



BOARD OF SUPERVISORS AGENDA ITEM REPORT

Requested Board Meeting Date: 05/19/2015

Title: Co14-14-02 MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENTS, PIMA PROSPERS

Introduction/Background:

This is a request to update the Major Streets and Scenic Routes Plan (Co14-79-02).

Discussion:

The purpose of the MSSRP is primarily to reserve roadway right-of-way for future widening and improvements if needed.

Conclusion:

The proposed changes include eleven new major streets and four major streets with increased right-of-way widths. The changes also include 53 deleted major streets, 105 streets with reduced right-of-way widths, and 20 scenic, major streets which would become scenic only (not major). The changes also include a new roadway classification system which will be reflected in new MSSRP maps which show major streets on one map and scenic routes on another (currently they are combined).

Recommendation:

Staff is comfortable with the Planning & Zoning Commission recommendations with the exception of Sandario Road as detailed in the attached memorandum from the Deputy County Administrator. Staff recommends that the Board of Supervisors' approve the Major Streets and Scenic Routes Plan Amendments, Pima Prospers per Commission recommendation with the exception for Sandario Road.

Fiscal Impact:


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Board of Supervisor District:

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☒ All

Department: Development Services/Planning Telephone: 724-9000

for Department Director Signature/Date:  4/28/15

Deputy County Administrator Signature/Date:  4/30/15

County Administrator Signature/Date:  4/30/15



TO: HONORABLE BOARD OF SUPERVISORS

FROM: Arlan M. Colton, Planning Director 

DATE: April 27, 2015

SUBJECT: Co14-14-02 MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENTS
PIMA PROSPERS

The above referenced Major Streets and Scenic Routes Plan (MSSRP) Amendments, Pima Prospers, is scheduled for the Board of Supervisors' **TUESDAY, MAY 19, 2015** hearing.

REQUEST: To update the Major Streets and Scenic Routes Plan (Co14-79-02). The Major Streets and Scenic Routes Plan identifies major routes in unincorporated Pima County, sets future right-of-way widths for those major routes, and identifies certain routes as scenic routes.

OWNERS: Multiple Owners

APPLICANT: Pima County Transportation Department

DISTRICTS: All

STAFF CONTACT: Jonathan Crowe

PUBLIC COMMENT TO DATE As of April 27, 2015, staff has received approximately 73 letters, emails, on-line comments, including the Planning and Zoning Commission meetings.

PLANNING AND ZONING COMMISSION RECOMMENDATION: **APPROVAL PER STAFF RECOMMENDATIONS AS AMENDED** (9-1, Commissioner Membrila voted Nay).

STAFF RECOMMENDATION: **APPROVAL OF THE MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENTS PER THE COMMISSION RECOMMENDATION EXCEPT AS REGARDS SANDARIO ROAD, WHERE STAFF RECOMMENDS A 150-FOOT WIDE FUTURE RIGHT-OF-WAY PER ATTACHED MEMORANDUM DATED APRIL 22, 2015 FROM DEPUTY COUNTY ADMINISTRATOR JOHN BERNAL.**

MAEVEEN MARIE BEHAN CONSERVATION LANDS SYSTEM: No substantive changes to the Conservation Land Use (CLS) policies.

JC/AC/CB/ar
Attachments



BOARD OF SUPERVISORS MEMORANDUM

Subject: Co14-14-02

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FOR MAY 19, 2015 MEETING OF THE BOARD OF SUPERVISORS

TO: HONORABLE BOARD OF SUPERVISORS

FROM: Arlan M. Colton, Planning Director
Public Works-Development Services Department-Planning Division

DATE: April 27, 2015

ADVERTISED ITEM FOR PUBLIC HEARING

MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENT **PIMA PROSPERS**

Co14-14-02 PIMA COUNTY MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENT
Proposal to update the Major Streets and Scenic Routes Plan (Co14-79-02). The Major Streets and Scenic Routes Plan identifies major routes in unincorporated Pima County, sets future right-of-way widths for those major routes, and identifies certain routes as scenic routes. The proposed changes include additions of and deletions to major route designations, realignment of certain major routes, and additions and reductions in required future right-of-way. No changes are proposed to the scenic route component other than division of combined major and scenic routes plan map into two separate more readable maps and deletion of an un-built scenic route in conjunction with a major route deletion. On motion, the Planning and Zoning Commission voted 9-1 to recommend **APPROVAL PER STAFF RECOMMENDATIONS WITH AMENDMENTS** (Commissioner Membrilla voted Nay). Staff recommends **APPROVAL WITH ALL THE COMMISSION'S AMENDMENTS EXCEPT FOR SANDARIO ROAD**
(All Districts)

PLANNING AND ZONING COMMISSION PUBLIC HEARING SUMMARIES **(March 25, 2015 and April 8, 2015)**

March 25, 2015

Pima County Transportation Department Principal Planner Jonathan Crowe summarized the staff report on the proposed changes to the Major Streets and Scenic Routes Plan (MSSRP). He summarized the public notices mailed to property owners, the comments received to date, and the response to those comments.

