PIMA PROSPERS

Pima County Major Streets and Scenic Routes Plan Amendment
PLANNING AND ZONING COMMISSION
STAFF REPORT

HEARING DATES	Wednesday March 25, 2015 and Wednesday April 8, 2015
CASE	Co14-14-02 Major Streets and Scenic Routes Plan Amendment
SUBREGIONS	All
DISTRICTS	All
REQUEST	Proposal by Pima County to amend the Major Streets and Scenic Routes Plan

STAFF REPORT

Recommendation

Staff recommends **APPROVAL** of the proposed amendment to the Major Streets and Scenic Routes Plan (MSSRP). Staff further recommends that a motion to approve include the following seven part recommendations:

1. **APPROVAL** to **ADD** eleven new major streets.
2. **APPROVAL** to **REALIGN** two existing major streets.
3. **APPROVAL** to **DELETE** 53 existing major streets.
4. **APPROVAL** to **INCREASE** the future right-of-way designation for four major streets.
5. **APPROVAL** to **REDUCE** the future right-of-way designation for 105 major streets.
6. **APPROVAL** to **CHANGE** twenty scenic and major streets to scenic, non-major streets.
7. **APPROVAL** to **CLASSIFY** all major streets as either "high volume", "medium volume" or "low volume" arterial streets or as collector streets with associated future right-of-way widths.

This amendment includes several minor changes to the MSSRP and updates the major streets and scenic routes map. These changes also conform to the land use changes proposed in the Pima Prospers Comprehensive Plan as well as plans from adjacent jurisdictions. This amendment is not intended to change Scenic Route designations; however, minor edits were made to delete routes that were never built as planned. Several streets will lose their "major street" designation, but retain their "scenic" designation.

The MSSRP is an important planning tool because it allows the county to accomplish three things. First, it establishes future right-of-way widths for major roadways and enables the county to reserve roadway right-of-way as development occurs. It is the key regulatory means of

connecting land use to transportation and is critical to planning for growth. Reserving right-of-way as development occurs reduces the cost and difficulty of obtaining right-of-way in the future when it is needed for roadway expansion. Second, the MSSRP establishes setbacks prior to the construction of the full roadway cross section. This provides property owners advanced notice of the future of the roadway. It also prevents anything from being built in the future right-of-way. Third, the MSSRP designates scenic routes which preserver scenic view by limiting building heights and colors.

Minor amendments to the MSSRP have occurred over the years to add or delete specific major streets to reflect growth and development, but no system-wide change has occurred in many years. The plan is currently outdated and in some areas it does not accurately reflect current and planned development, environmental constraints, traffic patterns, and capacity needs. As part of the Pima Prospers Comprehensive Plan update, staff reviewed the entire major streets system and recommends changes as described in this report.

History of the MSSRP

The Pima County Board of Supervisors first adopted the "Plan of Major Streets and Routes" in 1952 which classified roads as scenic routes and major streets. The terms "major streets" and "scenic routes" were not specifically defined, but it was generally understood that major streets were those which either carried the most traffic and/or provided primary access to developing unincorporated areas as opposed to local streets which serve subdivisions and neighborhoods. Many major streets were located along section lines to create a 1-mile grid system. Scenic routes were generally understood to be located in picturesque areas that provided scenic views. Many scenic routes were also designated as major streets but a few were designated as scenic only and not considered major streets.

Amendments and refinements to the MSSRP in the early 1960's included classifications and widths for primary major streets (200 feet), secondary major streets (120-150 feet) and collector major streets (90-100 feet). The plan also included required setback distances from the centerlines of primary major streets (130 feet), secondary major streets (105 feet), and collector major streets (90 feet). Throughout the 1970's, there were approximately eighteen separate changes to the MSSRP by adding and deleting certain roads. In 1979, the MSSRP changed the setback calculations by requiring buildings to be setback 30 feet in addition to half the future right-of-way as shown on the plan. This reflected similar changes to the zoning code.

In the 1995 version of the MSSRP, many of the provisions and details of the earlier versions were left off the map. The resulting MSSRP only showed major streets, scenic routes, and right-of-way widths for some but not all of the major streets. Several amendments have occurred since then to add, remove, or modify route alignments.

How the MSSRP Works

The MSSRP map designates specific roads as "major streets" and/or "scenic routes". For major streets, a specific planned right-of-way width (often 150 feet) is typically associated with many (but not all) of the major streets. This is the planned future right-of-way width and is typically wider than the current actual right-of-way, but in some cases it is the same - or in rare circumstances less than - the current right-of-way width. When a proposed rezoning or development plan along a major street or scenic route is submitted for county review, staff requires that the owner/developer dedicate whatever extra right-of-way may be needed to achieve the future major street right-of-way width. For example, if there is 100 feet of actual roadway right-of-way adjacent to a planned development but the planned future right-of-way is 150 feet, the developer/owner will typically be requested to dedicate 25 feet of property, half the

total needed (on one side of the street) to achieve the 150 foot requirement.

Besides the dedicated right-of-way, setback requirements apply all development as well. The zoning code requires that all buildings or structures have setbacks equal to "half the future right-of-way" of the major street plus an additional 30 feet. For a 150 foot wide major route, this typically equates to 75'+30' = 105 feet. But the actual required setback varies depending on the location of the street within the right-of-way, the location of utilities, and other conditions. The MSSRP simply designates the planned future right-of-way for major streets.

There is sometimes misunderstanding about how the MSSRP works. The right-of-way designations do not automatically change actual right-of-way or transfer property ownership in any way. The MSSRP only applies to new development which may be asked to dedicate right-of-way if not enough exists at the time of development. If no development occurs, the MSSRP does not apply. If and when roadways are widened, the county at that time contacts adjacent property owners who could be impacted and negotiates right-of-way dedications if needed.

Scenic Routes

Many roads in Pima County are designated as "Scenic Routes" on the MSSRP. The Zoning Code (Section 18.77.040F2a) defines the criteria for designating a scenic route "based on exceptional scenic quality that helps define the community's character"... with "scenic resources (that) may be unique and (contain) significant views of mountains, vegetation, architecture, site design or geologic formations." The Code generally limits building heights to 24 feet and limits building and wall surfaces to certain colors within 200 feet of scenic routes, with some exceptions. For scenic, major streets, the zoning code requires that all buildings or structures have setbacks equal to "half the future right-of-way" plus an additional 30 feet. For scenic, non-major streets, the applicable zoning setback applies.

Development of the Proposed Changes

As part of the Pima Prospers effort, staff assembled a team from the Transportation and Development Services Departments along with consultants from the Planning Center and Psomas Engineering to evaluate and recommend changes to the MSSRP. The primary goal was to ensure that the recommended changes support the land use changes in the Comprehensive Plan. It was also important to update the plan to reflect updated plans in the other jurisdictions. Transportation staff also wanted to update the plan and incorporate much needed corrections that had been identified years ago but never implemented. Transportation staff analyzed existing and projected traffic volumes on the major street network for each of the sub-regional planning areas. Staff looked at planned future growth areas as identified in the proposed comprehensive plan update.

As a result of this analysis, it was determined that only a few new or modified major streets were needed to accommodate projected growth and development over the next ten years. This doesn't mean that new roadway widening, resurfacing, and other improvements aren't needed - roadway maintenance needs are critically needed in particular. But in terms of planning for future growth and development, the planned major route system and designated future right-of-way widths are generally adequate. What became apparent, however, is that in many cases there were more streets designated as "major" than functioned in this capacity and many future right-of-way widths were wider than what is anticipated to be needed. Therefore, the MSSRP team developed a set of recommendations to adjust the MSSRP network and planned right-of-way widths. These proposed changes are discussed in more detail below.

PROPOSED CHANGES

1. **11 New Major Streets** – Eleven new major streets are proposed. These include mostly existing major arterial streets that carry moderate amounts of traffic but for whatever reason were never designated as major streets. In some cases, they are two-lane roads that may have experienced growth and increases in traffic since the MSSRP was first adopted. Many of these streets already have adequate or even excess right-of-way to accommodate future expansion if needed, but others would require some additional right-of-way. Examples include portions of Alvernon Way, Linda Vista Boulevard, Overton Road, and Shannon Road. Only two proposed new major streets – portions of Andrada Road and Twin Peaks Road – are completely new roadways that do not exist today. These are proposed to align with the Town of Marana's (Twin Peaks Road) and the Town of Sahuarita's (Andrada Road) long range plans.

2. **2 Realigned Major Streets** – Two major streets are proposed to be realigned. Sunset Road is currently under design and will be constructed south of the present alignment shown on the MSSRP. The other is the realignment of Wilmot Road to connect with the Kolb Road interchange at I-10 which is part of the State Department of Transpiration's long range plan to rebuild the Kolb Road interchange.

3. **53 Deleted Major Streets** – Fifty-three major streets are proposed to be undesignated as major streets. These include many unbuilt roadways that are no longer anticipated to be needed or that would not realistically ever be built due to significant environmental constraints and/or existing houses and development. In other cases, these include streets that are not anticipated to be widened beyond the two lanes they are today. Examples include Soldier Trail/Freeman Road over the Tanque Verde Wash, roadways through previously planned areas of Rocking K north of Old Spanish Trail, and the extension of Campbell Avenue north and south of the Town of Sahuarita. Eight of these fifty-three proposed deleted major streets are also designated as Scenic Routes, such as unbuilt portions of El Moraga Drive and Camino de Oeste in the Tucson Mountains, but since these will likely never be needed or built due to significant environmental constraints and existing dwellings, they are proposed to be deleted as well. The elimination of these streets from the MSSRP will not change the standard setback requirements as prescribed in the zoning code, but it may reduce the amount of setback to a distance that is more appropriate given anticipated growth than currently required by the MSSRP.

