



BOARD OF SUPERVISORS AGENDA ITEM REPORT

Requested Board Meeting Date: 5/21/2024

*= Mandatory, information must be provided

Click or tap the boxes to enter text. If not applicable, indicate "N/A".

***Title:**

P23TA00004 TRANSIT ORIENTED DEVELOPMENT TEXT AMENDMENT

***Introduction/Background:**

This text amendment adds standards for Transit Oriented development on previously developed property along major transportation corridors in Pima County.

***Discussion:**

The proposed zoning code text amendment is intended to promote housing diversity, help with housing supply and provide opportunities for residential infill in underdeveloped properties.

***Conclusion:**

This text amendment will increase housing supply and enable property owners to locate homes along existing major transportation corridors in underdeveloped properties in Pima County.

***Recommendation:**

Staff and the Planning and Zoning Commission recommend APPROVAL of the request.

***Fiscal Impact:**

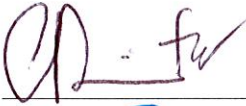
N/A

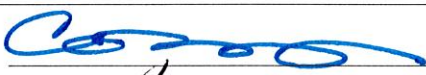
***Board of Supervisor District:**


1 2 3 4 5 All

Department: Development Services, Planning Division Telephone: 520-724-6675

Contact: Thomas Drzazgowski, Chief Zoning Inspector Telephone: 520-724-6498

Department Director Signature:  Date: _____

Deputy County Administrator Signature:  Date: 5/3/2024

County Administrator Signature:  Date: 5-3-2024



TO: Honorable Board of Supervisors

FROM: Chris Poirier, Deputy Director
Public Works-Development Services Department-Planning Division

DATE: May 1, 2024

SUBJECT: **P23TA00004 TRANSIT ORIENTED DEVELOPMENT**
(Zoning Code Text Amendment)

The above referenced Zoning Code Text Amendment is scheduled for the Board of Supervisors **TUESDAY, May 21, 2024** hearing.

REQUEST: Proposal to amend by ordinance, the Pima County Zoning Code Chapter 18.07 (General Regulations and Exceptions) to add standards for residential development on developed properties along major transportation corridors.

OWNER: N/A

APPLICANT: Pima County Development Services Department

DISTRICT: ALL

STAFF CONTACT: Elva Pedregó, Senior Planner

PUBLIC COMMENT TO DATE: As of May 1, 2024, staff has four public comment letters (included).

PLANNING AND ZONING RECOMMENDATION: **APPROVAL** (7-0; Commissioners Becker, Hook, and Tronsdal were absent).

STAFF RECOMMENDATION: **APPROVAL.**

TD/EP/ds
Attachments



BOARD OF SUPERVISORS MEMORANDUM

Page 1 of 2

FOR MAY 21, 2024 MEETING OF THE BOARD OF SUPERVISORS

TO: HONORABLE BOARD OF SUPERVISORS

FROM: Chris Poirier, Deputy Director
Public Works-Development Services Department-Planning Division

DATE: May 1, 2024

ADVERTISED ITEM FOR PUBLIC HEARING

ZONING CODE TEXT AMENDMENT

P23TA00004 TRANSIT ORIENTED DEVELOPMENT

An ordinance of the Board of Supervisors of Pima County, Arizona, relating to zoning (Title 18); amending the Pima County Zoning Code Chapter 18.07 (General Regulations and Exceptions) to add standards for residential development on developed properties along major transportation corridors. On motion, the Planning and Zoning Commission voted to recommend **APPROVAL** 7-0 (Commissioners Becker, Hook and Tronsdal were absent). Staff recommends **APPROVAL** (ALL DISTRICTS).

Summary of the Planning and Zoning Commission Hearing (March 27, 2024)

Staff presented information from the zoning code text amendment to the commission and highlighted the goals and purpose of the text amendment:

1. Reduce zoning code barriers to allow more housing supply in response to rising housing costs and population growth.
2. Locate along existing transportation corridors and within historically underdeveloped property.
3. Infill.
4. Create more mixed uses.
5. Reduce pressure to sprawl.
6. More housing diversity.