With a PowerPoint presentation, Mr. Crowe explained the purpose of the MSSRP which is primarily to reserve roadway right-of-way for future widening and improvements if needed. The proposed changes include eleven new major streets and four major streets with increased right-of-way widths. The changes also include 53 deleted major streets, 105 streets with reduced right-of-way widths, and 20 scenic, major streets which would become scenic only (not major). The changes also include a new roadway classification system which will be reflected in new MSSRP maps which show major streets on one map and scenic routes on another (currently they are combined).

A commissioner asked if Country Club Road is projected to become as significant a corridor as Palo Verde Road is today. Staff responded that ADOT plans for a new traffic interchange on I-10 at Country Club Road would increase traffic on Country Club Road. Even if the existing traffic interchange at Palo Verde Road were closed, it would likely continue to carry enough traffic to warrant the recommended 150 foot right-of-way width.

A commissioner asked why reduce right-of-way on streets in areas that we are proposing to increase densities, such as on the northwest side of town? Staff replied that we are not proposing to down-plan Thornydale Road where several properties are proposed to be up-planned. For streets which we are proposing to down-plan, we believe there is adequate right-of-way to accommodate any future capacity improvements needed. The commissioner stated that it would be helpful to know the status and schedule for Thornydale Road and other area improvements.

A commissioner asked how the impact of economic development on transportation would be shown in the areas around Raytheon and area roads. Staff replied that the proposed Sonoran Corridor is the primary impact and has already been added to the MSSRP. Because most of it has been annexed by the City of Tucson, it is not shown on the county MSSRP. The commissioner suggested it could be useful to have maps or other ways to show proposed changes such as the Sonoran Corridor. Staff replied that other supporting roadways, such as Alvernon Way, are reflected in the new plan.

Mr. Crowe said that 1,600 public notices and maps were mailed to property owners within 300 feet of 18 proposed new, realigned, or widened major streets. Staff received 30 calls and emails as of March 24, and after speaking with each person all but four were supportive or indifferent to the changes. The four that were opposed own properties along Picture Rocks Road, Sanders Road, and Palo Verde Road and they all opposed increases in right-of-way along those roads.

A property owner along Picture Rocks Road opposes the increase in right-of-way and setbacks because it would impact future development of his properties. This road currently has 60 feet of right-of-way and staff recommended that it be increased to 90 feet between Sandario Road and the intersection of Tula Lane which is about 2.8 miles east and just west of the Saguaro National Park boundary. This increase would allow for improvements such as paved shoulders, drainage improvements, and turn lanes should they desired at some point in the future.

Two auto-related business owners along Palo Verde Road are opposed to any increase in right-of-way or setbacks because their businesses use and need the existing roadway frontage for parking and access. The proposal would increase the future right-of-way from 120 feet to 150 feet. It is possible that additional right-of-way could be obtained from the opposite side of Palo Verde Road, where there is more room.

The only formal letter of opposition was received from the Regional Transportation Authority (RTA) which opposed the reduction of right-of-way on First Avenue north or Orange Grove Road. This roadway is programmed through the RTA for improvements between years 2022 and 2026. Currently there is 150 feet of public right-of-way available which is enough to accomplish this project.

Mr. Crowe explained that the proposed changes are not specifying the actual alignments of any new or widened roads. That level of detail would not be determined until the road was funded for improvements and determined during design and engineering phases.

A commissioner asked if decreasing the right-of-way limits heavier vehicles or changes delivery routes. Staff replied that right-of-way changes do not affect roadway weight limits or truck routing and that it only affects setback distances for new development or redevelopment.

A commissioner asked what happens to the roadway right-of-way if it is decreased. Staff replied that public right-of-way would remain public unless an adjacent property owner requests to obtain ownership. If the county agreed to transfer ownership, it would become private.

At this point the public hearing commenced. There were seven speakers.

Speaker #1 lives on Sanders Road and asked why it was being proposed as a major street and potentially widened. Staff replied that because there are only 30 feet of right-of-way today, additional right-of-way is being recommended to allow for future improvements should they be needed.

Speaker #2 lives on Twin Peaks Road and was opposed to it becoming a new road due to impacts to her and her neighbors' property. (Subsequent to the March 25 public hearing, staff withdrew this proposed major route).

Speaker #3 lives near Los Reales Road and was concerned that the public notice map sent out was confusing and led to many neighbors being scared that their homes would be impacted. (Subsequent to the March 25 public hearing, staff revised all maps sent out for the May 19 public hearing).

