposed PELICAN treatment at Warren Ave increases safety for pedestrians needing to cross Grant Rd but a BikeHAWK crossing would optimize travel for those riding bikes or crossing on foot. As a BikeHAWK tends to be the best practice along Bicycle Boulevards and Warren Ave is listed as a planned Bicycle Boulevard in the BBMP 2017, this would be recommended over a PELICAN crossing at Warren Av/Grant Rd.¹⁶ Given that the majority of Bicycle Boulevard plans are developed with BikeHAWK crossings that optimize travel for both those riding bikes or walking, perhaps a PELICAN is not the best treatment for accessibility along this future Bicycle Boulevard corridor. If the PELICAN is to remain, perhaps a significant shade structure or large tree planting should be integrated to ensure the comfort of bike/ped users waiting on the median island.
- Similar to the protected or “Dutch Intersection” treatment at Mountain Av/Grant Rd was suggested by the RSA and is now included in the plans, **Tucson Blvd/Grant Rd** should also be assessed to have a protected intersection design. Vehicular traffic volumes are already low (9000 AADT), speeds are generally low (25-30 mph) and bicycle and pedestrian improvements along Tucson Blvd are planned via Move Tucson. Regarding design values: “Prioritize safety...Consider multimodal performance measures. Do not let congestion and vehicle travel times be the only project consideration.” as recommended via Tucson Street Design Guide¹⁷

4. Funding

- The planning and budgeting process should include a full examination and discussion of Grant Road Heritage Landscape Corridor costs as well as exploration of traditional and innovative funding options. The draft budget should be shared with the GRC as soon as possible.
- Phase 2 funding included the return of the RTA cost of the remnants to the COT, two unsuccessful grant applications, one written by PAG, and finally the approval of Park Bond monies. Phase 5/6 funding for the corridor greenspaces has yet to be clarified. A partnership to discover supplemental funding must begin. Two years' maintenance by a contractor, preservation of existing native vegetation, and subsequent maintenance by DTM is noted.
- Progress on the RTA funding and its relationship to this project has yet to be determined. Must be shared with GRC as soon as this funding is clarified.

5. Art/Signage

- Members of the GRC must have representation on the Public Art and Community Design Committee
- The Art selected must conform to the Grant Road Public Art Master Plan¹⁸
 - Art Opportunity #4 Wall projects p 45
 - Culture and Identity p 62
- Monument Signs for each neighborhood must be planned for. Each neighborhood wishing to create and install a Monument Sign will give those plans to Psomas for consideration for further iterations of the infrastructure.

6. Landscaping

- In consideration of the Mayor Romero's Tucson Million Trees Initiative to mitigate the effects of climate change. Added asphalt requires added tree canopy
- These plans only reference this typical design that will be developed for the medians and south side of Grant Rd in future submittals. Wheat Design Group is the consultant working on these hardscape and landscape plans; it would be useful to get a budgetary commitment to make sure this treatment can be developed in future submittals from Olsen to Plumer. Any future design plans should include substantial hardscape and landscape plans that

matches the quality of Grant Rd Phase 3/4 and a budgetary commitment to a high quality landscape treatment along the median and behind the curb in remnant parcels (i.e. north side between Olsen Av to Plumer Av).

7. 138kV electric poles In keeping with the City of Tucson amendments to the UDC. The TEP above ground pathway must not interfere with historic neighborhoods. Any pole pathway in the central segments must be undergrounded or must be seriously mitigated with vegetation.

8. Consideration of Neighborhood Plans

The City of Tucson has provided leadership in stabilizing and enhancing historic neighborhoods north of the University of Arizona. (Exhibit D) The U of A itself has set forth in 1998, its stand for the Catalina Vista and Jefferson Park Neighborhoods “ Strong gains have been made in the preservation and enhancement of the University Area's historic development and vitality, often through the innovative combination of public, private, and neighborhood efforts. Perhaps most importantly, planning policy based on organized citizen involvement is now recognized as an essential tool for guiding both public and private development in the community.”¹⁹