Staff further explained that the zoning code was closely examined to look for barriers that made it difficult to increase the housing supply. This amendment would enable property owners/developers to locate homes along existing transportation corridors within a property that could be considered historically underdeveloped. To develop under this proposed section of the zoning code, it must meet the prescribed criteria, which among other requirements, includes availability and connection to a renewable water source, half a mile within a transit stop (revised from a quarter mile), and located on an arterial street that is no more than 85% capacity. The aim is to promote infill and create more mixed-use development.

Two commissioners commended staff for taking on this proposal and stated this will increase housing capacity and were in favor of the text amendment.

A commissioner pointed out some needed editorial revisions, staff noted those and made the changes.

Another commissioner had a question regarding the distance to the transit stop but would wait to address it after the first speaker was finished making their comments.

The commission opened the public hearing, and three members of the public addressed the commission.

Speaker #1 expressed full support for the amendment stating it would rejuvenate underdeveloped properties, improve the livability of communities and address the housing shortage. Additionally, he asked the commission to consider two additional changes:

1. Revising the proximity of a transit stop to the development from 1320 feet to 2,640 feet; a compromise from their original proposal of $\frac{3}{4}$'s of a mile.
2. Proposed that developments be located within water service areas compliant with Arizona's assured and adequate water supply program, ensuring adherence to water laws and management goals.

Speaker #2 stated his neighborhood association had concerns as to how this may impact development on Campbell Avenue between River Road and Skyline. He also highlighted the special area policy height (24' maximum) versus the height allowed in this amendment.

Speaker #3 also voiced concerns over the allowable height versus the area policy height limits. He questioned if the special area policy height restriction would supersede the height allowance in this amendment.

Staff addressed some of the speakers' concerns and clarified that Campbell north of River Road is currently not eligible based on capacity and the closest transit stop is over half a mile away. As far as the special area policy height, the policy stays in effect and would be assessed to any future rezoning site.

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

Commissioner Maece made a motion to recommend **APPROVAL** of the zoning code text amendment, Commissioner Membilla gave the second with the following conditions:

1. Incorporation of minor edits as discussed at the hearing.
2. Expand the transit stop distance from 1,315 feet (approximately one-quarter of a mile) to 2,640 feet (half a mile).

The motion passed 7 – 0 (Commissioners Becker, Hook and Tronsdal were absent).

TD/EP/ds
Attachments

ORDINANCE 2024-_____

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA, RELATING TO ZONING (TITLE 18); AMENDING THE PIMA COUNTY CODE CHAPTER 18.07 (GENERAL REGULATIONS AND EXCEPTIONS) TO ADD STANDARDS FOR RESIDENTIAL DEVELOPMENT ON DEVELOPED PROPERTIES ALONG MAJOR TRANSPORTATION CORRIDORS.

THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA FINDS THAT:

1. The Planning and Zoning Commission, at its October 25, 2023, hearing, initiated and authorized staff to amend the Pima County Zoning Code to add standards for residential development on developed properties along major transportation corridors.
2. The amendments to this ordinance will provide standards for the residential development along major transportation corridors.
3. This ordinance does not create new restrictions on the use of property, and this ordinance is not intended to, nor should it be construed to, reduce any existing rights to use, divide, sell or possess private real property.

IT IS ORDAINED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA:

Section 1. Pima County Code Chapter 18.07 (GENERAL REGULATIONS AND EXCEPTIONS), is amended to provide standards for residential development on existing developed properties located along major transportation corridors as follows:

Chapter 18.07

GENERAL REGULATIONS AND EXCEPTIONS

18.07.010 Purpose.
Reserved.

(Unchanged)

18.07.020 Lots and parcels.
(Unchanged)

18.07.030 Land use regulations.

...

