

Major Streets & Routes Plan Update

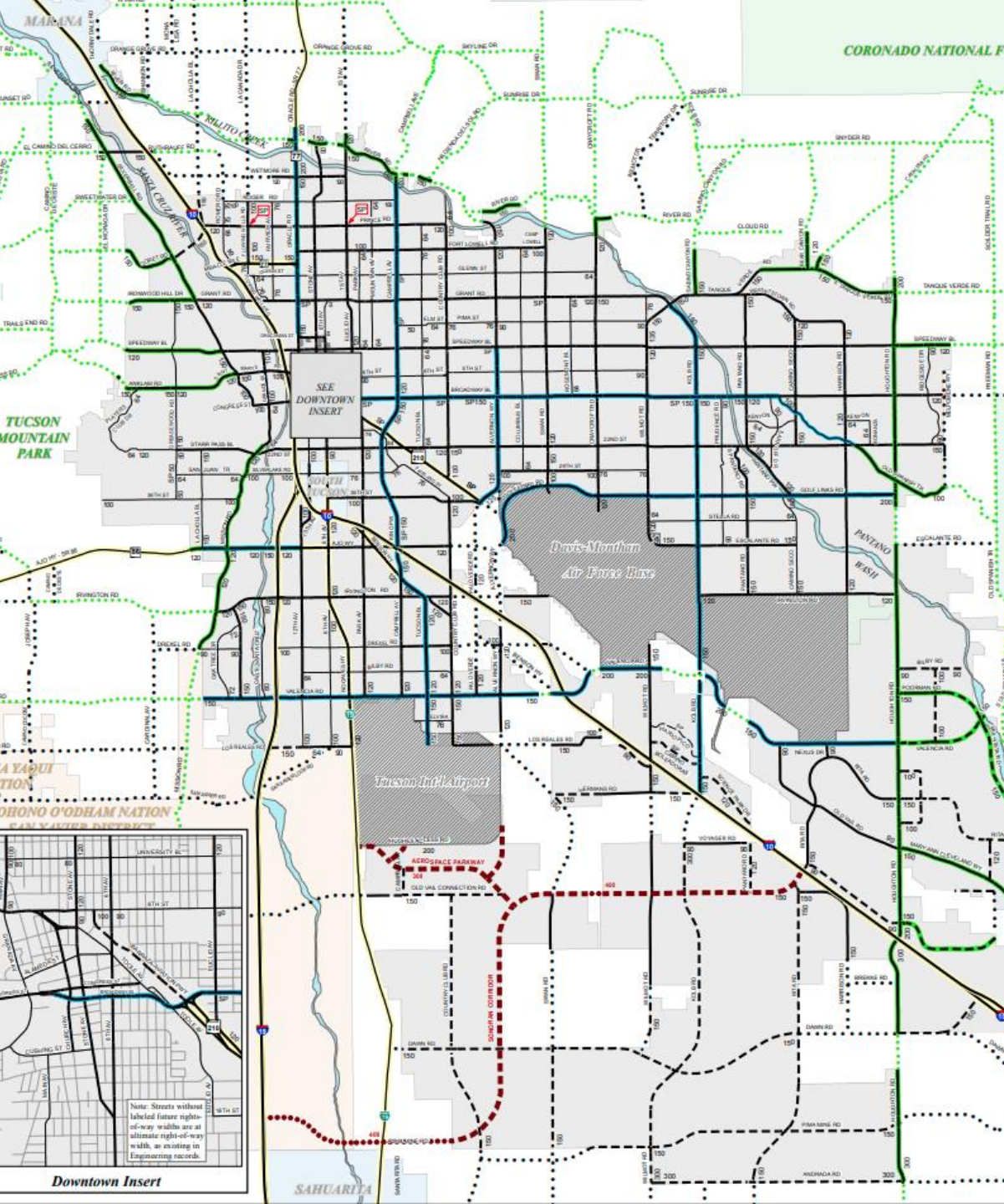
Planning Commission Public Hearing

Background

- **October 3, 2023** – Staff received direction from Mayor and Council to update the Major Streets and Routes (MS&R) Map.
- **April 16, 2025, to May 25, 2025** – Public outreach period which included the launch of the project website (Story Map), online survey, open house events, and presentations to stakeholders.
- **June 4, 2025** – Planning Commission Study Session focused on an overview of the policy, development considerations, proposed updates, and public comments.
- **July 16, 2025** – Planning Commission Study Session focused on the MS&R connection with other plans and case studies demonstrating the impact of the proposed changes to future right-of-way values and roadway classifications.
- **August 13, 2025** – Planning Commission Public Hearing to allow Commissioners to discuss and consider moving the MS&R Map update forward to Mayor and Council for review and consideration.
- **Fall 2025** – Mayor and Council Study Session and Public Hearing (contingent on action from Planning Commission), for review and potential adoption of the MS&R Map updates.

2025 Update Goals





MS&R Map

1. Identifies future rights-of-way to facilitate long-term transportation investments
2. Establishes street designations | Arterial & Collector

Updates from July 16 Study Session

Planning Commission advanced the MS&R Map update to a Public Hearing and included a request to review of the policy related to the MS&R Plan document, and whether this document could be eliminated. Staff reviewed this requested with the City Attorney's Office and received the following guidance:

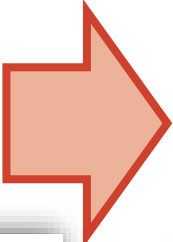
- It is beyond the direction of M&C to sunset the Plan document at this time.
- Any changes to the MS&R Plan document must follow the adoption or amendment process outlined in the UDC, Section 3.6.
- Elimination of the MS&R Plan document would constitute a major amendment to the Plan as adopted by Mayor and Council, and staff would need to get direction from M&C to initiate such an update/structural change.
- Some proposed updates to the MS&R Map include language, references, and figures that are currently on both the Map and the Plan. Staff is recommending that the Planning Commission review and move forward with proposed redlines to the MS&R Plan, as shown in Attachment D - Proposed Redlines for MSR Plan and Map, in order to bring the MS&R Plan into conformance with the updates to the MS&R Map.