- **Jefferson Park:** The City’s Jefferson Park Neighborhood Plan²⁰ sets forth clear goals, policies and strategies. The goals include “neighborhood preservation; enhancing the beauty and quality of life for neighborhood residents by increasing amenities, revitalizing pedestrian and community life, and creating a safe and enjoyable living environment; creating a ‘sense of community’ engaging all residents in a shared and respectful community life, increasing neighborhood safety, stewardship and stability.” Referring specifically to the GRIP, the Jefferson Park Neighborhood Plan requires that the neighborhood be

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Health and Heritage Trail: JEFFERSON PARK

- Dogs must be leashed at all times. Clean up pet waste.
- Permits needed for (*may not be permissible in all parks*):
 - Amusement Equipment
 - Free Food Distribution
 - Commercial Vending
 - Beer/Wine Drinking
 - Special Events
- No trespassing when park is closed.
- Dispose of litter in receptacles.
- No glass containers.
- No hitting golf balls or taking practice swings with a club.
- No drones or remote control aircraft except in designated areas.
- No model rockets or fireworks.

In an emergency or to report illegal activity, call 9-1-1

visually buffered from impacts of Grant Road traffic and that the changes to Grant Road include pedestrian and bicycle amenities.

The City has developed and adopted guidelines for the review of construction in several designated historic districts and has established guidelines and a review process to ensure compliance with the Neighborhood Preservation Zone in Jefferson Park Neighborhood.²¹

The City reconstructed Mountain Avenue from the University of Arizona through Jefferson Park neighborhood and beyond to the Rillito River as a primary community bike path. The City provided visual and sound mitigation with the widening of Campbell Avenue along the east boundary of the Jefferson Park neighborhood and west boundary of Catalina Vista Neighborhood.

The Jefferson Park Neighborhood Association is vigilant in protecting land use and residential zoning. In addition, the Association worked collaboratively with the City and developers of the Walgreens at First Avenue and Grant Road to ensure neighborhood goals were addressed. They also have worked to promote and protect the use of TUSD's former Jefferson Park Elementary School by assisting in the placement of the International School of Tucson at the facility.

Most recently the Jefferson Park Neighborhood Association has worked closely with Banner University Medical Center to achieve agreements including those concerning flood water detention and management along the south boundary of the Jefferson Park Neighborhood. Collaboration among the City, Banner/UMC and the neighborhood has resulted in planned expansion of protected open space and bicycle paths at the Banner/UMC interface with the neighborhood.

The city has agreed to protect the ratio of contributing properties in the Jefferson Park historic designation by assigning funds to redistrict for the areas consumed by the GRIP Project (Exhibit F).

- **Blenman Elm/Catalina Vista:** The City's Blenman Vista Neighborhood Plan²², addresses both the Blenman Elm and the Catalina Vista neighborhoods. The plan includes goals to create a safe and enjoyable living environment, maintain historic sites and homes, ensure building design in harmony with adjacent land uses and aesthetic qualities, reduce traffic flow in the neighborhood, and related goals. A primary policy of the plan is "well-designed transportation improvements that enhance the

visual environment through the use of landscaped buffers, berms and noise walls.”

- **SAMOS:** The goals and objectives of the Jefferson Park Neighborhood Plan and the Blenman Vista Neighborhood Plan apply as well to Samos and Campbell Grant neighborhoods by nature of their physical proximity and shared historical development. The City’s neighborhood plans articulate aspects and attributes required of the GRIP which are satisfied by the implementation of the Grant Road Heritage Landscape Corridor.
Samos Neighborhood Assn is active in establishing and continuing positive relationships with Salpointe High School and the Catalina Care Center as well as working with governmental agencies to establish a safe bikeway in the neighborhood.²³
- **Campbell/Grant Neighborhood:** Campbell Grant NE is a neighborhood with historic and unique character that has been under incremental change and development for decades. It is still recognizable at its core as a residential neighborhood served by an outer ring of appropriately scaled multifamily housing, office and commercial uses along its boundaries. Key properties that serve to maintain the blend of uses in Campbell-Grant’s identity should be retained with the appropriate density to buffer lower density uses from a roadway widening project while providing safety and accessibility to all who travel along or across Grant Rd. Current O-3 zoned properties affected by right-of-way acquisition could continue to utilize existing zoning if parcels are viable to be redeveloped. Additionally, any potential zoning overlay should be kept in consideration by the neighborhood association and project team to realize rezoning or redevelopment opportunities to best serve the character and vitality of this neighborhood under incremental change.²⁴
- **All Neighborhoods** - Jefferson Park, Samos, Campbell/Grant and Catalina Vista neighborhoods have written and implemented grants to establish water harvesting basins and diversions, preserved and promoted historic attributes of the neighborhoods, created neighborhood watch groups, initiated emergency heat plans and established traffic calming.