W. Transit oriented development: To provide incentives to encourage housing development on previously developed properties located along major transportation corridors.

1. Guidelines – New housing should:

- a. Be located within previously developed land excluding single-family residential development;
- b. Provide a variety of housing sizes including a range of studios, one bedroom and multi-bedroom options;
- c. Consider rentals or ownership products;
- d. Consider a mix of uses by continuation of and maintaining existing uses;
- e. Consider parking reduction as prescribed in Section 18.75.050C;
- f. Consider preservation of potentially eligible historic resources and consider compatibility with adjacent eligible historic resources as prescribed in Chapter 18.63.

2. Location: At least a portion of the project site:

- a. Must be within the CR-4, CR-5, MU, TR, CB-1 or CB-2 zones;
- b. Must be located with direct access to a designated arterial street. That portion of the street must also be no more than 85% capacity as determined by Pima County Transportation Department or similar entity, and if at an intersection, primary access shall be designed to arterials under 85% capacity;
- c. Must be located within 2,640 feet of a transit stop;
- d. Must connect to sewer;
- e. Must be located within a water service area of a provider that has a renewable water source and must have access to that source;
- f. Must be developed within previously developed site.

3. Uses:

- a. Single family dwellings, duplex, condominium, townhouse, apartment, multifamily dwelling, if allowed within the underlying zoning and not specifically prohibited if the property was rezoned;
- b. The continuation of any uses that were previously established.

4. Development Standards:

- a. Minimum site area, average area per dwelling unit, and minimum lot size in accordance with underlying zone;

- b. Minimum setbacks in accordance with underlying zone, except the front yard setback may be reduced to zero feet provided parking is available elsewhere on-site and sufficient right-of-way has been provided as identified in the Major Streets Plan;
- c. Height: 50 feet and up to four stories. May be increased to 60 feet and five stories for any portion of the structure located at least 100 feet from any existing single-family residence;
- d. Designed in accordance with the Subdivision and Development Street Standards.

...

Section 2. This ordinance is effective 31 days after its adoption.

PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, this _____ day of _____, 2024.

ATTEST:

BOARD OF SUPERVISORS

Clerk, Board of Supervisors


Chair, Board of Supervisors

APPROVED AS TO FORM:

APPROVED:



Deputy County Attorney



Executive Secretary
Planning and Zoning Commission

**PIMA COUNTY DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
STAFF REPORT TO THE PLANNING AND ZONING COMMISSION**

**PUBLIC HEARING
MARCH 27, 2024**

P23TA00004

TRANSIT ORIENTED DEVELOPMENT

STATUS / AGENDA ITEMS

Planning and Zoning Commission Public Hearing
Zoning Code Text Amendment

REQUEST

An ordinance of the Board of Supervisors of Pima County, Arizona, relating to zoning (Title 18); amending the Pima County Zoning Code Chapter 18.07 (General Regulations and Exceptions) to add standards for residential development on developed properties along major transportation corridors. (All Districts)

INITIATION

Planning and Zoning Commission, October 25, 2023

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the proposed Transit Oriented Development Zoning Code Text Amendment.

The proposed zoning text code amendment is intended to promote housing diversity, help with the housing supply and provide opportunities for residential infill in underdeveloped properties.

TRANSIT ORIENTED DEVELOPMENT

This zoning text amendment will expand section 18.07.030.W Transit Oriented Development of Chapter 18.07 General Regulations and Exceptions, Section 18.07.030 Land use regulations. The amendment provides incentives for residential development on developed properties located along major transportation corridors. Residential development will be permitted in the zoning districts that allow both commercial and residential uses and located along major roads with capacity under 85%. Additionally, the properties must be located within 1,315 feet of a transit stop, must connect to sewer and have access to a renewable water source.

These changes will allow for underdeveloped properties to provide residential options while maintaining their current uses. Providing additional residential development options will help with the current housing demand.

