

City of Tucson Major Streets and Routes

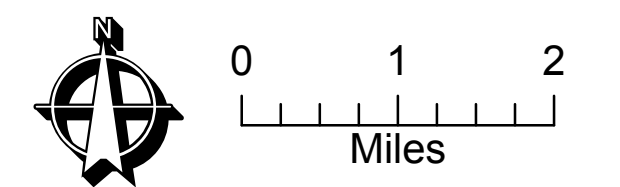
*Map Official for City of Tucson Streets Only.

Contact for Pima County for official street designations within the County.

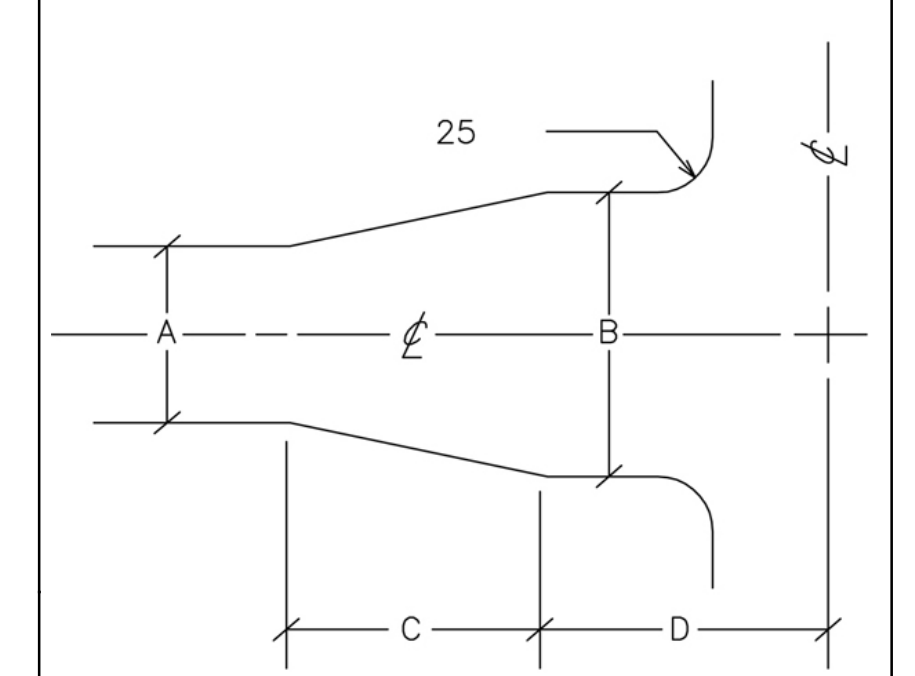
- Sonoran Corridor & Aviation Parkway
- County Sonoran Corridor
- Arterial Street
- Scenic Arterial Street
- Gateway Arterial
- Collector Street
- Gateway Collector
- Future Arterial Street
- Future Collector Street
- Parks and National Forests
- Other Incorporated Areas
- Native American Jurisdictions
- Unincorporated Pima County
- Tucson City Limits
- 100 Planned Width
- SP Specific Engineering Plan - See Page 24 of MS&R Plan
- County Scenic Route
- County Scenic, Not Major Route
- County Major Route
- STATE & INTERSTATE ROUTE

NOTES

- Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations in the Major Streets and Routes Setback Zone, Division 26 of the Zoning Code.
- The right-of-way widths may be exceeded:
 - Within 600 feet of any intersection of two major streets.
 - At the location of a change of right-of-way width, where the taper for transition may extend 600 feet from the point of change.
 - In locations where the prevailing existing City-owned right-of-way along the block or section is greater.
- Except as provided below, the future right-of-way area is generally measured midblock from the survey centerline of the street. It is generally equal to one-half the right-of-way width designated for that street.
- The mid-block right-of-way widths and centerline locations may be modified by corridor study maps and street right-of-way/improvement plans on file with the Department of Transportation (see Appendix). For such maps or plans, the right-of-way setback is measured from the future right-of-way line as shown on the corridor study maps or street right-of-way/improvement plans.
- Under the provision of the MS&R Setback Zone, no structure, off-street parking, vehicular circulation, off-street loading, or maneuvering space, landscaping, or screening improvements required by the Zoning Code, may be constructed, erected, placed, or extended in the future half right-of-way area unless specifically allowed. The future right-of-way area that is not publicly owned may be included in the site coverage calculation and used to meet landscaping requirements or reduce required parking.
- In compliance with the requirement of the MS&R Setback Zone, plans submitted for the issuance of building permits and development plans and tentative plats submitted for review must show the applicable setback from the future right-of-way line as a condition of approval. In cases of hardship, a variance may be requested from the MS&R Setback Zone requirements.