Tucson’s former Mayor Jonathan Rothschild strongly advocated for creative initiatives to encourage home ownership to revitalize Tucson’s inner city and its

neighborhoods.²⁵ The City has provided a myriad of initiatives and support for the revitalization of downtown Tucson.

The Grant Road Heritage Landscape Corridor is consistent with the goals and objectives of the GRIP vision and neighborhood plans, enforces compliance with the letter and spirit of the plans, complements the City's protection of the Grant Road neighborhoods, creates a community historic asset, and furthers the City's commitment to its urban core.

9. Commitment to Historic Attributes

Though many decades of development occurred in Tucson without attention to the loss of historic buildings and context, the City has become an advocate of its history. There is a renewed commitment to core urban neighborhoods through the implementation of the Neighborhood Preservation Zone and its inherent review process. The City of Tucson Historic Preservation Office oversees many projects and supports community history preservation initiatives. Organizations, including the Tucson Historic Preservation Foundation, the Southwest Foundation and others, are forces for support of preservation and history. Individuals with expertise, knowledge and commitment have developed a community of advocates for preservation.

In this context, this proposal for the Grant Road Heritage Landscape Corridor is presented as an opportunity to add to the rich historic resources of our community, create and preserve open space, and minimize degradation of urban neighborhoods imposed by the widening of Grant Road.

H. Summary

The Landscape Corridor is the best solution for the intelligent neighborhood-sensitive repurposing of the remnant parcels remaining after road construction along Grant Road Central Segments (Exhibit G).

- *Great strides have been made to stabilize and revitalize the Grant Road neighborhoods north of the University of Arizona. Repurposing the Grant Road remnants and reallocating resources to the Grant Road Heritage Landscape Corridor implements the GRIP vision, conforms to City neighborhood plans, continues the City's positive involvement and support of the inner city neighborhoods, provides urban open space for the entire*

community, and offers a unique educational living history of the heritage of the region.

- *The Grant Road Coalition Central Segments seeks support of its proposal for the repurposing of the Grant Road remnants, swift resource reallocation and immediate implementation of plans to achieve the Grant Road Heritage Landscape Corridor.*

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7. [Planning.org/research/public health](http://planning.org/research/public_health)
8. UDC, section 7.7 Native Plant Preservation Plan, https://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Development%20Services/Building/Native%20Plant%20Preservation.pdf
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12. See Art Master Plan *“History and Memory”* http://www.grantroad.info/pdf/pamp_final.pdf
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Bicycle

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21. Jefferson Park Design Manual, adopted by the City of Tucson, June 21, 2011.

https://www.tucsonaz.gov/files/pdsd/codes/Jefferson_Park_Design_Manual_final.pdf

The City of Tucson has agreed to fund an amendment to the Jefferson Park Historic Neighborhood boundary caused by the demolition: “Funding in the amount of \$10,000 for the consultant cost will be set aside from the GRIP budget into a special account set up for the purpose of the boundary amendment...initiation of a single boundary amendment will occur after all phases of project demolition impacting the neighborhood, currently scheduled to be completed by approximately 2021.” Correspondence August 28, 2015, Daryl W. Cole, Director TDOT. See Exhibit D

22. Blenman Vista Neighborhood Plan adopted by the City of Tucson October 27, 1986, Resolution 13826. <https://www.tucsonaz.gov/files/pdsd/plans/bv.pdf>

23. Copper St/Flower St Bicycle Boulevard planned on pg. 67 of Bicycle Boulevard Master Plan. <https://www.tucsonaz.gov/files/transportation/files/BBMP-2-22-17.pdf>

24. Campbell-Grant Neighborhood plan 2008 – Grant Rd Improvement Project (pgs 25-29)

[01b509_ea25bb0fc5cd4f2a8d2a0e834da3799f.pdf](#)