Departmental and Stakeholder Review and Comment

Staff sent the draft text amendment to county departments and other local development and stakeholder groups for review and comment. Their comments are attached.

Respectfully Submitted,



Elva Pedregó
Senior Planner

ORDINANCE 2024-_____

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA, RELATING TO ZONING (TITLE 18); AMENDING THE PIMA COUNTY CODE CHAPTER 18.07 (GENERAL REGULATIONS AND EXCEPTIONS) TO ADD STANDARDS FOR RESIDENTIAL DEVELOPMENT ON DEVELOPED PROPERTIES ALONG MAJOR TRANSPORTATION CORRIDORS.

THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA FINDS THAT:

1. The Planning and Zoning Commission, at its October 25, 2023, hearing, initiated and authorized staff to amend the Pima County Zoning Code to add standards for residential development on developed properties along major transportation corridors.
2. The amendments to this ordinance will provide standards for the residential development along major transportation corridors.
3. This ordinance does not create new restrictions on the use of property, and this ordinance is not intended to, nor should it be construed to, reduce any existing rights to use, divide, sell or possess private real property.

IT IS ORDAINED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA:

Section 1. Pima County Code Chapter 18.07 (GENERAL REGULATIONS AND EXCEPTIONS), is amended to provide standards for residential development on existing developed properties located along major transportation corridors as follows:

Chapter 18.07

GENERAL REGULATIONS AND EXCEPTIONS

18.07.010 Purpose.
Reserved.

(Unchanged)

18.07.020 Lots and parcels.
(Unchanged)

18.07.030 Land use regulations.

...

W. Transit oriented development: To provide incentives to encourage housing development on previously developed properties located along major transportation corridors.

1. Guidelines – New housing should:

- a. Be located within previously developed land excluding single-family residential development;
- b. Provide a variety of housing sizes including a range of studios, one bedroom and multi-bedroom options;
- c. Consider rentals or ownership products;
- d. Consider a mix of uses by continuation of and maintaining existing uses;
- e. Consider parking reduction as prescribed in Section 18.75.050C;
- f. Consider preservation of potentially eligible historic resources and consider compatibility with adjacent eligible historic resources as prescribed in Chapter 18.63.

2. Location: At least a portion of the project site:

- a. Must be within the CR-4, CR-5, MU, TR, CB-1 or CB-2 zones;
- b. Must be located with direct access to a designated arterial street. That portion of the street must also be no more than 85% capacity as determined by Pima County Transportation Department or similar entity, and if at an intersection, primary access shall be designed to arterials under 85% capacity;
- c. Must be located within 2,640 feet of a transit stop;
- d. Must connect to sewer;
- e. Must be located within a water service area of a provider that has a renewable water source and must have access to that source;
- f. Must be developed within previously developed site.

3. Uses:

- a. Single family dwellings, duplex, condominium, townhouse, apartment, multifamily dwelling, if allowed within the underlying zoning and not specifically prohibited if the property was rezoned;
- b. The continuation of any uses that were previously established.

4. Development Standards:

- a. Minimum site area, average area per dwelling unit, and minimum lot size in accordance with underlying zone;

- b. Minimum setbacks in accordance with underlying zone, except the front yard setback may be reduced to zero feet provided parking is available elsewhere on-site and sufficient right-of-way has been provided as identified in the Major Streets Plan;
- c. Height: 50 feet and up to four stories. May be increased to 60 feet and five stories for any portion of the structure located at least 100 feet from any existing single-family residence;
- d. Designed in accordance with the Subdivision and Development Street Standards.

...

Section 2. This ordinance is effective 31 days after its adoption.

PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, this _____ day of _____, 2024.