Since the July 16 Study Session, there have been no substantive changes to the proposed MS&R Map update.

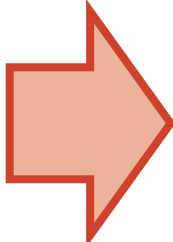
Proposed MS&R Plan Redlines

Redlines reflect updates to the MS&R Map that has parallel language in the MS&R Plan. These redlines will bring both documents into conformance. An example of the proposed update is shown below:

Existing MS&R Map Notes



Existing guidance in Policy 2, Section A, of the MS&R Plan



Proposed redlines to bring both documents into conformance

NOTES

1.

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.

2.

The right-of-way widths may be exceeded:

a.

Within 600 feet of any intersection of two major streets.

b.

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.

c.

In locations where the prevailing existing City-owned right-of-way along the block or section is greater.

3.

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.

4.

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.

1.

Right-of-way widths are identified on the MS&R Map for all designated arterial and collector streets. The right-of-way widths are measured at mid-block. The right-of-way widths identified on the MS&R Map 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.

2.

The right-of-way widths may be exceeded:

a.

Within 600 feet of any intersection of two major streets as shown in Figure 1.

b.

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.

c.

In locations where the prevailing existing City-owned right-of-way along the block or section is greater than shown on the MS&R Map.

3.

Except as provided below, the future right-of-way area (Figure 2) 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 on the MS&R Plan.

4.

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.

1.

Right-of-way widths are identified on the MS&R Map for all designated arterial and collector streets. The right-of-way widths are measured at mid-block. The right-of-way widths identified on the MS&R Map are used to establish the future right-of-way line locations for the Major Streets and Routes Setback Zone, which is defined in Article 5, Section 4 of the Unified Development Code.

James Castaneda Deleted: in James Castaneda Deleted: Division 26 of the Zoning Code

2.

The right-of-way widths may be exceeded:

a.

Within 450 feet of any intersection of two major streets as shown in Figure 1.

James Castaneda Deleted: 600

b.

At the location of a change of right-of-way width, where the taper for transition may extend 450 feet from the point of change.

James Castaneda Deleted: 600

c.