4. **4 Increased Right-of-way Streets** – Four existing major streets are proposed to have increased future rights-of-way to provide for potential future widening and/or improvements if they are ever needed. Three of these major streets are currently designated for 120 feet of future right-of-way (Country Club Road, Palo Verde Road and Old Spanish Trail) and staff recommends that they be increased to 150 feet to accommodate future potential growth, and/or to match the designated future rights-of-way of adjacent street segments. The fourth is Picture Rocks Road from Sandario Road to Orange Grove Road which has 60 feet of current right-of-way and is proposed to have 90 feet of future right-of-way to accommodate potential future improvements if ever needed. Again, this new designation would only apply to new structures and development and would not affect existing houses.

5. **<u>105 Decreased Right-of-way Streets</u>** – Over one hundred streets are proposed to have reduced future rights-of-way from what is currently shown on the MSSRP. This is the greatest number of proposed changes and for some observers, it is perhaps a concern that reducing future setback requirements could create problems if those roadways are ever needed to be widened. There are compelling reasons, however, to consider these reductions. Many of these streets were originally designated with 150 feet of future right-of-way and as those areas have developed, this amount of right-of-way has been dedicated to the county. In these circumstances, there is sufficient right-of-way now to accommodate any potential roadway widening.

   But as is evident throughout the county roadway system, many of these roads have remained only two-lanes wide yet have excessively wide roadsides, often graded and without landscaping, that collect trash or become unofficial used car lots and other untended uses. After careful consideration and evaluation, Transportation staff has analyzed these streets and determined that they do not require as much future right-of-way as currently designated to accommodate future growth. In some cases, future improvements (such as a center turn lane) may be warranted, but these changes can be accommodated within the proposed 90 feet or in some cases 80 feet of future right-of-way.

   The benefit to reducing the future right-of-way for these streets is that for undeveloped parcels, it will provide additional developable property and allow future developers and owners to build closer to the adjacent major street. It will reduce the length of driveways, and it some cases it will allow commercial buildings to be closer to sidewalks, bus stops, and parking areas so that walking distances are minimized. It will also reduce the amount of undeveloped and unused roadsides that serve no purpose and have become an eyesore for the community.

6. **20 Scenic, Major Streets become Scenic Only** – Twenty major streets that are also designated as scenic routes are proposed to be re-designated as scenic only, which means that they would no longer be designated major streets. Many of these streets are dead-ends and do not connect to other major streets, or otherwise do not carry much traffic. Removing their major street designation may reduce the building setback distance somewhat for future development, but the scenic designation and the building height and color restrictions would remain. Examples include the western portion of Sweetwater Drive, Trails End Road, Tortolita Road, and Pistol Hill Road. All scenic routes, both major and minor, will now be shown on a separate map titled "Scenic Routes Plan".

7. **New Major Street Roadway Classifications** – In addition to adding, deleting and changing the future right-of-way designations for many major streets, Transportation staff is proposing to classify all major streets as high-volume arterials, medium-volume arterials, low-volume arterials or collector streets. These categories are somewhat similar in name to federal roadway classifications, but their purpose here is to simply associate a name with the proposed new future right-of-way width to make the MSSRP more readable. For example, collector streets will be designated with 80 feet of future right-of-way, low-volume arterials with 90 feet, medium-volume arterials with 150 feet and high-volume arterials with 200 feet. Each classification is a different color on the revised plan map so it is easy to read. In a few instances, the proposed future right-of-way width does not match the assigned right-of-way width, because the future width is wider than the standard (Tangerine Road is 300 feet and the Sonoran Corridor is 400

feet). In another instance, portions of Ina Road and Sunrise Drive are designated at 150 feet wide even though these roads are shown as high-volume arterials. This is because those roads have already been widened to four or six lanes and are not anticipated to require 200 feet of right-of-way.

PUBLIC COMMENTS

County staff mailed over 1,600 public notices and maps to property owners within 300 feet of all eighteen proposed new, realigned, or widened major streets. These include major property owners such as the State of Arizona, City of Tucson, the federal government, Tucson Airport Authority and Asarco and Phelps Dodge mining companies but the majority is private individuals. These are the properties that could be affected by proposed changes in setback requirements or more generally by the planning of a new or widened major route. Properties next to major streets that are proposed to be deleted or reduced were not specifically noticed because they are not negatively impacted. In fact, if major street setback requirements are eliminated or reduced, the adjacent properties could potentially acquire additional roadway frontage for development.

Transportation staff received 21 calls and 2 emails as of March 20 regarding the notices that were sent. After explaining the changes and how it would affect their property, only two opposed the changes. The first was from Mr. James DeGrood of the Regional Transportation Authority who opposed the reduction of First Avenue right-of-way from Orange Grove Road to Ina Road from 150 feet to 90 feet. First Avenue is an RTA project that recommends a four-lane arterial roadway. The Transportation Department responded to Mr. DeGrood that traffic volumes do not appear to support the need for a four lane expansion, but that 150 feet of right-of-way exists today which is enough to accommodate the proposed widening. Staff further explained that the proposed change would only affect setbacks for future development if it occurred along this segment and that no right-of-way would be lost. A second comment was received from Mr. Scott McDonald representing Freeport McMoRan Copper and Gold, Inc. opposing any changes to Twin Buttes Road east of Mission Road. Staff supports this request.

Transportation staff also presented the proposed changes to the SAHBA Technical Committee on February 17, 2015. Several attendees inquired about the disposition of any potential excess right-of-way that could be created with the proposed changes to the MS&SRP. County staff met to discuss this issue and it was agreed that it would not be necessary to update any existing plats and development plans on record, that the proposed changes would only apply to new building and development from the adoption date forward, and that property owners would still be able to request the acquisition of excess county right-of-way through the normal abandonment process. The county would look at each situation on a case by case basis to determine whether or not and under what terms it would agree to abandon the property.

Respectively Submitted,

Arlan Colton, Planning Director
Development Services Department

Jonathan Crowe, Principal Planner
Transportation Department

Attachments:

Proposed Major Streets Plan
Proposed Scenic Routes Plan
List of Proposed Changes
Comment letter from RTA

DRAFT 3/20/15

PIMA COUNTY
Major Streets Plan

Co-14-14-02
Co-14-79-02
Map re-adopted February 21, 1995 by Ordinance No. 1995-42
P.C. Zoning Code Sec. 18.77.030 and 18.77.040

Map amended:
6/18/96; 12/16/97; 5/19/98; 10/6/98; 6/15/99; 12/14/99; 5/16/00; 12/19/00; 4/2/02; 11/18/03; 5/18/04; 4/15/08; 9/13/09; 2/2/10; 3/8/11; 10/7/14

Web address:
http://gis.pima.gov/maps/majscenic/

LEGEND

TRANSPORTATION PLAN SYMBOLS

- Collector - 80ft
- Low Volume Arterial - 90 ft
- Medium Volume Arterial - 150 ft
- High Volume Arterial - 200 ft
- State or Interstate Highway
- 300 Right-of-Way Width Exception

OTHER MAP SYMBOLS

- Current Street
- Prominent River or Wash
- Incorporated City or Town
- Tribal Land
- National Forest or Natural Preserve

N W E S

0 5 Miles

Map Extent

PIMA COUNTY DOT

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PIMA COUNTY
Scenic Routes Plan

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LEGEND

TRANSPORTATION PLAN SYMBOLS

- Scenic, Major Route
- Scenic, Not Major Route
- Scenic, State or Interstate Highway

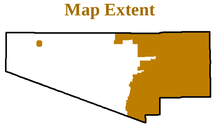
OTHER MAP SYMBOLS

- Current Street
- Prominent River or Wash
- Incorporated City or Town
- Tribal Land
- National Forest or Natural Preserve

N W E S

0 5 Miles

Map Extent



PIMA COUNTY DOT

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Major Streets and Scenic Routes Plan Update

Proposed Changes
for the
Comprehensive Plan Update

Revised March 20, 2015

PIMA COUNTY
Major Streets & Scenic Routes Plan

Co 14-79-2
Map re-adopted February 21, 1995 by Ordinance No. 1995-42
P.C. Zoning Code Sec. 18.77.030 and 18.77.040