ATTEST:

BOARD OF SUPERVISORS

Clerk, Board of Supervisors

Chair, Board of Supervisors

APPROVED AS TO FORM:

APPROVED:



Deputy County Attorney



Executive Secretary
Planning and Zoning Commission

Regarding: ORDINANCE 2023

AN ORDINANCE RELATING TO ZONING (TITLE 18); AMENDING THE PIMA COUNTY CODE CHAPTER 18.07 (GENERAL REGULATIONS AND EXCEPTIONS) TO ADD STANDARDS FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT ON DEVELOPED PROPERTIES ALONG MAJOR TRANSPORTATION CORRIDORS

From: The Catalina Foothills Neighborhood Association

The Catalina Foothills Neighborhood Association (CFA) has received notice from Pima County Development Services of the draft ordinance named above. Our association represents approximately 1700 homeowners in Catalina Foothills Estates Nos. 1-9. We would like to take the opportunity to comment on these proposals for multi-family residential development along major transportation corridors.

1. Our area includes several 'Major Transportation Corridors' that could be impacted by this proposed ordinance. We are interested in all potential corridors that could be impacted but the key corridor of interest to our neighborhood is the Campbell Ave. corridor between River Rd. and Skyline Dr. It is among a number of Low Volume Arterials within our county.
2. We recommend consideration of limiting the scope of this proposal to Medium and High-Volume Arterials and to not apply it to Low Volume corridors. As with Campbell Ave. many of these low volume arteries may have traffic levels that are close to or exceed 85% of capacity. We believe that if low volume arterials are included it would clearly bring more traffic through these corridors and, worse, incentivize roadway development to accommodate more traffic, thereby getting below the 85% threshold for consideration. In our neighborhood this would mean widening and straightening an important and formally classified Scenic Route in the Catalina Foothills, home to a number of properties recognized by the National Registry of Historic Places.
3. If exempting low volume arterials is not feasible, we recommend carving the Campbell Ave. corridor, and all low volume arterials which also are formally classified Scenic Routes, from all eligibility for this ordinance. The CFA catch area is part of one of the oldest planned communities in Arizona., It has a layout arranging higher density commercial and residential uses around major intersections or 'bullseyes' that are designed to gradually decrease density within these higher density commercial and multi-family developments to interface with adjacent predominantly residential areas with CR1 zoning. Both commercial and residential development zones are designed to preserve and protect native desert landscape and multiple washes and waterways. As a result of this master planned design, our scenic Campbell Ave. corridor is part of special landscape that is indeed historic and unique in Pima County. Additionally, our residential

areas are largely served by septic systems and not municipal sewer service, making it undesirable for higher density housing.

The creation of multi-family development along Campbell Ave. and other low volume corridors that are scenic routes as shown on the Pima County Scenic Routes Plan and that has been encoded in the Pima County comprehensive plan for many decades would leapfrog the long-standing preservation of these areas.

Thank you for your consideration of these CFA suggestions and we are willing to work further with Development Services on this matter.



**Southern Arizona
Home Builders
Association**

2840 N. Country Club Rd.
Tucson, AZ 85716
P: 520.795.5114
www.sahba.org

PRESIDENT & CEO
David M. Godlewski

EXECUTIVE OFFICERS

Chair

Steve Crawford
Pepper Viner Homes

1st Vice Chair

Andrew Gasparro
KB Home

2nd Vice Chair

Anjela Salyer
Mattamy Homes

Secretary/Treasurer

Gerrie Gray
Miramonte Homes

Immediate Past Chair

Andrew Hayes
Hayes Construction

Affiliated With



SENT VIA ELECTRONIC MAIL

January 2, 2024

Elva Pedrego, Senior Planner, Director and Chief Engineer
Pima County Development Services – Planning Division
201 N. Stone Ave., 9th Floor
Tucson, AZ 85701

RE: Pima County Transit Oriented Code Amendment

Dear Ms. Pedrego:

Thank you for the opportunity to comment on the proposed changes to Pima County Code Ch. 18.07, adding standards for multi-family residential development on developed properties along major transportation corridors. As you know, zoning amendments directly affect the feasibility of residential development projects and the affordability of new homes. We appreciate the outreach by Pima County and look forward to working with you to finalize changes. Based on feedback from our members, we offer the following comments and questions:

