



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT STAFF ANALYSIS

November 21, 2022

<u>Application:</u>	GPA-DSTV-3-22-2
<u>Applicant:</u>	City of Phoenix, Planning Commission
<u>Representative:</u>	Arizona State Land Department
<u>Location:</u>	Mayo Boulevard between 40th Street and the Loop 101 Freeway; and Tatum Boulevard between Deer Valley Drive and Mayo Boulevard
<u>Request:</u>	Minor General Plan Amendment to amend the Street Classification Map by removing the Mayo Boulevard alignment between 40th Street and the Loop 101 Freeway and changing the designation of Tatum Boulevard between Deer Valley Drive and Mayo Boulevard from Major Arterial Cross Section A to Major Arterial Cross Section Z-A.
<u>Village Planning Committee Date:</u>	Desert View – November 29, 2022
<u>Staff Recommendation:</u>	Approval

FINDINGS

- 1) The proposed removal of a portion of Mayo Boulevard and designation of a portion of Tatum Boulevard as a Major Arterial Cross Section Z-A is compatible with the local street network and planned uses in the area.
- 2) The proposed modifications are consistent with the results of a traffic study conducted for the area, which found that the modifications will not negatively impact traffic on the street network.

BACKGROUND

The Street Classification Map was first adopted in 1961. The Map was last updated in 2018 with additions and deletions of new platted roadways. The Street Classification Map provides information on the City's street network, identifying the alignment and minimum right-of-way standards for existing and planned streets.

This request is part of an ongoing effort between the City of Phoenix and the Arizona State Land Department (ASLD) to align the planned transportation network with existing and proposed land uses for the Loop 101 Employment Corridor.

The Street Classification Map currently identifies a section of Mayo Boulevard, crossing the Loop 101 Freeway, from 40th Street to Tatum Boulevard as an arterial street. The Arizona State Land Department has hired a traffic engineering firm to explore the feasibility of removing the section of Mayo Boulevard between 40th Street and the Loop 101 Freeway, which would remove the need for Mayo Boulevard to cross the Loop 101. The resulting Traffic Impact Study, which considered all existing and possible future development, found that the removal of the section of Mayo Boulevard in question is feasible if other street improvements are made and the classification of Tatum Boulevard between Deer Valley Drive and Mayo Boulevard is amended to Major Arterial Cross Section Z-A.

The proposed removal of the flyover will be coupled with a series of mitigation improvements that will be coordinated with ASLD in addition to other improvements identified in the Traffic Study. The street improvements are targeted to be near term improvements happening in the next couple years based upon ASLD actions. In addition, there are several parcels that will be required to contribute \$36 million dollars for larger regional street improvements based upon a future traffic study or studies and future Street Class Map Amendments to address these larger traffic requirements as the Desert Ridge and Paradise Ridge areas develop. The full list of improvements will be included in an Inter-Governmental Agreement (IGA) with the Arizona State Land Department that is anticipated to be on the same City Council agenda as the General Plan Amendment. The proposed improvements are outlined below:

Superblock 12: Intersection of Black Mountain Boulevard and Deer Valley Drive

- South bound to west bound right turn lane
- West bound to north bound right turn lane

And improvements to the intersection of 40th Street and Deer Valley Drive

- East bound to south bound right turn lane
- West bound to north bound right turn lane

Superblock 4L: Completion of the south half street construction of Deer Valley Drive from 40th Street to Tatum Boulevard

Superblock 9.CP.2: Intersection of Tatum and Mayo boulevards

- Buildout of a City "A" section arterial classified roadway with the addition of a 4th northbound lane on Tatum Boulevard from Mayo Boulevard to State Route 101 Loop on-ramp
- Full reconstruction of the intersection at Tatum and Mayo Boulevards intersection to include the full buildout per the City of Phoenix Street Classification Map "A" section arterial classified roadway for Mayo Boulevard for the minimum 500 foot to both the east and west of the Tatum Boulevard intersection and the construction of a minimum 1,000-foot pavement tapers to both the east and west roadway following the ultimate 500 foot street construction.

- Construction of two free-flow and acceleration right turn lanes northbound on Tatum Boulevard to eastbound Mayo Boulevard and westbound Mayo Boulevard to northbound Tatum Boulevard

Superblock 6

- Construction of two free-flow and acceleration right turn lanes northbound on Tatum Boulevard to eastbound Mayo Boulevard and westbound Mayo Boulevard to northbound Tatum Boulevard
- Auctions associated with Superblock 6 will also be assigned a regional funding contribution in the amount of thirty-six million dollars.