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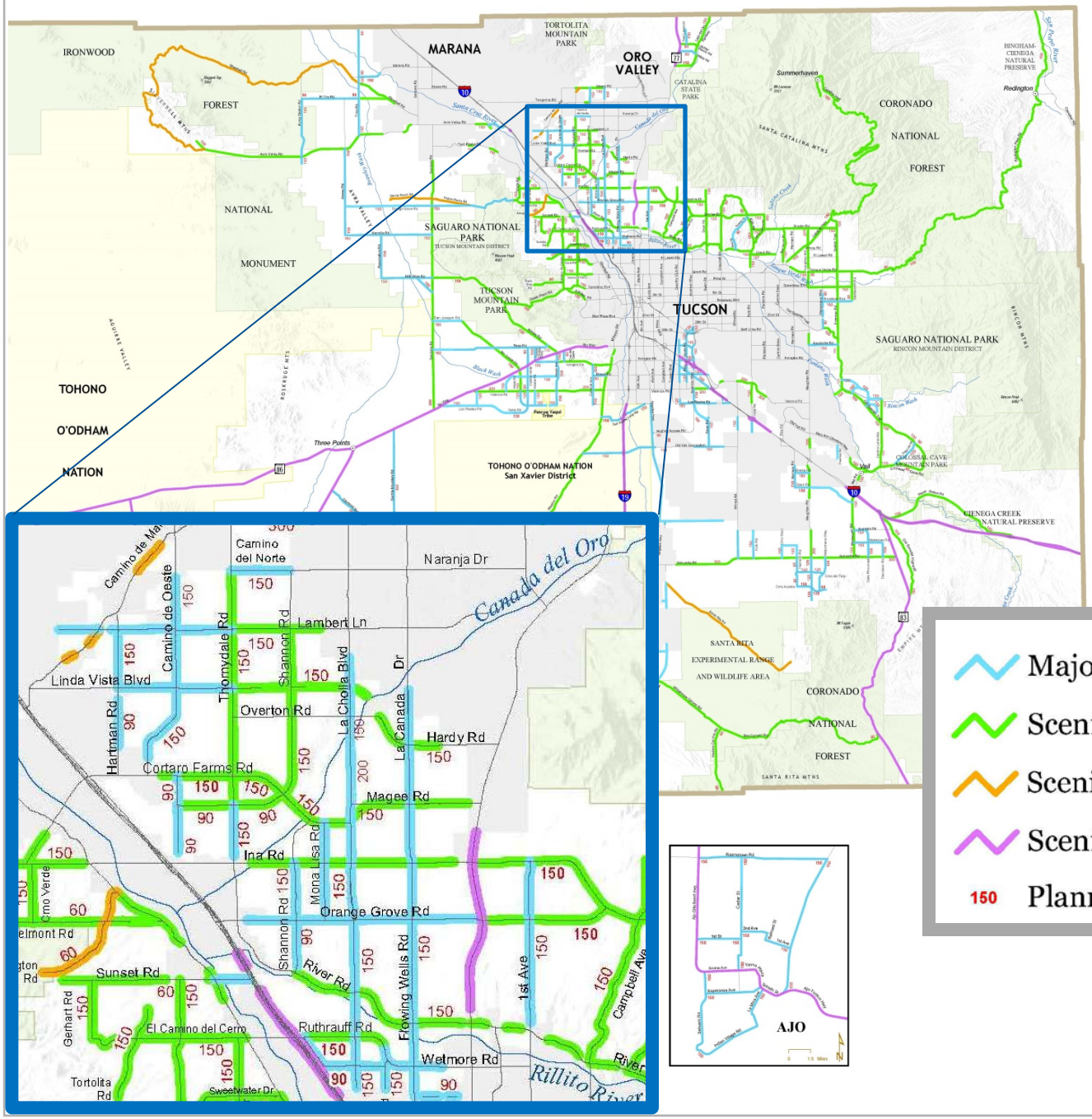


LEGEND

TRANSPORTATION PLAN SYMBOLS

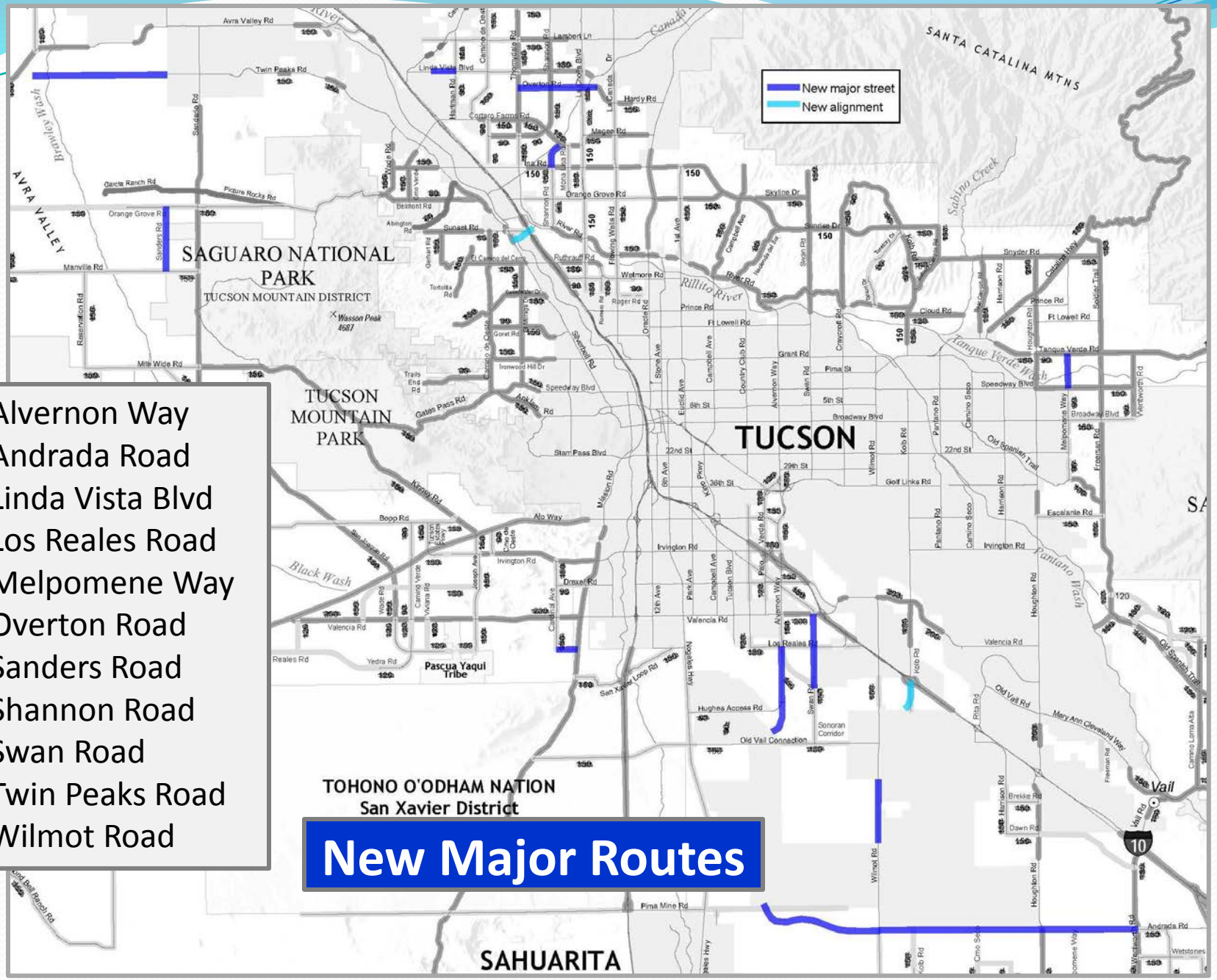
- Major Route
- Scenic, Major Route
- Scenic, Not Major Route
- Scenic, State or Interstate Highway
- 150 Planned Right-of-Way Width

What is the purpose of the Major Routes and Scenic Routes Plan?

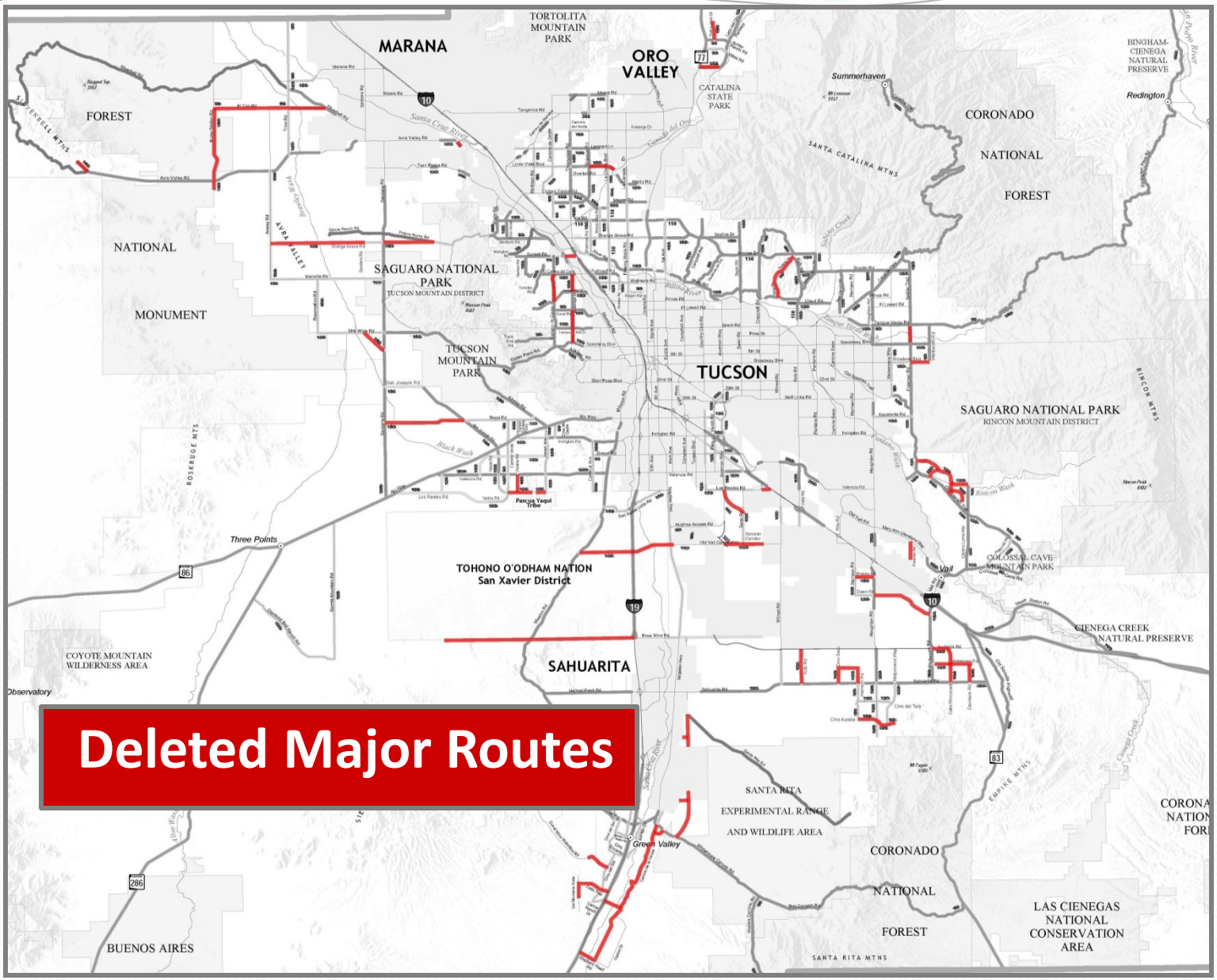
- Establishes major and scenic routes
- Designates future right-of-way widths for major streets
- Enables County to reserve roadway right-of-way as development occurs by requiring setbacks
- Does <u>not</u> establish roadway types, sizes, or designs
- Limits development heights along scenic routes
- Has not recently been substantially updated