Speaker #4 lives along Andrada Road and was concerned about any potential widening and how it would impact his property.

Speaker #5 has ranch lands near Wilmot Road and asked about fencing for livestock.

Speaker #6 lives near Shannon Road and asked about the timeframe for potential improvements. Staff replied that Shannon Road would not likely be widened because it's already been widened to four lanes.

Speaker #7 lives near Shannon Road and was concerned about it being widened and also had concerns about the notification map.

A commissioner stated that it is valuable to see on the notification maps what the notification area is for each project.

Speaker #8 stated that there was no need to make Twin Peaks Road a new major street in this area since Avra Valley Road already exists nearby.

A motion was made and approved to continue the public hearing to April 8, 2015 (9-0; Commissioner Mangold was absent).

April 8, 2015

Pima County Transportation Department Principal Planner Jonathan Crowe summarized the supplemental staff report to the March 25, 2015 staff report. Mr. Crowe said that several proposed major street changes had been withdrawn from the plan, including Twin Buttes Road, Twin Peaks Road, and Tanque Verde Loop Road.

Twin Peaks Road has been withdrawn by staff as a proposed new major street. Several residents who would have been directly impacted by this new alignment were opposed to the proposal. Staff also determined that the Town of Marana had updated their major streets plan and had removed this alignment from their plan.

Twin Buttes Road has been withdrawn by staff as a proposed 80-foot wide future right-of-way. Staff received comments from Mr. Scott McDonald representing Freeport McMoRan Copper and Gold, Inc. opposing any changes to Twin Buttes Road.

Tanque Verde Loop Road has been withdrawn by staff as a proposed new major, scenic route between Tanque Verde Road and Speedway Boulevard. Staff had proposed this route to replace the existing major, scenic route on Soldier Trail/Freeman Road across the Tanque Verde wash. Soldier Trail/Freeman Road does not cross the wash and will not likely ever be built due to the Forty Niners Country Club Estates subdivision and existing homes that would be impacted by a new roadway. Because Tanque Verde Loop Road exists today and functions as a collector road with about 3,000 vehicles per day, it was proposed as a substitute major, scenic route. However, the notification map sent to adjacent residents did not include the scenic route designation and there was some confusion, therefore it is being withdrawn at this time.

A motion was made and approved to open the public hearing. There were seven speakers.

Speaker #1 lives on Picture Rocks Road and opposes the proposal to increase the future right-of-way of Picture Rocks Road.

Speaker #2 represented the Coalition for Sonoran Desert Protection and said the Coalition submitted a letter recommending several changes to the Major Streets and Scenic Routes Plan. These changes include designating many major streets as scenic routes, and down-planning three roads: Picture Rocks Road, Freeman Road/Old Spanish Trail, and Sandario Road. The letter recommends that Picture Rocks Road remain with 60 feet of existing right-of-way and not be increased from Wade Road to Sandario Road; that Freeman Road/Old Spanish Trail be designated with a future right-of-way width of 90 feet, from Speedway Boulevard to Rincon Creek/Old Spanish Trail; and that Sandario Road be designated with an 80 foot future right-of-way from Ajo Way to the Town of Marana limits. The speaker also recommended that a process be initiated to review all scenic routes and consider the recommendations listed in the letter.

A commissioner asked what does the scenic route designation mean? Staff responded that the scenic route designation primarily adds a 24-foot building height restriction and requires buildings to be painted natural desert colors within 200 feet of a scenic route.

Speaker #3 lives on Twin Peaks Road and opposes this proposed new major street. (Staff has withdrawn this proposed major route).

Speaker #4 lives on Picture Rocks Road and opposes the proposal to increase the future right-of-way of Picture Rocks Road. He also wants a bike lane on this roadway.

Speaker #5 owns two properties on Picture Rocks Road and opposes the proposal to increase the future right-of-way. He stated that he was afraid the change would take too much of his property.

Speaker #6 lives on Sanders Road and opposes the change to a major street with a future 80 foot future right-of-way. He stated that the road is not safe, that cars speed, and that existing barns and corrals are close to the roadway and would be impacted.

Speaker #7 lives on Tanque Verde Loop Road and opposes any widening, but would support a bike trail. (Staff has withdrawn this proposed major route).

A commissioner asked why there were gaps on River Road on the MSSRP and what the existing right-of-way was. Staff replied that these gaps represent City of Tucson jurisdiction over which the county has no control.

A commissioner asked why Sanders Road was being proposed as a major street. Staff replied that it is located next to two schools which attract school traffic. On the adjacent Rudaill Road, Pima County installed sidewalks and bike lanes which attract pedestrians and cyclists. The existing Sanders Road is narrow and does not have any paved shoulders or walking areas.