25. Rothschild, J. March, 2016. Annual State of the City Speech

Grant Road Coalition Central Segments contacts:

P.O. Box 41243 Tucson, AZ 85717

Website: grantroadcoalition.com

Catalina Vista: Janet Fisher, janet@jfischerdesign.com

Campbell/Grant: Ben Elias, beneliastucson@gmail.com

Jefferson Park: Joan Daniels, (520) 300-1980 Email: jdchama@msn.com

SAMOS: Bam Miller, (520) 850-7054 Email: bammillertucson@yahoo.com

Mountain/First: Sarah Studd, sarahstudd@gmail.com

EXHIBIT A

The Grant Road Improvement Project (GRIP) is jointly managed by the City of Tucson and the Regional Transportation Authority and involves the widening of Grant Road to six lanes from Oracle Road to Swan Road. The aspect of the project which is the topic of this white paper is the “central segments”, Phases 2 and 5, from First Avenue to Tucson Boulevard. Phase 2 between First Avenue and Santa Rita Avenue is scheduled to be completed in 2017; Phase 5 between Santa Rita Avenue and Tucson Boulevard was scheduled to be completed in 2021.

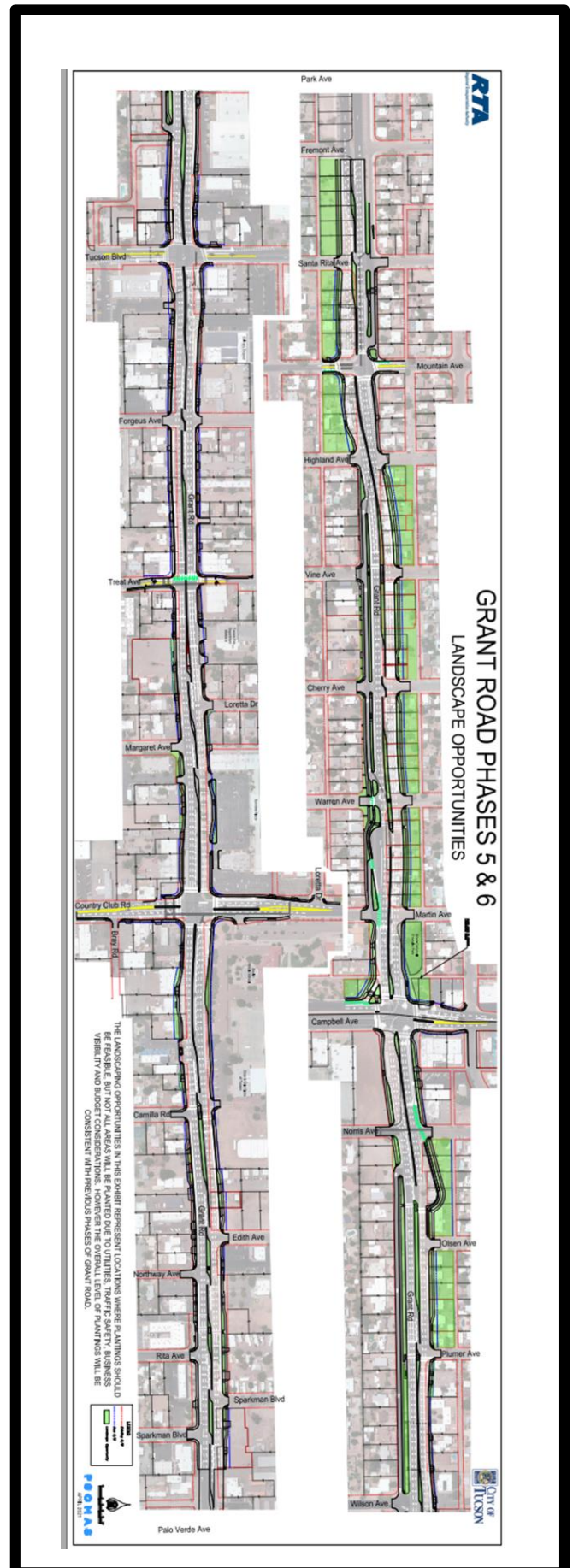


EXHIBIT B



GRANT ROAD Improvement Plan



CENTRAL PORTION SEGMENTS: 1ST AVENUE TO CAMPBELL AVENUE & CAMPBELL AVENUE TO TUCSON BOULEVARD

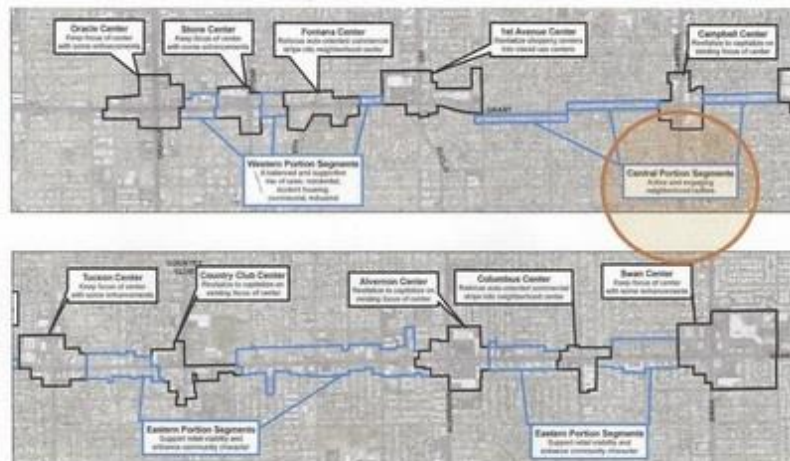
Active and engaging neighborhood buffers