Proposed Changes

- 11 New Routes
- 53 Deleted Routes
- 2 Realigned Routes
- 4 Increased Right-of-way
- 105 Reduced Right-of-way
- 20 Scenic, Major to Scenic, Non-Major
- Classify Arterial (hi, med, low) or Collector

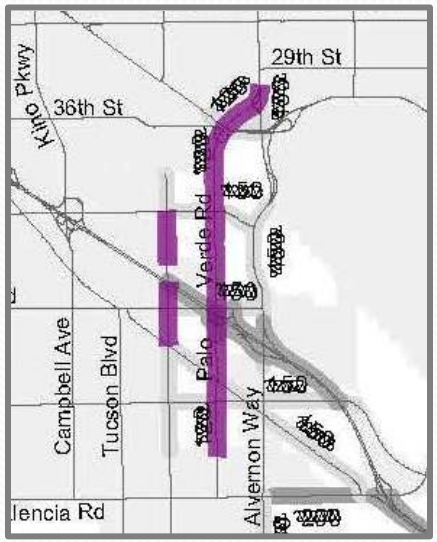


New Major Routes

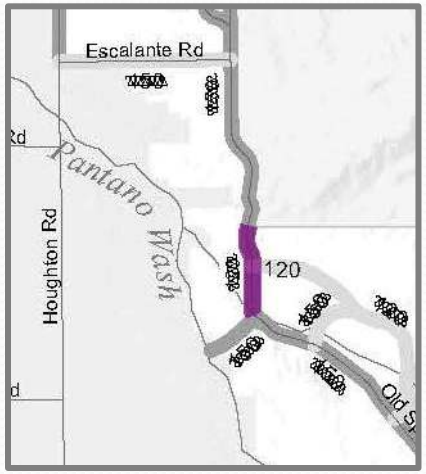


Deleted Major Routes

Picture Rocks Road, from 60 ft to 90 ft

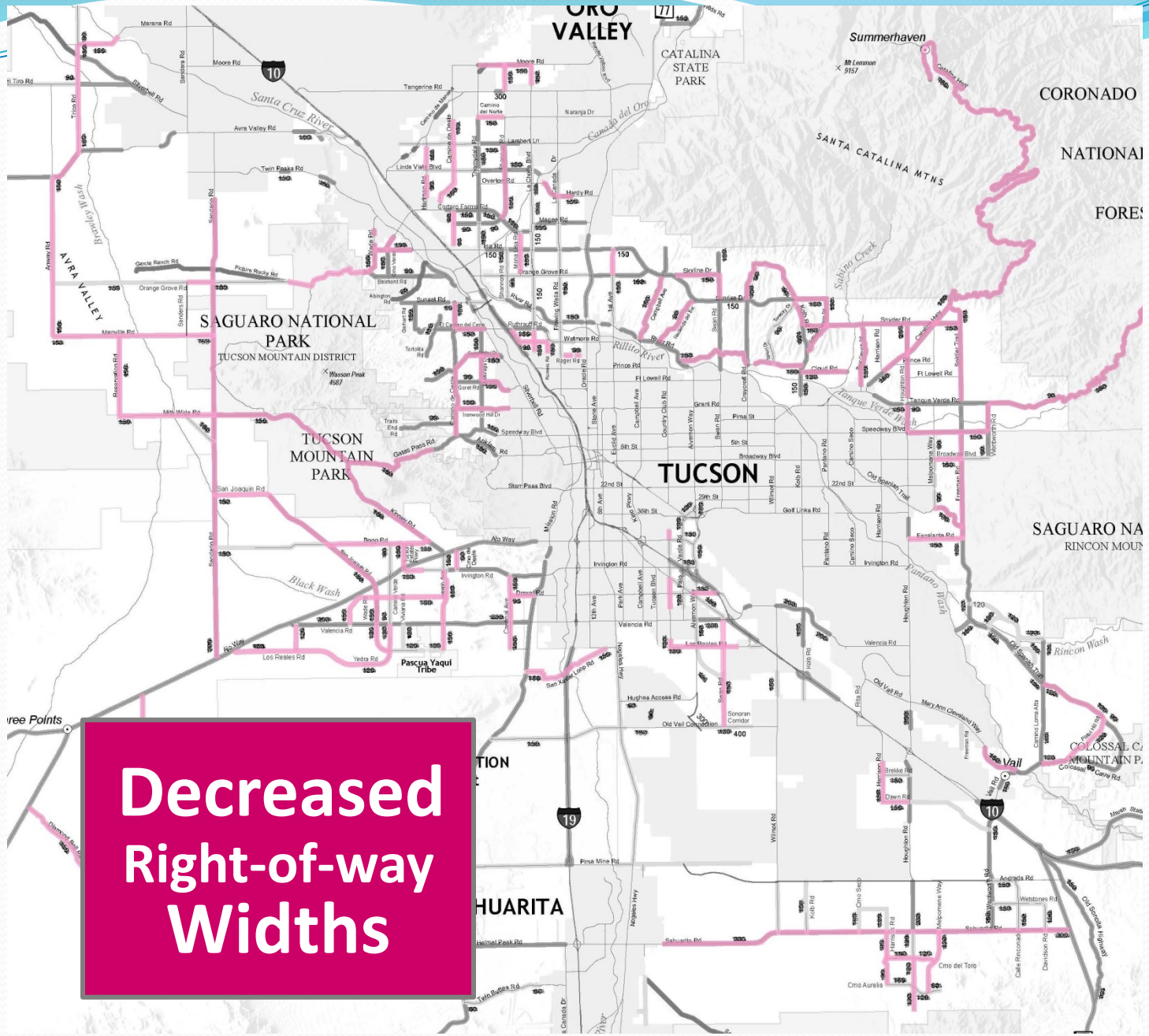


Country Club Rd and Palo Verde Road, from 120 ft to 150 ft

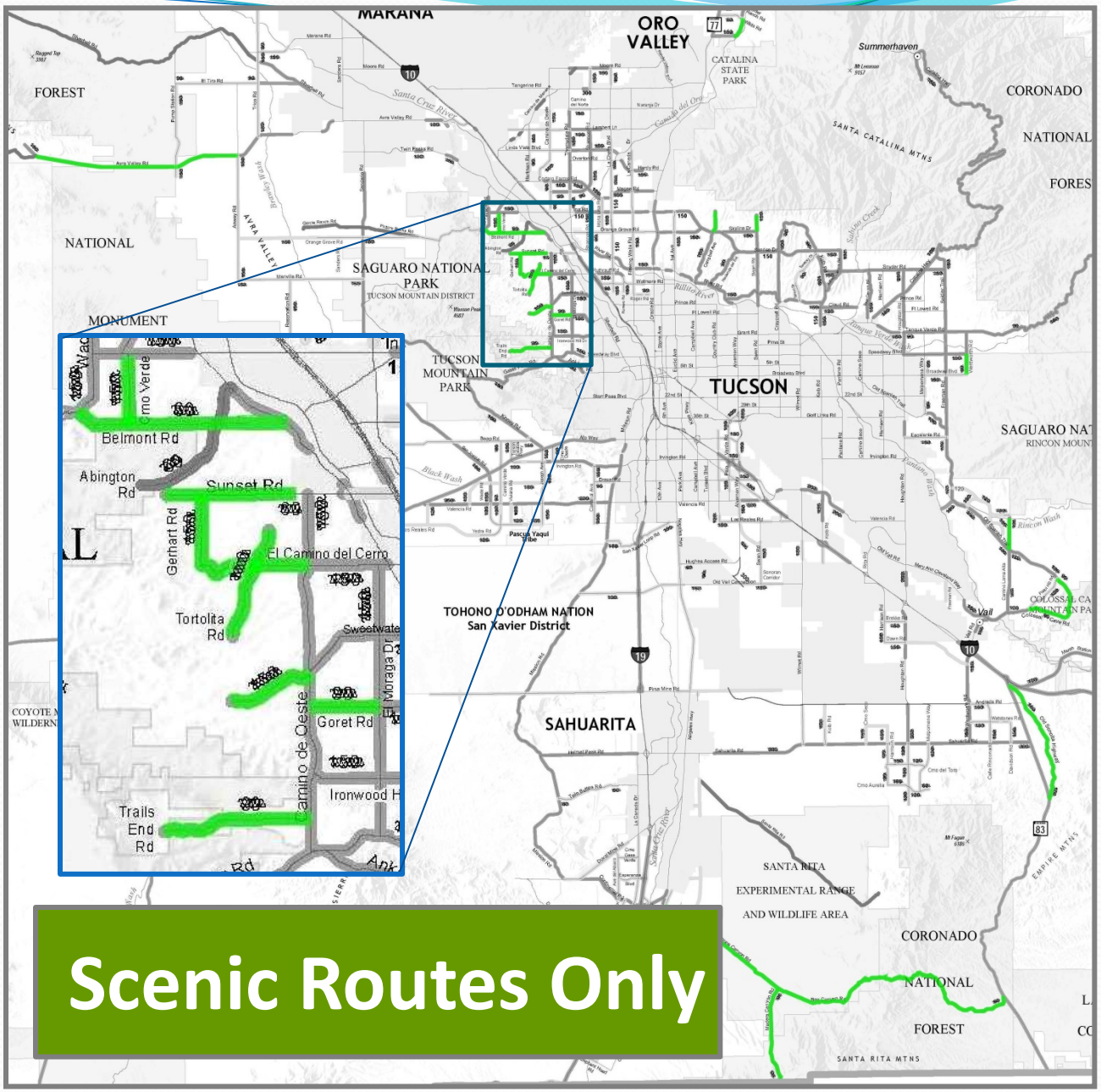


Old Spanish Trail, from 120 ft to 150 ft

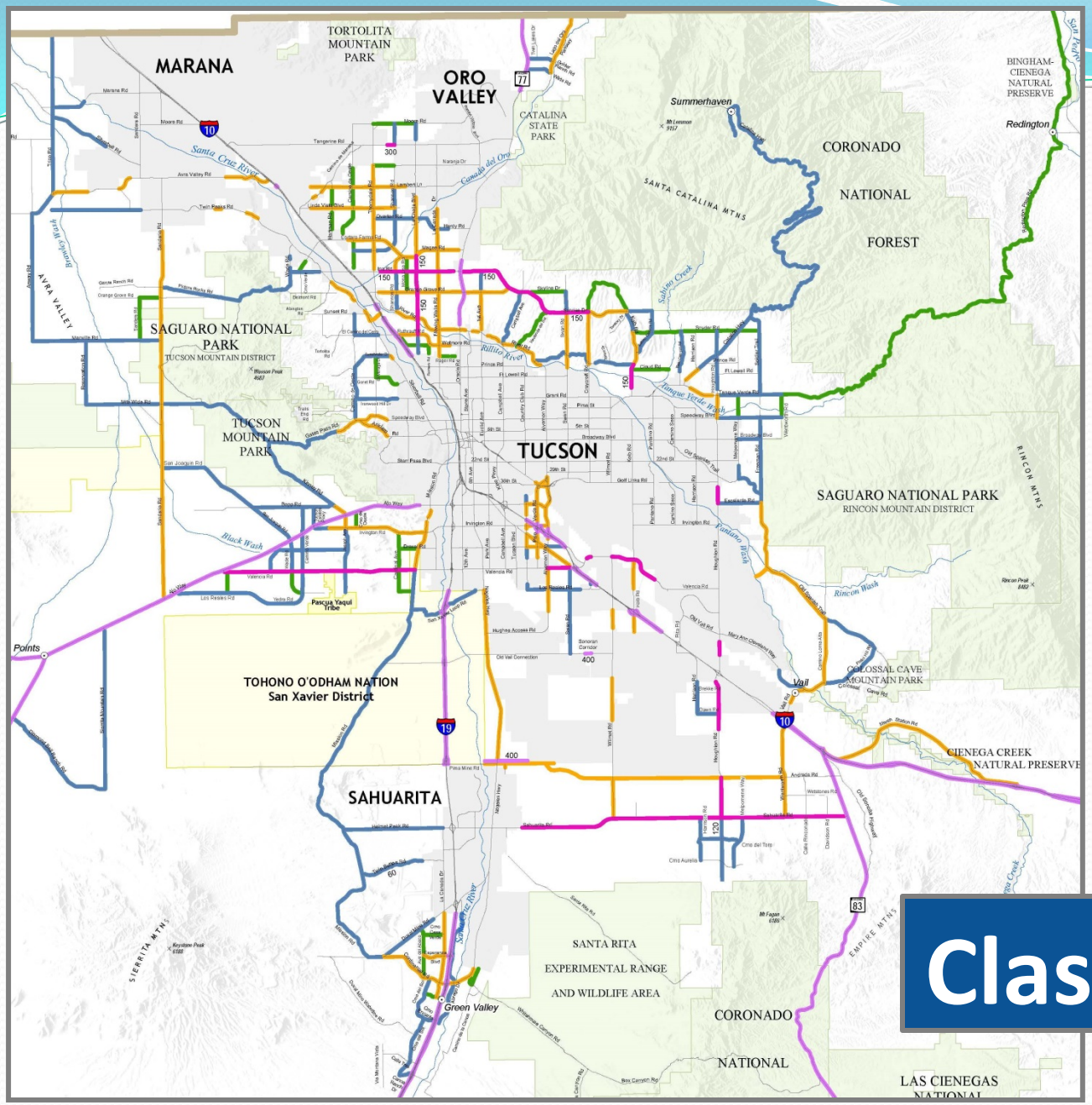
Increased Right-of-Way Widths


ORO VALLEY
CATALINA STATE PARK
Summerhaven
CORONADO
NATIONAL
FORES
SANTA CATALINA MTNS
Santa Cruz River
Canada del Oro
Sabino Creek
Rillito River
Tanque Verde Wash
Pantano Wash
Rincon Wash
Black Wash
AVRA VALLEY
Brawley Wash
SAGUARO NATIONAL PARK
TUCSON MOUNTAIN DISTRICT
TUCSON MOUNTAIN PARK
TUCSON
SAGUARO NA
RINCON MOUN
Pascua Yaqui Tribe
Vail
HUARITA
Decreased
Right-of-way
Widths

Avra Valley Road