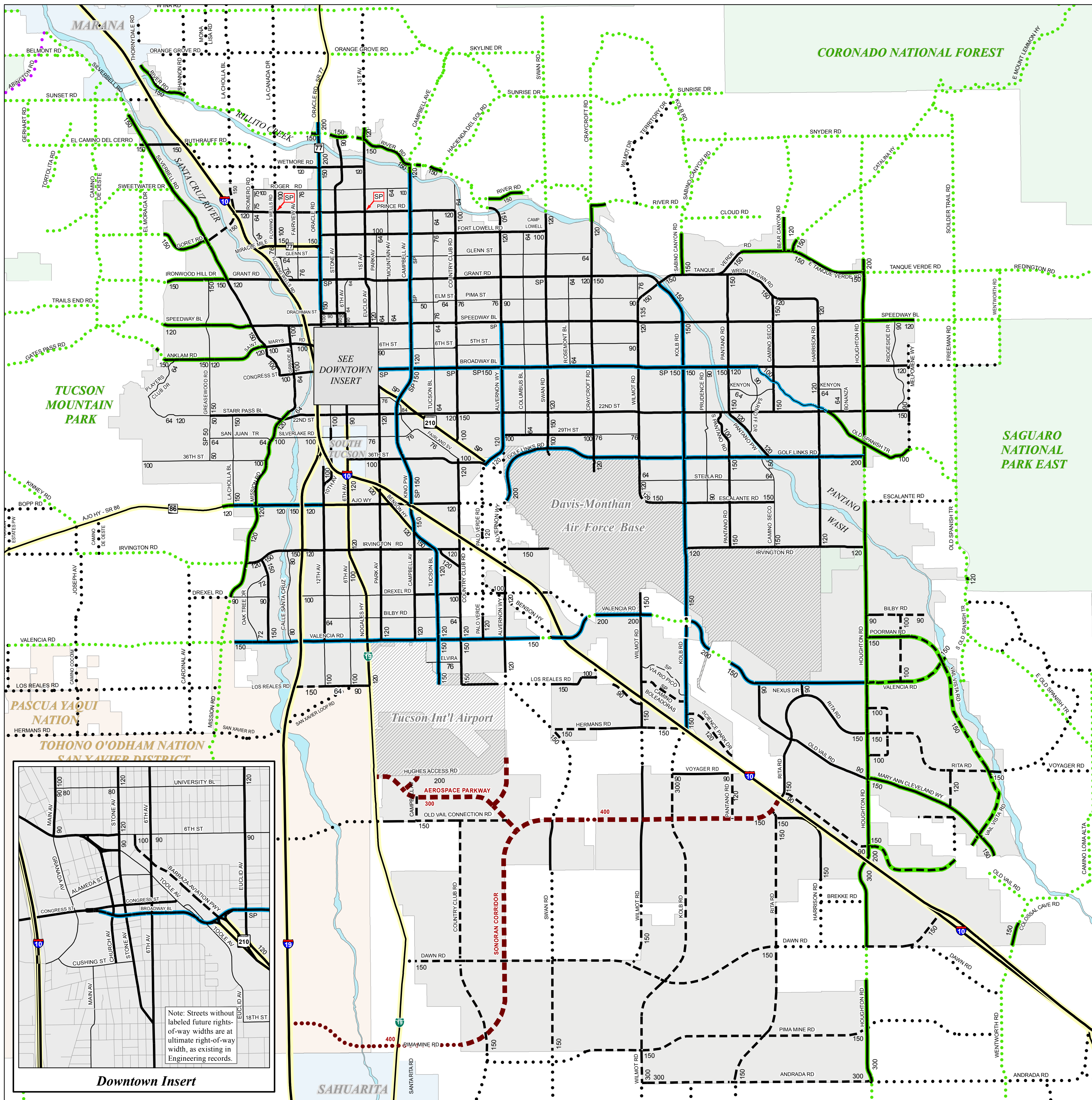
RIGHT-OF-WAY WIDENING AT INTERSECTIONS FOR STREETS ON M S & R MAP



A equals mid-block width. The City Engineer will determine values B, C, and D when necessary for mid-block widths not in the following table (e.g. A equals 110)

A	B	C	D
64	90	200	200
76	100	300	200
80	100	300	200
90	120	300	300
100	130	300	300
120	150	300	300
150	150	N/A	N/A
200	200	N/A	N/A

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|------------------------------------|---|
| Adopted 11-15-82 | Update 1-10-00 (map) |
| Amended 7-5-83 (map and text) | Amended 3-20-00 (map) |
| Amended 1-23-84 (map) | Amended 5-22-00 (map) |
| Amended 8-6-84 (map) | Amended 6-26-00 (map) |
| Amended 4-28-86 (map and text) | Amended 4-23-01 (map) |
| Amended 3-16-87 (map and text) | Amended 10-1-01 (map) |
| Amended 5-11-92 (map and text) | Amended 1-14-02 (map) |
| Amended 12-12-94 (map) | Update 3-27-02 (map) |
| Amended 7-10-95 (map and text) | Amended 9-9-02 (map and appendix) |
| Amended 9-9-96 (map) | Amended 7-6-05 (map) |
| Update 10-14-96 (map) | Amended 4-24-07 (map) |
| Amended 2-2-98 (map) | Amended 7-10-07 (map) |
| Amended 12-14-98 (map and text) | Amended 3-17-15 (map and text) |
| Update 01-11-99 (map and appendix) | Amended 6-23-15 (map) |
| Update 5-22-99 (map) | Amended 1-20-16 (map and text), effective 2-20-16 |



Downtown Insert

Note: Streets without labeled future rights-of-way widths are at ultimate right-of-way width, as existing in Engineering records.