- **Background** – Would the County be willing to share the context and background for why this proposal is being brought forward and what is hoped to be accomplished by making these changes?
- **Comparable Best Practices** – Has there been research done to determine what other communities have done to encourage transit-oriented development and or mixed-use developments. If so, how does this proposed amendment reflect the findings and best practices?
- **A Need for Increased Housing** – We appreciate the effort to encourage additional multi-family housing but would ask the amendment include single-family residential as well.
- **Parcels Identified** - How many parcels have been identified that would benefit from this amendment? How many more parcels could take advantage if it included undeveloped parcels?
- **Definition of Major Corridors** – How are “major transportation corridors” defined and why was this category of road chosen? Where can we find the list of “major transportation corridors” in Pima County? We would welcome an opportunity to discuss with you whether this standard should be modified based on a review of the potential parcels that would qualify.
- **Water Requirements** – Could you please provide clarity on the requirement to have water service from a provider with a renewable supply? Does this include CAGR? We also request you consider allowing other water sources other than groundwater or CAP to be considered.
- **Subdivision Street Standards** – How was it determined the project must use subdivision street standards? Do multi-family and commercial projects currently use subdivision street standards or are those limited to residential?

- **Consistency with Existing Uses** – To what extent does the project need to be “continuation” of or “maintain” existing uses? How will this be defined, and will there be a minimum standard such as a percentage of the overall site that continues existing uses?
- **Relation to Transit** – We would like you to consider increasing the distance to 3,960 ft or ¾ mile instead of ½ from transit. This would increase applicability to more parcels. You may also want to consider creating a standard for ¼, ½, ¾ miles from transit. For example, you could allow density bonuses if within ¼ of a mile from transit. We ask you to consider allowing Sun Rideshare or Van Pool, or other vehicle reduction programs through PAG to also qualify and not just distance to transit. There is rising concern about crime on buses and the implications of free transit implications.
- **Side Yards and Setbacks** – We would like you to include side yard and back yard setback reductions or allow setback reductions on 2-3 sides, at the applicant’s discretion, depending upon the site plan.
- **Proximity to Schools** - If a site is within ¼, ½ or ¾ of a mile of a school, include additional incentives or incentives in lieu if other requirements (ex. proximity to transit) can’t be met.
- **Site Area and Lot Sizes** – Please allow for a reduction in the minimum site area, average area per dwelling unit and minimum lot size. This would be consistent with the diversity of housing types in 1.b. Changing these in conjunction with height increases and setback reductions would be more effective to achieve the stated goal.
- **Road Capacity** - It is not prudent to limit the benefits of this amendment to arterials that are at less than 85% of capacity. We recommend removing that requirement. The idea is to shift trips from single-occupant vehicles to transit in congested areas, not in areas with plenty of capacity where there are no delays or air quality issues. For example, if someone redeveloped a site on Valencia Road from Commercial to multi-family, they would not fit this TOD incentive because Valencia is too busy already. That does not make sense. In addition, replacing retail, restaurants or other uses with multi-family often results in less traffic than the original use.

On behalf of our members, thank you for collaborating with us. We would like to request a follow-up meeting to further discuss these comments/questions and learn about next steps in the process.

Sincerely,

BT Lyons

Brendan T. Lyons, MPA
Director of Government Affairs
Southern Arizona Home Builders Association
2840 N. Country Club Rd. Tucson, AZ 85716
520.795.5114 | Brendan@sahba.org



January 28, 2024

Mr. Chris Porier
Pima County Development Services
201 N. Stone Ave.
Tucson, AZ 85701

Dear Mr. Porier,

The Tucson Association of REALTORS® wishes to express our support for the proposed Transit Oriented Development code amendment. This amendment, we believe, not only aligns with the broader goals of encouraging urban redevelopment but also holds promise in helping alleviate the pressing housing supply shortage currently faced in Pima County.