Belmont Road
Box Canyon Road
Camino Loma Alta
Camino Verde
Campbell Avenue
Colossal Cave Road
El Camino del Cerro
Gerhart Road
Goret Road
Lago del Oro Parkway
Madera Canyon Road
Old Sonoita Highway
Sunset Road
Swan Road
Sweetwater Drive
Tortolita Road
Trails End Road
Wentworth Road
Whitehouse Canyon Rd



Scenic Routes Only



LEGEND

TRANSPORTATION PLAN SYMBOLS

- Collector - 80ft
- Low Volume Arterial - 90 ft
- Medium Volume Arterial - 150 ft
- High Volume Arterial - 200 ft
- State or Interstate Highway
- 300 Right-of-Way Width Exception

Classifications

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PIMA COUNTY
Major Streets Plan

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- Prominent River or Wash
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- Tribal Land
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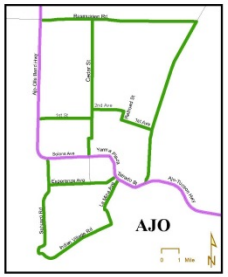
N W E S

0 5 Miles

Map Extent



PIMA COUNTY DOT

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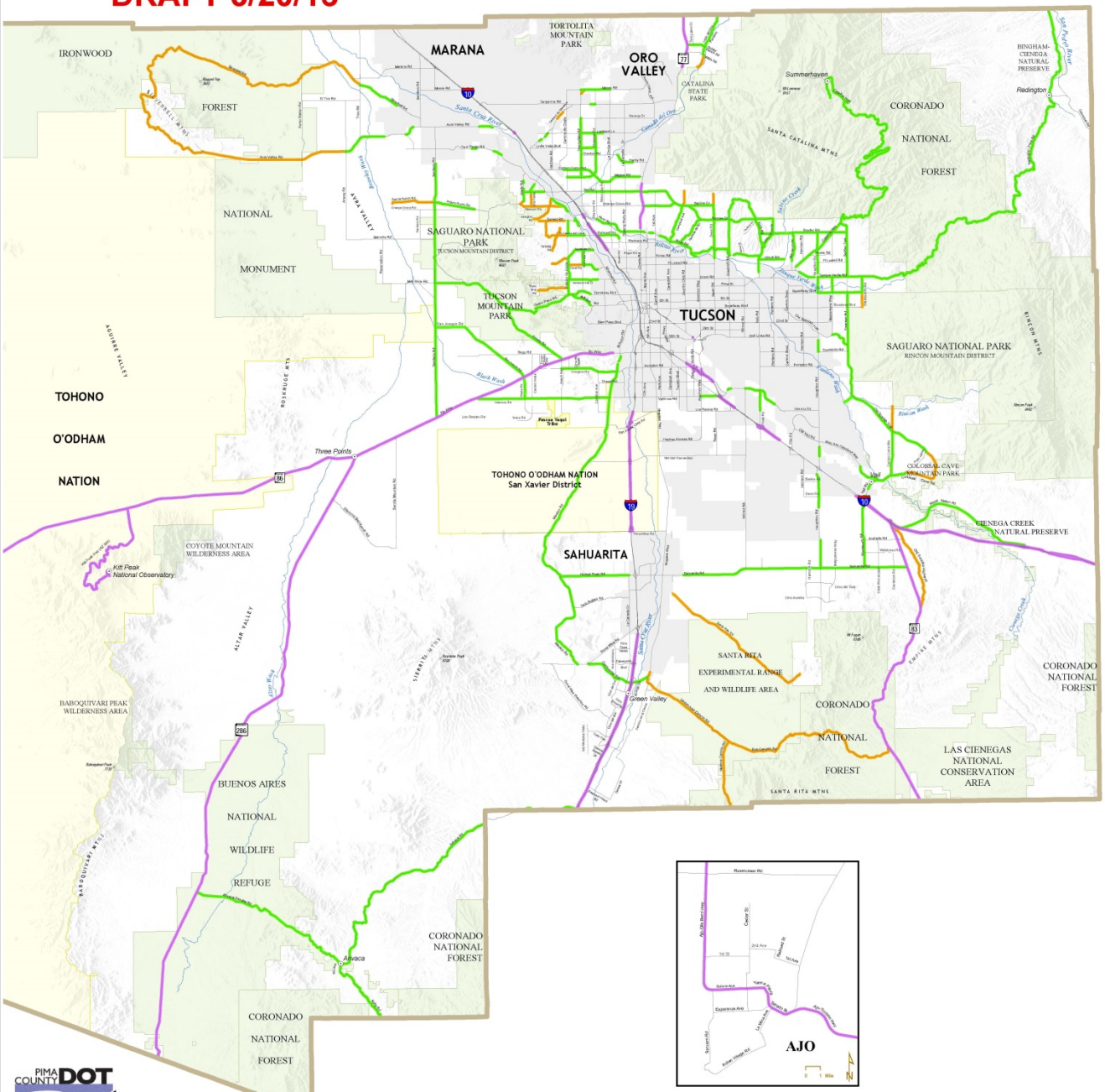