Paradise Ridge Parcel MF3

- The east half street of 64th Street from Mayo Boulevard to the southern limits of the property
- The south half street completion of Mayo Boulevard adjacent to the parcel frontage
- Auctions associated with this parcel will also be assigned a regional funding contribution in the amount of six million dollars.

The intergovernmental agreement between the City of Phoenix and the Arizona State Land Department detailing the framework for all these improvements will be on the same City Council Formal agenda as this General Plan Amendment. The City Council will be asked to approve the General Plan Amendment and the subsequent item will be the intergovernmental agreement to outline the street network improvements within the area.

RELATIONSHIP TO GENERAL PLAN GOALS AND POLICIES

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; SAFE NEIGHBORHOODS- TRAFFIC; DESIGN PRINCIPLE: Provide access by major streets, with internal circulation handled by a local street system that discourages through-traffic and provides safe pedestrian travel. Use local and collector streets, plus feeder bus lines, to bring people into the cores, centers or corridors.

This amendment will provide an adequate system of major streets for the flow of traffic in the area without generating additional traffic on local streets or additional through-traffic in neighborhoods.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CONNECTED NEIGHBORHOODS; DESIGN PRINCIPLE: Design and connect neighborhoods via streets, sidewalks and trails, and discourage the abandonment of streets, sidewalks and alleys that compromise connectivity.

This amendment will remove a portion of Mayo Boulevard between 40th Street and the

Loop 101 Freeway that cuts through an area that has entitlements for future residential development. By removing an unnecessary arterial street, this amendment eliminates a future physical barrier that would serve to reduce connectivity within future neighborhoods.

COMMUNITY INPUT SUMMARY

As of the writing of this report, staff has received one letter of support from a member of the public.

INTERDEPARTMENTAL COMMENTS

The Street Transportation Department requested that the Arizona State Land Department complete a Traffic Impact Study and Infrastructure Assessment Study to address transportation needs prior to City Council hearing this GPA request and that an Intergovernmental Agreement (IGA) between the Arizona State Land Department and the City of Phoenix, identifying the required construction mitigation and escrow contribution, be completed and approved by City Council.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of this request.

Approval of this Street Classification Map Amendment will further the goals of the General Plan and is consistent with the transportation needs of the surrounding area.

Writer:

Anthony Grande
November 21, 2022

Exhibits:

Sketch Map
Correspondence (3 Pages)

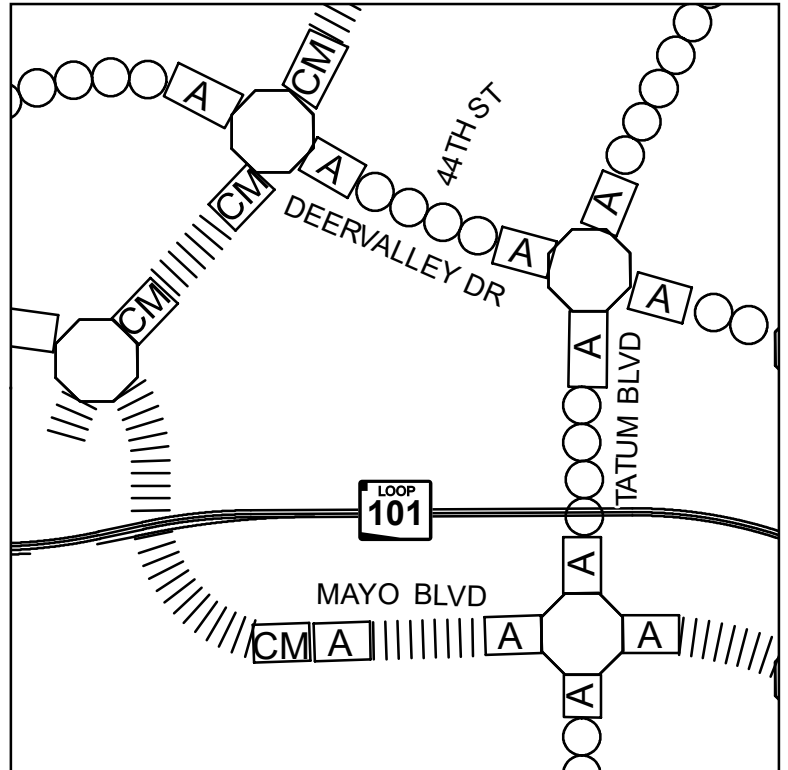
GENERAL PLAN AMENDMENT

CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-DSTV-3-22-2	ACRES: N/A	REVISION DATE:
VILLAGE: Desert View	COUNCIL DISTRICT: 2	
APPLICANT: City of Phoenix Planning Commission		