A commissioner asked if staff could look at a narrower right-of-way (on Sanders Road) than the proposal. Staff replied yes that could be considered.

A commissioner asked why River Road was shown with two different colored lines. Staff replied that orange represents roadways with 150 feet of ROW which is appropriate west of Alvernon Way, while blue represents 90 feet of ROW which is appropriate east of Alvernon Way.

A commissioner asked what the existing right-of-way is on Sandario Road. Staff replied that it varies from as little as 60 feet wide through portions of Saguaro National Park to 150 feet wide through the Picture Rocks community.

A commissioner asked if they can change the proposed width. Staff replied yes, they can specify designations such as Twin Buttes Road that differ from the proposed widths.

A motion to close the public hearing was made and approved unanimously.

A motion to recommend APPROVAL of Co14-14-02, Major Streets and Scenic Routes Plan Amendments, per the staff recommendations was made and seconded, subject to the following amendments:

1. Withdraw Twin Peaks Road from the proposed amendment.
2. Withdraw Twin Buttes Road from any proposed changes.
3. Withdraw Tanque Verde Loop Road from the proposed amendment.
4. Designate Freeman Road (Old Spanish Trail), from Rincon Creek to Speedway Boulevard, with a future right-of-way of 90 feet.
5. Designate Picture Rocks Road, from Wade Road to Sandario Road, with a future right-of-way of 60 feet as it is today.
6. Designate Sandario Road, from Ajo Way to Marana town limits, with a future right-of-way of 80 feet.
7. Designate Sanders Road, from Manville Road to Orange Grove Road, with a future right-of-way of 60 feet.

The motion to approve the Major Streets and Scenic Routes Plan Amendments per the staff recommendations, as amended above, was approved (9-1 Commissioner Membrilla voted Nay).

JC/AC/CB/ar
Attachments

c: C. H. Huckelberry, County Administrator
John Bernal, Deputy County Administrator, Public Works
Nanette Slusser, Assistant Deputy County Attorney, Public Works
Tom Weaver, Deputy County Attorney
Robin Brigode, Clerk of the Board
Priscilla Cornelio, Transportation Director
Carmine DeBonis, Jr., Development Services Director
Carla Blackwell, Assistant Development Services Director
Jonathan Crowe, Principal Planner, Transportation Department
Chris Poirier, Assistant Planning Director
Co14-14-02 File

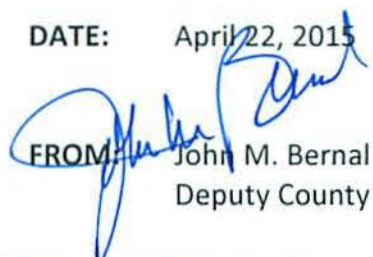


MEMORANDUM

Public Works Administration

DATE: April 22, 2015

TO: Carmine DeBonis, Director
Development Services Department

FROM:  John M. Bernal
Deputy County Administrator

RE: Major Streets and Scenic Routes Plan Amendment – Sandario Road

Sandario Road is a 20-mile long road that extends from Ajo Way on the south to Twin Peaks Road on the north. It is the only continuous north-south route serving Avra Valley and provides important access to residential areas, Saguaro National Park, the Tohono O'odham Nation, the Central Arizona Project, and agricultural areas. Sandario Road is a two-lane arterial road and traffic volumes vary from about 1,500 vehicles per day near Ajo Way to as many as 5,000 vehicles per day in the Picture Rocks community.

Sandario Road is currently designated a scenic, major route on the Major Streets and Scenic Routes Plan (MSSRP) with a designated 200-foot future right-of-way. Despite this designation, the actual public right-of-way varies from as little as 60 feet wide through Saguaro National Park to as much as 150 feet wide through the Picture Rocks community. The right-of-way is about 80 feet wide for the eight mile section between San Joaquin Road and Ajo Way. As part of the proposed MSSRP amendment, Transportation staff is recommending that Sandario Road be re-designated with a 150-foot wide future right-of-way. This width is less than the current designation, but wide enough to accommodate widening to a 4-lane divided arterial roadway should that ever be needed at some point in the future.

The Coalition for Sonoran Desert Protection submitted a letter to the Planning and Zoning Commission on April 8, 2015 recommending that the entire length of Sandario Road be designated with an 80-foot future right-of-way. The Planning and Zoning Commission voted to recommend this change to Sandario Road.

The Transportation Department continues to recommend that Sandario Road be designated with a future right-of-way of 150 feet. Given the regional significance of this roadway, the potential for future development and traffic growth, and the need to maintain numerous wash crossings, it is important that sufficient right-of-way be reserved.

Cc: C.H. Huckelberry, County Administrator
Priscilla Cornelio, Director, DOT