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N W E S

0 5 Miles

Map Extent

PIMA COUNTY DOT

Overview

- Major Street and Scenic Route Plan is outdated
- Changes are needed to reflect current planning
- Many major streets designate excess rights-of-way
- New roadway classifications are proposed
- No significant changes to Scenic Routes

#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
NEW ROUTES							
1	Alvernon Way	Los Reales Road	Sonoran Corridor connector	New	Medium Arterial	0	150
2	Andrada Road	Sonoran Corridor	Wentworth Road	New	Medium Arterial	0	150
3	Linda Vista Boulevard	Marana city limits	Hartman Road	New	Medium Arterial	0	150
4	Los Reales Road	Cardinal Avenue	Tohono O'odham Nation boundar	New	Collector	0	80
5	Tanque Verde Loop Rd	Tanque Verde Road	Speedway Boulevard	New	Collector, Scenic	0	80
6	Overton Road	Thornydale Road	East of Cañada del Oro Wash	New	Low Arterial	0	90
7	Sanders Road	Orange Grove Road	Manville Road	New	Collector	0	80
8	Shannon Road	Cortaro Farms Road	Ina Road	New	Medium Arterial	0	150
9	Swan Road	North of Old Vail Conn	Alvernon Way	New	Low Arterial	0	90
10	Twin Peaks Road	Trico Road alignment	Sanders Road	New	Low Arterial	0	90
11	Wilmot Road	South of State Correct	North of Pima Mine Rd	New	Medium Arterial	0	150
REALIGNED ROUTES							
1	Sunset Road	Silverbell Road	Tucson City Limits	Realign	Medium Arterial	NA	150
2	Wilmot Road/Kolb Road	Old Vail Connection	I-10	Realign	High Arterial	NA	200
INCREASED RIGHT-OF-WAY							
1	Country Club Road	Benson Highway	Ajo Way	Increase	Medium Arterial	120	150
2	Old Spanish Trail	Poorman Road extensi	North of Alvord Road	Increase	Medium Arterial	120	150
3	Palo Verde Road	Bilby Road	31st Street	Increase	Medium Arterial	120	150
4	Picture Rocks Road	Sandario Road	Orange Grove Road	Increase	Low Arterial	NA	90
DECREASED RIGHT-OF-WAY							
1	1st Avenue	Orange Grove Road	Ina Road	Decrease	Low Arterial	150	90
2	1st Avenue	Railroad Street	Well Road	Decrease	Collector	150	80
3	1st Street	SR 85	Cedar Street	Decrease	Collector	150	80
4	2nd Avenue	Cedar Street	Railroad Street	Decrease	Collector	150	80
5	Anway Road	Manville Road	Avra Valley Road	Decrease	Low Arterial	150	90
6	Avra Valley Road	Anway Road	Trico Road	Decrease	Low Arterial	150	90
7	Bear Canyon Road	Snyder Road	Tucson City Limits	Decrease	Low Arterial	150	90
8	Bopp Road	San Joaquin Road	Kinney Road	Decrease	Low Arterial	150	90
9	Broadway Boulevard	Melpomene Way	Freeman Road	Decrease	Low Arterial	150	90
10	Camino de Oeste	El Camino del Cerro	Sunset Road	Decrease	Low Arterial	150	90
11	Camino de Oeste	Speedway Boulevard	Sweetwater Drive	Decrease	Low Arterial	150	90
12	Camino de Oeste	Irvington Road	Ajo Way	Decrease	Collector	90	80
13	Camino de Oeste	Marana Town Limits (r	Marana Town Limits (near Cortaro	Decrease	Collector	150	80
14	Camino del Norte	Thornydale Road	Shannon Road	Decrease	Collector	150	80
15	Camino del Toro	Harrison Road	Houghton Road	Decrease	Low Arterial	150	90

#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
DECREASED RIGHT-OF-WAY (continued)							
16	Camino del Toro	Houghton Road	Melpomene Way	Decrease	Low Arterial	120	90
17	Campbell Avenue	River Road	Sunrise Drive	Decrease	Low Arterial	150	90
18	Cardinal Avenue	Los Reales Road	Irvington Road	Decrease	Collector	150	80
19	Catalina Highway	Harrison Road	Terminus	Decrease	Low Arterial	150	90
20	Cedar Street	Rasmussen Road	Solana Avenue	Decrease	Collector	150	80
21	Cloud Road	Kolb Road	Sabino Creek	Decrease	Collector	120	80
22	Colossal Cave Road	Camino Loma Alta	Pistol Hill Road	Decrease	Low Arterial	120	90
23	Cortaro Road	Ina Road	Marana Town Limits	Decrease	Collector	150	80
24	Country Club Road	Tucson City Limits	Ajo Way	Decrease	Low Arterial	120	90
25	Country Club Road	Benson Highway	Tucson City Limits	Decrease	Low Arterial	120	90
26	Country Club Road	Tucson City Limits	Los Reales Road	Decrease	Low Arterial	120	90
27	Craycroft Road	Sunrise Drive	Kolb Road	Decrease	Collector	90	80
28	Dawn Road	Harrison Road	Houghton Road	Decrease	Low Arterial	150	90
29	Diamond Bell Ranch Road	SR 286	Sierra Mountain Road	Decrease	Low Arterial	150	90
30	Drexel Road	Cardinal Avenue	Mission Road	Decrease	Collector	90	80
31	Drexel Road	Benson Highway	I-10	Decrease	Low Arterial	150	90
32	El Camino del Cerro	Camino de Oeste	Silverbell Road	Decrease	Low Arterial	150	90
33	El Moraga Drive	Goret Road	Sweetwater Drive	Decrease	Collector	150	80
34	Escalante Road	Houghton Road	Freeman Road	Decrease	Low Arterial	150	90
35	Esperanza Avenue	Sahuaro Road	Talrado Street	Decrease	Collector	150	80
36	Freeman Road	Speedway Boulevard	Escalante Road	Decrease	Low Arterial	150	90
37	Gates Pass Road	Kinney Road	County Park boundary	Decrease	Low Arterial	150	90
38	Goret Road	El Moraga Drive	Tucson City Limits	Decrease	Collector	150	80
39	Hacienda del Sol	River Road	Sunrise Drive	Decrease	Collector	90	80
40	Harrison Road	Tucson City Limits	Dawn Road	Decrease	Low Arterial	150	90
41	Hartman Road	Lambert Lane	Linda Vista Boulevard	Decrease	Collector	150	80
42	Hartman Road	Marana Town Limits (r	Marana Town Limits	Decrease	Collector	90	80
43	Highway Drive	Ruthrauff Road	Wetmore Road	Decrease	Collector	90	80
44	Houghton Road	Snyder Road	Tucson City Limits	Decrease	Low Arterial	200	90
45	Houghton Road	Tucson City Limits	Speedway Boulevard	Decrease	Medium Arterial	200	150
46	Ina Road	Wade Road	Marana Town Limits	Decrease	Low Arterial	150	90
47	Indian Village Road	Sahuaro Road	La Mina Avneue	Decrease	Collector	150	80
48	Ironwood Hill Drive	Camino de Oeste	Tucson City Limits	Decrease	Low Arterial	150	90
49	Joseph Avenue/Mark Road	Los Reales Road	Irvington Road	Decrease	Low Arterial	150	90
50	Kinney Road	Mile Wide Road	Bopp Road	Decrease	Low Arterial	150	90
51	Kolb Road	Craycroft Road	Snyder Road	Decrease	Low Arterial	150	90
52	La Cholla Boulevard	Ruthrauff Road	Tucson City Limits	Decrease	Low Arterial	150	90
53	La Cholla Boulevard	Moore Road	Oro Valley Town Limits	Decrease	Low Arterial	150	90
54	La Mina Avenue	Indian Village Road	Talrado Street	Decrease	Collector	150	80