The segments in the Central Portion 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 not impacted 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
- Following the widening of Grant road, pursue land uses and/or buffers that are:
 1. In keeping with existing zoning, neighborhood/area plans, and existing uses.
 2. Compatible with, and enhance, surrounding properties.



Examples of uses/buffers could include multimodal paths for pedestrians and bicycles, open spaces and linear parks, architectural elements and buffering walls, and developments similar to what exists today.



”Central Portion Segments: 1st Avenue to Campbell Avenue and Campbell Avenue to Tucson Boulevard, p. 41, Grant Rad Community Character and Vitality Corridor Vision: Oracle to Swan Road”, Tucson Mayor and Council Resolution 22455, September 15, 2015.

EXHIBIT C

NEIGHBORHOOD: Catalina Vista Historic Neighborhood

CONCEPT DESIGN -
Submitted by Fisher
Designs and modeled
after the existing designs
on west side of Catalina
Vista Historic
Neighborhood border.

“The narrow access road
landscape is an
opportunity for
incorporation of the
public art allocation for
Phase 5. A wall or set of
walls should be located on
the south side of Grant
east from Norris. Images
on the walls should reflect
the “History and
Memory” promise of the
Art Master Plan¹³. It is
critical that the Catalina
Vista Historic
Neighborhood be an
integral part of the
planning.