In locations where the prevailing existing City-owned right-of-way along the block or section is greater than shown on the MS&R Map.

3.

Except as provided below, the future right-of-way area (Figure 2) 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 on the MS&R Plan.

4.

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 and Mobility (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.

City of Tucson Major Streets and Routes

Major Streets and Routes

- Arterial
- Collector
- Gateway Corridor Zone
- Scenic Corridor Zone
- Aerospace Parkway
- Future Arterial

- Future Collector
- Future Aerospace Parkway
- Future Sonoran Corridor

Major Streets Outside City

- Arterial
- Collector
- City Limits

Right-of-way widths are indicated by the number (in feet) next to Major Streets. An "SP" designation means there are Specific Engineering Plans on record for that segment. Map official for City of Tucson Streets Only. Contact Pima County for official street designations within unincorporated Pima County.

Notes

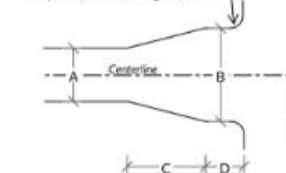
- Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations for the Major Streets and Routes Setback Zone, which is defined in Article 5, Section 4 of the Unified Development Code.
- The right-of-way widths may be exceeded:
 - Within 450 feet of any intersection of two major streets.
 - At the location of a change of right-of-way width, where the taper for transition may extend 450 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 center line 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 and Mobility (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.
- Refer to Article 5, Section 4.5 of the Unified Development Code, Permitted Use of MS&R Right-of-Way Area, for guidance on allowable uses within the future half right-of-way. The future half 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 plans 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 modification may be requested from the MS&R Setback Zone requirements. The process for requesting this modification is outlined in Article 5, Section 4.7 of the Unified Development Code.
- Future right-of-way cross-sections reference guidance from the City of Tucson Street Design Guide. Please refer to Table 2.4 (Cross Section Dimensions for Tucson Street Types) and the Sample Cross Sections located within the Street Design Guide (pages 2-32 to 2-40) for additional information.
- Future changes in planned right-of-way widths shall be incorporated by amendment to the MS&R Map.

MS&R Plan and Map History of Amendments and Updates

Adopted 11-15-82	Amended 3-20-00 (map)
Amended 7-5-83 (map and text)	Amended 5-22-00 (map)
Amended 1-23-84 (map)	Amended 6-26-00 (map)
Amended 8-6-84 (map)	Amended 4-23-01 (map)
Amended 4-28-86 (map and text)	Amended 10-1-01 (map)
Amended 3-16-87 (map and text)	Amended 1-14-02 (map)
Amended 5-11-92 (map and text)	Update 3-27-02 (map)
Amended 12-12-94 (map)	Amended 9-9-02 (map and appendix)
Amended 7-10-95 (map and text)	Amended 7-6-05 (map)
Amended 9-9-96 (map)	Amended 4-24-07 (map)
Update 10-14-96 (map)	Amended 7-10-07 (map)
Amended 2-2-98 (map)	Amended 3-17-15 (map and text)
Amended 12-14-98 (map and text)	Amended 6-23-15 (map)
Update 01-11-99 (map and appendix)	Amended 1-20-16 (map and text), effective 2-20-1
Update 5-22-99 (map)	Hold for 2023 Map Update
Update 1-10-00 (map)	

Right-of-Way Widening at Intersections for Streets on MS&R Map

For Radius (R) value, reference City of Tucson Street Design Guide



A	B	C	D ¹⁵
64	84	160	110
76	96	160	110
80	100	160	110
90	110	160	110
100	120	300	130
105	125	300	130
120	150	300	130
150	150	N/A	N/A
200	200	N/A	N/A

Notes

- Drawing is not to scale.
- The value for A equals the mid-block width. The City Engineer will determine values B, C, and D, when necessary, for mid-block widths not in conformance with the associated table of values.
- For roadways with a posted speed of 45mph or greater, the value for D may be increased up to 150' based on a review by the City Engineer.



MS&R Map Update Recommendation

1. Staff recommends the Planning Commission proceed with moving the proposed update to the MS&R Plan and Map forward to Mayor and Council for consideration.