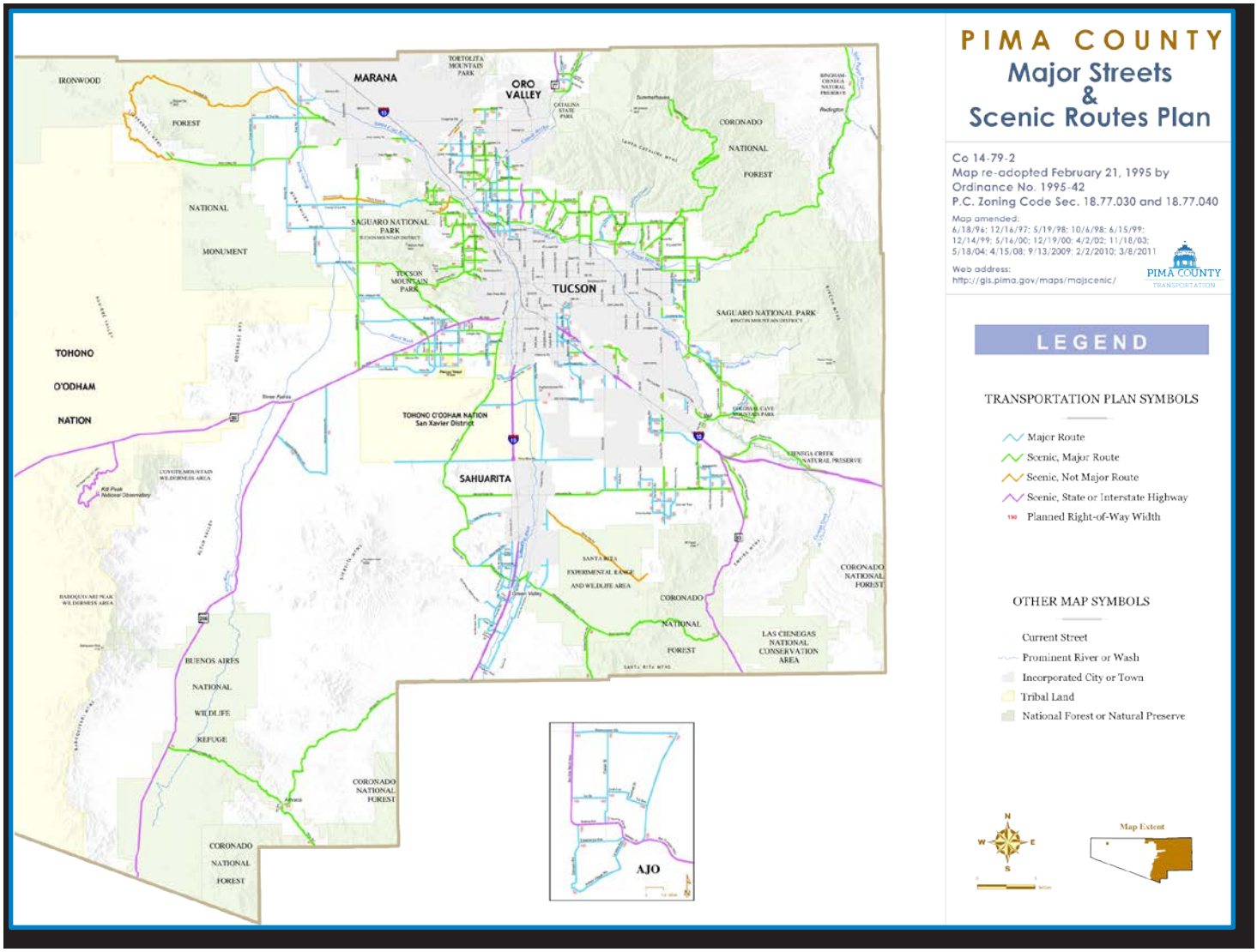
#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
DECREASED RIGHT-OF-WAY (continued)							
55	Los Reales Road	Ajo Way	Unnamed Road	Decrease	Low Arterial	150	90
56	Los Reales Road	Country Club Road	Tucson City Limits	Decrease	Low Arterial	150	90
57	Manville Road	Anway Road	Sandario Road	Decrease	Low Arterial	150	90
58	Marana Road	Trico Road	Marana Town Limits	Decrease	Low Arterial	150	90
59	Mary Ann Cleveland Way	Tucson City Limits	Vail Road	Decrease	Low Arterial	150	90
60	Melpomene Way	Sahuarita Road	Camino Aurelia	Decrease	Low Arterial	120	90
61	Mile Wide Road	Reservation Road	Kinney Road	Decrease	Low Arterial	150	90
62	Mona Lisa Road	Cortaro Farms Road	Orange Grove Road	Decrease	Collector	150	80
63	Moore Road	Thornydale Road	La Cholla Boulevard	Decrease	Collector	150	80
64	Old Spanish Trail	Camino Loma Alta	Pistol Hill Road	Decrease	Low Arterial	120	90
65	Old Spanish Trail	Melpomene Way	Freeman Road	Decrease	Low Arterial	100	90
66	Oldfather Road	Cortaro Farms Road	Marana Town Limits	Decrease	Collector	90	80
67	Orange Grove Road	Sanders Road	Sandario Road	Decrease	Collector	150	80
68	Overton Road	Thornydale Road	Oro Valley Town Limits	Decrease	Low Arterial	150	90
69	Picture Rocks Road	Orange Grove Road	Wade Road	Decrease	Low Arterial	150	90
70	Pistol Hill Road	Colossal Cave Road	Old Spanish Trail	Decrease	Low Arterial	120	90
71	Railroad Street	2nd Avenue	1st Avenue	Decrease	Collector	150	80
72	Rasmussen Road	SR 85	Well Road	Decrease	Collector	150	80
73	Redington Pass Road	Wentworth Road	Pima County Limits	Decrease	Collector	150	80
74	Reservation Road	Mile Wide Road	Manville Road	Decrease	Low Arterial	150	90
75	River Road	River Road	Craycroft Road	Decrease	Low Arterial	150	90
76	River Road	Tucson City Limits	Kolb Road	Decrease	Low Arterial	150	90
77	Roger Road	Flowing Wells Road	Tucson City Limits	Decrease	Collector	90	80
78	Romero Road	Wetmore Road	Tucson City Limits	Decrease	Collector	150	80
79	Sabino Canyon Road	Sunrise Drive	Kolb Road	Decrease	Low Arterial	150	90
80	Sahuarita Road	Sahuarita Town Limits	SR 83	Decrease	High Arterial	300	200
81	Sahuaro Road	Solana Avenue	Indian Village Road	Decrease	Collector	150	80
82	San Joaquin Road	Sandario Road	Ajo Way	Decrease	Low Arterial	150	90
83	San Xavier Loop Road	Mission Road	Los Reales Road	Decrease	Low Arterial	150	90
84	Sandario Road	Ajo Way	Marana Town Limits	Decrease	Medium Arterial	200	150
85	Shannon Road	Lambert Lane	Cortaro Farms Road	Decrease	Low Arterial	150	90
86	Shannon Road	Moore Road	Tangerine Road	Decrease	Low Arterial	150	90
87	Sierra Mountain Road	Diamond Bell Ranch R	SR 86	Decrease	Low Arterial	150	90
88	Skyline Drive	Sunrise Drive	Swan Road	Decrease	Collector	150	80
89	Snyder Road	Kolb Road	Soldier Trail	Decrease	Collector	150	80
90	Soldier Trail	Catalina Highway	Tanque Verde Road	Decrease	Low Arterial	150	90
91	Speedway Boulevard	Houghton Road	Wentworth Road	Decrease	Low Arterial	150	90
92	Sunrise Drive	Kolb Road	Sabino Canyon Road	Decrease	Low Arterial	150	90
93	Swan Road	Valencia Road	Old Vail Connection	Decrease	Low Arterial	150	90

#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
DECREASED RIGHT-OF-WAY (continued)							
94	Swan Road	Skyline Drive	Sunrise Drive	Decrease	Low Arterial	150	90
95	Sweetwater Drive	Camino de Oeste	Silverbell Road	Decrease	Low Arterial	150	90
96	Trico Road	Avra Valley Road	Marana Road	Decrease	Low Arterial	150	90
97	Tucson Estates Parkway	Bopp Road	Sunset Road	Decrease	Low Arterial	150	90
98	Unnamed Road	Los Reales Road	Valencia Road	Decrease	Collector	120	80
99	Unnamed Road	Valencia Road	Joseph Avenue	Decrease	Collector	120	80
100	Wade Road	Picture Rocks Road	Marana Town Limits	Decrease	Low Arterial	150	90
101	Wade Road	Ajo Way	Yedra Road/Camino Verde Road	Decrease	Low Arterial	150	90
102	Well Road	Rasmussen Road	SR 85	Decrease	Collector	150	80
103	Wentworth Road	Tanque Verde Road	Speedway Boulevard	Decrease	Collector	90	80
104	Wetmore Road	Highway Drive	Romero Road	Decrease	Collector	90	80
105	Yedra Road/Camino Verde Road	Unnamed Road	Valencia Road	Decrease	Low Arterial	120	90
CHANGE SCENIC TO SCENIC ONLY							
1	Avra Valley Road	Silverbell Road	Anway Road	Non-Major	Scenic	150	Not Designated
2	Belmont Road	Orange Grove Road	Silverbell Road	Non-Major	Scenic	60	Not Designated
3	Box Canyon Road	Madera Canyon Road	SR 83	Non-Major	Scenic	90	Not Designated
4	Camino Loma Alta	Northern Terminus	Old Spanish Trail	Non-Major	Scenic	120	Not Designated
5	Camino Verde	Ina Road	Belmont Road	Non-Major	Scenic	150	Not Designated
6	Campbell Avenue	Northern Terminus	Sunrise Drive	Non-Major	Scenic	150	Not Designated
7	Colossal Cave Road	Old Spanish Trail	Pistol Hill Road	Non-Major	Scenic	90	Not Designated
8	El Camino del Cerro	Gerhart Road	Camino de Oeste	Non-Major	Scenic	150	Not Designated
9	Gerhart Road	Sunset Road	El Camino del Cerro	Non-Major	Scenic	150	Not Designated
10	Goret Road	Camino de Oeste	El Moraga Drive	Non-Major	Scenic	90	Not Designated
11	Lago del Oro Parkway	Wilds Road	Southern Terminus	Non-Major	Scenic	150	Not Designated
12	Madera Canyon Road	Whitehouse Canyon R	Pima County Limits	Non-Major	Scenic	90	Not Designated
13	Old Sonoita Highway	I-10	SR 83	Non-Major	Scenic	150	Not Designated
14	Sunset Road	Western Terminus	Marana Town Limits	Non-Major	Scenic	60	Not Designated
15	Swan Road	Northern Terminus	Skyline Drive	Non-Major	Scenic	150	Not Designated
16	Sweetwater Drive	Western Terminus	Camino de Oeste	Non-Major	Scenic	150	Not Designated
17	Tortolita Road	Northern Terminus	Southern Terminus	Non-Major	Scenic	150	Not Designated
18	Trails End Road	Western Terminus	Camino de Oeste	Non-Major	Scenic	90	Not Designated
19	Wentworth Road	Speedway Boulevard	Broadway Bouelvard	Non-Major	Scenic	90	Not Designated
20	Whitehouse Canyon Road	Camino de la Canoa	Madera Canyon Road	Non-Major	Scenic	90	Not Designated