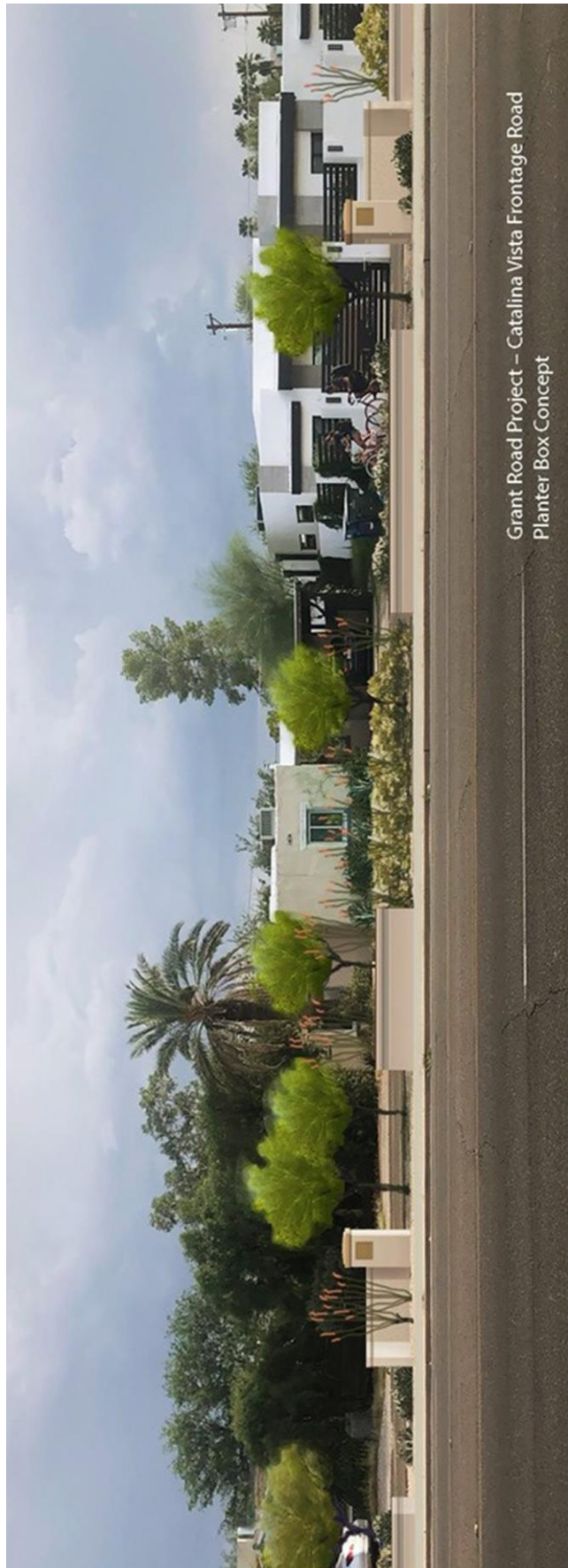


EXHIBIT E

STEP IT UP!
EVERYONE CAN HELP
MAKE OUR COMMUNITIES
MORE WALKABLE

WORKSITES:
Implement workplace policies and programs to promote walking.

MEDIA:
Spread the word about walking and creating safe and easy places to walk.

PARKS AND RECREATIONAL AND FITNESS FACILITIES:
Provide access to green spaces and recreation areas.

SCHOOLS:
Implement safe routes to school and daily physical education programs.

INDIVIDUALS & FAMILIES:
Walk with friends, family, and work colleagues.

TRANSPORTATION, LAND USE, & COMMUNITY DESIGNERS:
Design safe and easy places to walk.

HEALTH CARE PROFESSIONALS:
Talk to patients about physical activity.

PUBLIC HEALTH:
Provide information to plan, implement, and evaluate walking programs.

VOLUNTEER & NONPROFIT ORGANIZATIONS:
Offer free or low-cost community walking programs.

Step it up! Help make your community more walkable. Learn how by visiting www.SurgeonGeneral.gov



**CITY OF
TUCSON**

DEPARTMENT OF
TRANSPORTATION

EXHIBIT F

August 28, 2015

To: Jefferson Park Neighborhood Association

Re: Funding for Boundary Amendment of Jefferson Park Historic District

The City of Tucson Department of Transportation (TDOT) is aware that the Grant Road Improvement Project impacts the Jefferson Park Neighborhood, including demolitions of approximately 26 historic properties contributing to the Jefferson Park Historic District listed in the National Register of Historic Places in 2012 with funding support from both the City and the neighborhood.

This letter documents the commitment of the TDOT to fund the consultant cost for preparing the necessary documents to submit to the Arizona State Historic Preservation Office for amendment of the northern boundary of the Jefferson Park Historic District where it is impacted by this project (between Hampton St. and Highland Ave.).

The purpose of this amendment is to strengthen the historic district by excluding contiguous properties on the northern district edge that have changed from contributing to non-contributing status as a result of demolitions related to this transportation project; the amendment will thereby reduce the percentage of non-contributing properties in the district.

Because the Arizona State Historic Preservation Office and the Office of the Keeper of the National Register of Historic Places will not consider de-listing of historic properties as long as they are standing, and the TDOT must avoid the additional costs of multiple amendments, initiation of a single boundary amendment will occur after all phases of project demolition impacting the neighborhood, currently scheduled to be completed by approximately 2021.

Funding in the amount of \$10,000 for the consultant costs will be set aside from the Grant Road Improvement Project budget into a special account set up for the purpose of the boundary amendment.

A handwritten signature in black ink, appearing to read 'Daryl W. Cole'.

Daryl W. Cole, Director
Department of Transportation
City of Tucson

EXHIBIT G