EXISTING:

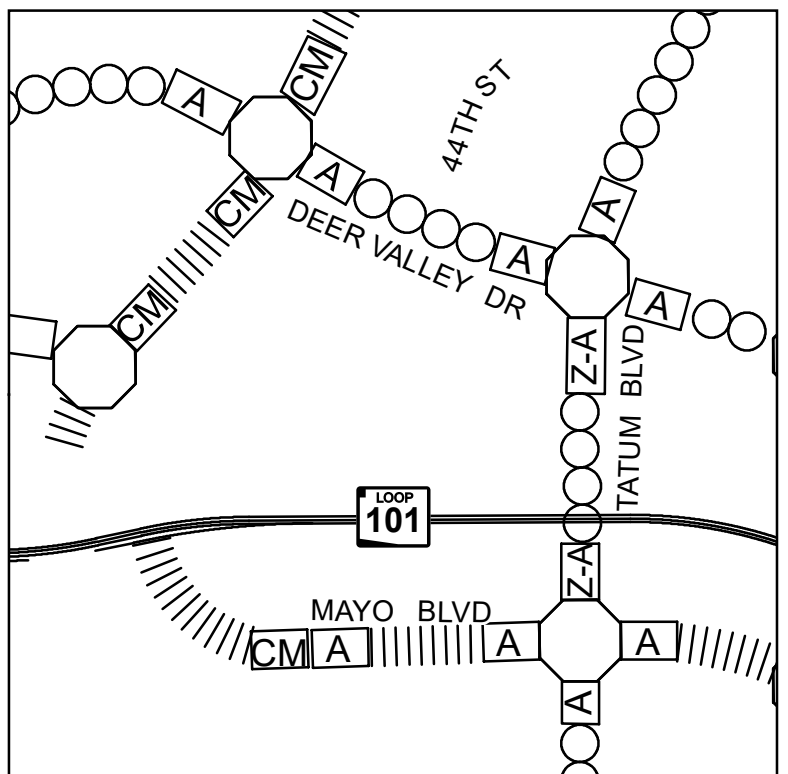
Arterial
Major Arterial



- ||||| ARTERIAL
- MAJOR ARTERIAL

PROPOSED CHANGE

Arterial
Major Arterial



- ||||| ARTERIAL
- MAJOR ARTERIAL

From: [Ryan Etchebarren](#)
To: [PDD Long Range Planning](#)
Subject: Re: GPA-DSTV-3-22-2
Date: Wednesday, November 16, 2022 7:35:50 PM
Attachments: [GPA-DSTV-3-22-2 Sketch Map.pdf](#)

Understood. I am writing in, in favor of the proposal to not connect. Can you let me know where things stand at this point?

Ryan Etchebarren
(602) 692-5286
Retchebarren@hsmove.com



On Nov 16,
2022,
at
4:47
PM,
PDD
Long

Range Planning <pdd.longrange@phoenix.gov> wrote:

Hi Ryan,

Thank you for reaching out. To be clear, the proposal is to not connect Mayo Boulevard over the 101, please see the attached sketch map and project website for more info. If you have any questions, please let me know.

[Planning and Development GPA-DSTV-3-22-2 Street Classification Map Amendment \(phoenix.gov\)](#)

Thank you,

Sarah Stockham
Planner III
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-261-8701
sarah.stockham@phoenix.gov

From: HomeSmart <retchebarren@hsmove.com>
Sent: Wednesday, November 16, 2022 2:07 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: GPA-DSTV-3-22-2

Greetings,

My name is Ryan Etchebarren, and I reside in the Fireside Community in Desert Ridge. My wife teaches at Fireside Elementary, and our two daughters also attend the school. We have recently learned that there is a proposal in place to connect Mayo Blvd, and I'd like to give some input on how it would affect many families in this area. To be honest with you, due to the location of the elementary school, Mayo between 40th St and Black Canyon is busy enough as it is. Many elementary school children walk home down Mayo before and after school. I can't tell you how many times a day we see cars flying down the road at very high speeds without a care in the world because it's a straight street without any speed bumps. Some of this could be due to Pinnacle High School and young drivers, but it goes without saying that it would only get worse with an increased number of vehicles if this proposal went through. I understand that it could cut down on driving time for some people that could avoid using Tatum to Deer Valley, but it is not worth the added risk of the kids who are trying to get to and from school safely.

Thank you for your time

Ryan Etchebarren
(602) 692-5286
Retchebarren@hsmove.com