#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
DELETED ROUTES							
1	Andrada Road	Wentworth Road	Calle Rinconado	Delete	None	150	0
2	Avra Valley Road	Western Terminus	Silverbell Road	Delete (Scenic)	None	150	0
3	Bopp Road	Sandario Road	San Joaquin Road	Delete	None	150	0
4	Brekke Road	Harrison Road	Houghton Road	Delete	None	150	0
5	Broadway Boulevard	Freeman Road	Wentworth Road	Delete	None	150	0
6	Calle Rinconado	Andrada Road	Sahuarita Road	Delete	None	150	0
7	Calle Tres	Via Montana Vista	I-19	Delete	None	NA	0
8	Camino Aurelia	Harrison Road	Houghton Road	Delete	None	150	0
9	Camino Aurelia	Houghton Road	Melpomene Way	Delete	None	120	0
10	Camino Aurelia	Melpomene Way	Eastern Terminus	Delete	None	60	0
11	Camino de la Canoa	Elephant Head Road	Whitehouse Canyon Road	Delete	None	NA	0
12	Camino de Oeste	El Camino del Cerro	Sweetwater Drive	Delete (Scenic)	None	150	0
13	Camino Seco	Unnamed Road (Wets	Sahuarita Road	Delete	None	150	0
14	Campbell Avenue	Northern Terminus	Camino de la Canoa	Delete	None	NA	0
15	Canoa Ranch Drive	I-19	Camino de la Canoa	Delete	None	NA	0
16	Davidson Road	Wetstones Road	Sahuarita Road	Delete	None	150	0
17	Dawn Road	Houghton Road	Wentworth Road	Delete	None	150	0
18	Duval Mine Waterline Road	Western Terminus	Camino del Sol	Delete	None	NA	0
19	El Moraga Drive	El Camino del Cerro	Sweetwater Drive	Delete (Scenic)	None	150	0
20	El Moraga Drive	Goret Road	Speedway Boulevard	Delete (Scenic)	None	150	0
21	El Tiro Road	Pump Station Road	Silverbell Road	Delete (Scenic)	None	90	0
22	Elephant Head Road	I-19	Camino de la Canoa	Delete	None	NA	0
23	Freeman Road	Mary Ann Cleveland W	Tucson City Limits	Delete	None	NA	0
24	Group of unnamed roadways*	Old Spanish Trail	Camino Loma Alta	Delete	None	120/150	0
25	Harrison Road	Unnamed Road (Wets	Sahuarita Road	Delete	None	150	0
26	Kolb Road	Andrada Road	Sahuarita Road	Delete	None	150	0
27	Linda Vista Boulevard	Shannon Road	Cañada del Oro Wash	Delete (Scenic)	None	150	0
28	Los Reales Road	Camino Verde	Pascua Yaqui Limits	Delete	None	120	0
29	Los Reales Road	Pascua Yaqui Limits	Mark Road	Delete	None	150	0
30	Los Reales Road	Tucson City Limits	I-10	Delete	None	150	0
31	Old Vail Connection	Mission Road	Tucson City Limits	Delete	None	150	0
32	Old Vail Connection	Tucson City Limits (Alv	Tucson City Limits (Craycroft Rd a	Delete	None	150	0
33	Orange Grove Road	Anway Road	Sanders Road	Delete	None	150	0
34	Orange Grove Road	Sandario Road	Picture Rocks Road	Delete	None	150	0
35	Pima Mine Road	Western Terminus	I-19	Delete	None	NA	0

*Four roadway segments located north and east of Old Spanish Trail and west of Camino Loma Alta

#	Route	Limits (From)	Limits (To)	Type of Change	New Classification	Existing MSSRP ROW	Proposed MSSRP ROW
DELETED ROUTES							
36	Pump Station Road	El Tiro Road	Southern Terminus	Delete	None	150	0
37	Silverbell Road	Avra Valley Road	Marana Town Limits	Delete	None	150	0
38	Soldier Trail Road	Tanque Verde Road	Speedway Boulevard	Delete (Scenic)	None	150	0
39	Sunset Road	Silverbell Road	I-10	Delete	None	60	0
40	Swan Road realignment	Los Reales Road	Swan Road	Delete	None	150	0
41	Tanuri Drive	Territory Drive	River Road	Delete	None	90	0
42	Territory Drive	Tanuri Drive	Kolb Road	Delete	None	90	0
43	Twin Lakes Drive	Northern Terminus	Golder Ranch Road	Delete	None	150	0
44	Unnamed Road	Sahuarita Town Limits	Unnamed Road	Delete	None	NA	0
45	Unnamed Road (Country Club R	Santa Rita Road	Sahuarita Town Limits	Delete	None	NA	0
46	Unnamed Road (Country Club R	Sahuarita Town Limits	Whitehouse Canyon Road	Delete	None	NA	0
47	Unnamed Road (Esperanza Blvd	Sahuarita Town Limits	Unnamed Road	Delete	None	NA	0
48	Unnamed Road (Wetstones Rd	Camino Seco	Harrison Road	Delete	None	NA	0
49	Unnamed Roadway	SR 77 (Oracle Road)	Lago del Oro Parkway	Delete (Scenic)	None	150	0
50	Via Montana Vista	Calle Tres	Southern Terminus	Delete	None	NA	0
51	Viviana Road	Valencia Road	Los Reales Road	Delete	None	120	0
52	Wetstones Road	Wentworth Road	Davidson Road	Delete	None	150	0



FACTsheet

PIMA PROSPERS
comprehensive plan initiative

Major Streets & Scenic Routes Plan Update

What is Pima County proposing to do?

Pima County is proposing to update the Major Streets and Scenic Routes Plan (MSSRP) and we are notifying nearby property owners of either 1) streets recommended for an increase of the planned "right-of-way" width (see explanation below); or, 2) streets proposed to be designated as a "major" street. We invite you to comment on this MSSRP amendment by visiting *www. PimaProspers.com.*

What is the Major Streets and Scenic Routes Plan (MSSRP)?

The MSSRP designates certain roadways as "major" streets' to plan for and reserve adequate rights-of-way for future roadway expansion. Streets designated as "scenic" triggers specific development standards within 200 feet of the route such as requirements for maximum building height, minimum building setbacks, landscaping, building and wall surfaces, and utility lines. **The MSSRP only covers routes in the unincorporated part of Pima County, not cities or towns.**

What are 'major streets' and 'scenic routes'?

Generally, "major streets" carry more traffic and/or provide significant access. "Scenic routes" were established to protect visual resources

FACTsheet

PIMA PROSPERS
comprehensive plan initiative

Major Streets & Scenic Routes Plan Update

such as unique and significant views of mountains, vegetation, architecture, site design or geologic formations.

What is right-of-way?

Right-of-way in this instance is the area of land needed and eventually established for a future roadway. It can include area for traffic lanes, bike/bus lanes, medians, sidewalks, landscaping, utilities, etc. Land within the right-of-way may either be owned now by the county or need to be acquired by the county to construct or widen a roadway at a future date.

What is meant by "Increase the major street right-of-way"?

There are a few major streets for which transportation staff recommends the future right-of-way be increased by typically only 30 feet. This does not impact existing structures and uses, only future development.

What is meant by "Add a road as a new major street"?

Eleven existing or proposed new roadways are recommended to be designated as major streets. Although right of way requirements will increase, this designation will only impact future development, not existing uses.

Why is the MSSRP proposed for amendment now?

The MSSRP is proposed for amendment because several planned major streets no longer make sense or conflict with the land use plan. Many major streets were designated with excessive right-of–way and those routes would see a decrease to the right-of-way requirements. Others need to become new major streets or the future right-of-way needs to be wider.

What other changes to the MSSRP are proposed?

For a complete list of the revisions proposed by the MSSRP update, go to the website *www.PimaProspers.com.* The following is a summary of some of the other revisions:

Decrease the Major Street right-of-way widths: This represents the greatest number of proposed changes to the MSSRP. Staff proposes to decrease the future right-of-way widths from 150 feet to 90 feet and in some cases to 80 feet. These streets are never anticipated to require such widening and can accommodate any future minor capacity improvements.

Delete outdated Major Streets: A large number of roadway segments are recommended to be deleted as major streets. Some examples are roadways no longer within County jurisdiction, roadways which provide little or no connection to other major roads, or ones that were contemplated at one time in the past but are no longer necessary.

Major Streets that are also Scenic Routes: A number of major streets are slated for deletion as they are not needed as major streets anymore, but they are also scenic routes. The scenic route designation will remain. Many of these streets exist, but some do not.

Are you adding or deleting any Scenic Routes?

No new Scenic Routes are proposed, but eight Scenic Routes are proposed to be deleted. These routes do not exist today and, because of existing development or environmental constraints, are never expected to be built. Staff recommends that they be removed from the plan.

For More Information Contact:

www.PimaProspers.com or Jonathan Crowe
jonathan.crowe@pima.gov PHONE 520-724-6410

Regional Transportation Authority

1 E. Broadway Boulevard, Suite 401, Tucson AZ 85701
Phone: (520) 770-9410 Fax: (520) 620-6981

RTAmobility.com

March 17, 2015

Ms. Carla Blackwell, Deputy Director
Pima County Development Services Department
201 N. Stone Avenue, 2nd Floor
Tucson, AZ 85701-1215

Subject: Pima County Major Streets and Scenic Routes Plan (MSSRP) Update

Dear Ms. Blackwell,

Thank you for the opportunity to comment on the MSSRP update, which will be presented to the Planning and Zoning Commission and Board of Supervisors in the coming weeks. We have reviewed the document and generally support the recommendations being made, however we request that the proposal to reduce the width of First Avenue, Orange Grove Road to Ina Road, from 150 feet to 90 feet be withdrawn.

The RTA Plan, approved by voters in 2006, included the widening of this reach of First Avenue from its existing three lane configuration to a "four lane arterial roadway, bike lanes and sidewalks". The current roadway prism varies from 70 feet in width to 150 feet in width. Given the width of the improvements and topography along th alignment, we believe that the 150 foot right of way width is necessary and the proposed reduction is inconsistent with the voter approved project.

If you have questions, please do not hesitate to contact me at 495-1481.

Sincerely,

James R. DeGrood
Deputy Director

cc: Farhad Moghimi, Executive Director
Priscilla Cornelio, Director, Pima County Department of Transportation