



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



HEARING DATES	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

SUPPLEMENTAL STAFF REPORT

This staff report serves as a supplement to the March 25, 2015 staff report for the Major Streets and Scenic Routes Plan Amendment. This report includes two changes that differ from what was presented on March 25, 2015.

Recommendation

Staff recommends **APPROVAL** of the proposed amendments to the Major Streets and Scenic Routes Plan (MSSRP) but with the exception of two changes listed below.

PROPOSED CHANGES SINCE MARCH 25, 2015

Following the March 25, 2015 public hearing, staff recommends the following two changes to the draft plan submitted on March 25, 2015:

1. **Twin Buttes Road** – This roadway was proposed to be designated as a low volume arterial street with a future right of way of 80 feet. Staff received comments 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 and therefore **withdraws** the proposed change. Twin Buttes Road will remain a major street with a designated future right-of-way width of 60 feet.

2. **Twin Peaks Road** – This new roadway was proposed to be designated as a low volume arterial street west of Sandario Road to be in conformance with the Town of Marana future roadway plans. After hearing from several residents who are opposed to this plan, and after reviewing updated Town of Marana future roadway plans, staff supports their request and therefore **withdraws** the proposed change. Overall, this changes the total number of proposed new major streets from eleven to ten.

PUBLIC COMMENTS

As stated in the March 25, 2015 staff report, 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. As of April 10, 2015 transportation staff had received fifty comments regarding the notices that were sent. After explaining the changes and how it would affect their property, most of those who commented did not oppose the changes. But as mentioned above, staff has withdrawn two proposed changes in part due to the public comments received. Additional comments in opposition are summarized below:

1. First Avenue – Regional Transportation Authority representative James DeGroot opposes changing the future right-of-way from 150 feet wide to 90 feet wide. Since there is already 150 feet of right-of-way today, this change would not reduce the actual right-of-way, but it would reduce the setback to any new development along this roadway and allow buildings to potentially be located closer to the street.
2. Palo Verde Road – Two business owners on Palo Verde Road are opposed to increasing the future right of way from 120 feet to 150 feet. Their businesses and the others located along the east side of Palo Verde Road just north of Ajo Way use the area in front of their businesses for access and parking. Widening Palo Verde Road, which may be required at some point in the future, could potentially impact their properties. The proposed change will only affect setbacks for new development.
3. Sanders Road – Two residents who live along Sanders Road are opposed to increasing the future right of way to 80 feet. The existing right-of-way is 30 feet.

Among the other comments received, eleven were from residents living along Overton Road. After staff explained the proposed changes none were opposed except two residents who oppose future widening of Overton Road east of La Cholla Boulevard and over the Canada del Oro wash. There were also several calls from residents living along Tanque Verde Loop Road who generally support the new scenic route designation, but were concerned about any future roadway widening. As was explained, the proposed changes would not widen Tanque Verde Loop Road, but it could increase the required setbacks for any new development or redevelopment of properties along the roadway.

Respectively Submitted,



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