The proposed changes will support a diverse and sustainable housing market which remains challenging for homebuyers. By focusing on previously developed land and encouraging a variety of housing sizes, the amendment reflects a keen understanding of the diverse needs of our local market. The highlighted uses, including duplexes, condominiums, townhouses, and apartments, offer a spectrum of housing solutions that are urgently needed in our community.

Additionally, the consideration of both rental and ownership products, as well as the flexibility in mixing uses by continuing and maintaining existing ones, adds depth to the proposed amendment. These guidelines will not only contribute to the revitalization of underutilized spaces along major transportation corridors but also play a pivotal role in meeting the immediate demand for diverse housing options.

The proposed amendment strikes a balance between maintaining zoning regulations and providing the flexibility necessary for effective urban development. The specified minimum site areas, setbacks, and height restrictions, particularly the allowance for increased height in areas distant from existing single-family residences, demonstrate a thoughtful approach to accommodating much needed housing without compromising neighborhood character.

We appreciate the continued efforts of planning staff to identify and advance creative, balanced code changes to facilitate new home construction at this critical time. By incentivizing housing and mixed-use development on previously developed properties along major transportation corridors, we are confident that this effort will have a positive impact on Pima County.

Sincerely,

Shawn Cote



PUBLIC COMMENT – NEW 3/26/2024



**Southern Arizona
Home Builders
Association**

2840 N. Country Club Rd.
Tucson, AZ 85716
P: 520.795.5114
www.sahba.org

PRESIDENT & CEO

David M. Godlewski

EXECUTIVE OFFICERS

Chair

Steve Crawford
Pepper Viner Homes

1st Vice Chair

Andrew Gasparro
KB Home

2nd Vice Chair

Anjela Salyer
Mattamy Homes

Secretary/Treasurer

Gerrie Gray
Miramonte Homes

Immediate Past Chair

Andrew Hayes
Hayes Construction

Affiliated With



SENT VIA ELECTRONIC MAIL

March 26, 2024

The Honorable David Hook
Chair, Pima County Planning and Zoning Commission
Pima County Development Services – Planning Division
201 N. Stone Ave., 9th Floor
Tucson, AZ 85701

RE: Commission Agenda 3.27.24, Item #7, Transit Oriented Code Amendment

Dear Chair Hook,

On behalf of the Southern Arizona Home Builders Association (SAHBA), we would like to express our sincere gratitude for the opportunity to provide input on the proposed amendments to Pima County Code Ch. 18.07 to add standards for residential development on developed properties along major transportation corridors. These incentives will provide opportunities to transform currently underdeveloped properties in Pima County into multi-use infill centers. They will enhance quality of life and provide a boost increase in much needed housing supply.

We support this amendment and encourage your support as well. We do, however, request the Commission approve two additional changes we believe will enhance the effectiveness and inclusivity of these standards:

- **W.2.b Proximity to Transit Location:** We propose the current language be replaced with the following language, "Must be located within 2,640 feet of a transit stop." While we initially suggested three-quarters of a mile, we feel that one-half mile is a reasonable compromise.
- **W.2.d Water Source:** We propose the current language be replaced with the following language, "Must be located within a water service area of a provider that complies with Arizona's Assured and Adequate Water Supply program as demonstrated by a Designation of Assured Water Supply or Certificate of Assured Water Supply." This is sufficient to ensure the future development complies with Arizona Water law and is consistent with AMA Management goals.

In conclusion, we appreciate the efforts of staff and the Commission on this important matter and look forward to the opportunity to work collaboratively on other policy matters that will foster greater opportunities for commercial, multi-family and residential development.

Sincerely,

BT Lyons

Brendan T. Lyons, MPA
Director of Government Affairs, Southern Arizona Home Builders Association
2840 N. Country Club Rd. Tucson, AZ 85716 520.795.5114 | Brendan@sahba.org

cc: Elva Pedregro, Senior Planner
Chris Poirier, Planning Official