AFFORDABLE AND MIXED-INCOME HOUSING IN TRANSIT ORIENTED DEVELOPMENT FOR EASTERN PIMA COUNTY

JURISDICTION: CITY OF TUCSON

Background Report and Existing Conditions

Prepared for
The Arizona Department of Housing

Prepared by
Drachman Institute
College of Architecture, Planning, and Landscape Architecture
The University of Arizona
Tucson, Arizona

August 2014
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The Drachman Institute is the research-based outreach arm of the College of Architecture, Planning, and Landscape Architecture (CAPLA) at The University of Arizona. The Institute is dedicated to environmentally-sensitive and resource-conscious planning and design with a focus on under-served and vulnerable communities. As an interdisciplinary collaborative, we engage students, staff, faculty, and citizens to work towards making our communities healthier, safer, more equitable, and more beautiful. We embrace a service-learning model of education serving the needs of communities while providing an outreach experience for students. This model is a fundamental educational goal consistent with the mission of CAPLA and The University of Arizona.

Drachman Institute staff and students generated all photos, maps, renderings, drawings, and charts unless otherwise noted. The contents of this report do not necessarily reflect the official views or policies of the Arizona Department of Housing and have not been approved or endorsed by them.
Contents

1. PROJECT INTRODUCTION .......................................................... 1

2. HOUSING DEMAND MARKET STUDY: SUMMARY .................... 5

3. EMPLOYEES’ PERCEPTIONS OF HOUSING, TRANSPORTATION, AND COMMUNITY: RESULTS OF A COMMUNITY SURVEY .......................... 11

4. PROPOSED STATION AREAS: EXISTING CONDITIONS .................

North Oracle & West Wetmore ................................. 29
North Stone & West Wetmore .................................. 65
North Campbell & East Speedway ......................... 101
West Cushing & South Avenida del Convento ........... 137
North 6th & East Congress .................................. 173
South 6th & East Irvington .................................. 209

5. EXPLORING OPPORTUNITIES: EXAMPLE AT SOUTH 6TH AND EAST IRVINGTON .............................................. 245

6. APPENDICES

A: Housing Demand Market Study: Full Report .................. 249
B. Open-Ended Survey Results .................................. 341
1 PROJECT INTRODUCTION

In 2009, Pima Association of Governments (PAG) developed a High Capacity Transit (HCT) system plan designed to meet the transit needs of the growing population of Eastern Pima County. The plan incorporates short-term, mid-term, and long-term projects ranging from Express Bus routes to Light Rail Transit (see map at left).¹

According to PAG, land use planning is a critical component to the success of a high capacity transit system. They point out that “transit-ready development” prepares an area for future transit expansion through a mix of land uses, supportive infrastructure, and appropriate housing densities. In addition to housing density, transportation planners should also consider the potential benefits of promoting affordable and mixed-income housing around transit.

In a 2010 study by Enterprise, The National Housing Trust, and Reconnecting America, they argue that the preservation of affordable housing near transit a) improves access to jobs, schools, services, and opportunities for low and moderate income families; b) protects families from the effects of rising property values when public transit is implemented; c) provides transit-dependent populations with the ability to maintain a high quality of life and independence; and d) reduces transportation costs for citizens while helping the environment.²

PAG is currently in process of developing their 2045 Regional Transportation Plan. With the unveiling of the Tucson Modern Streetcar in July 2014, it is critical that planners and developers in Eastern Pima County take steps to combine transit planning with the preservation and development of affordable and mixed income housing around existing and proposed transit.

In 2013, Drachman Institute contracted with the Arizona Department of Housing to 1) compile information and data on existing conditions and plans along High Capacity Transit corridors linking five jurisdictions in Eastern Pima County, with specific focus on potential station areas; and 2) provide information to assist those jurisdictions in planning for potential development with affordable and mixed-income housing along those corridors, including a Market Study of Housing Demand.


1. Identify potential HCT stops. Identifying potential HCT stops was a three-part process. First, Drachman Institute used the PAG 2012 Travel Reduction Program data to identify employers with 100+ employees in all five jurisdictions to create an employment density map and select stops near major employment centers (see map at right). Second, Drachman Institute identified stops using the PAG 2009 HCT plan. Finally, Drachman Institute staff met with planners in each jurisdiction to get their feedback on potential stop areas. This process resulted in the following stop selections:

<table>
<thead>
<tr>
<th>POTENTIAL HIGH CAPACITY TRANSIT STOPS</th>
<th>BY JURISDICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOWN OF MARANA</strong></td>
<td></td>
</tr>
<tr>
<td>I-10 &amp; West Marana</td>
<td></td>
</tr>
<tr>
<td>I-10 &amp; West Tangerine</td>
<td></td>
</tr>
<tr>
<td>I-10 &amp; West Twin Peaks</td>
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<tr>
<td>I-10 &amp; West Cortaro</td>
<td></td>
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<tr>
<td>I-10 &amp; West Ina</td>
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<tr>
<td><strong>TOWN OF ORO VALLEY</strong></td>
<td></td>
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<tr>
<td>West Tangerine &amp; North La Cholla</td>
<td></td>
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<tr>
<td>East Tangerine &amp; East Innovation Park</td>
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<tr>
<td>North Oracle &amp; East Tangerine</td>
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<td>North Oracle &amp; East Rancho Vistoso</td>
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<td>North Oracle &amp; North 1st</td>
<td></td>
</tr>
<tr>
<td>North Oracle &amp; West Magee</td>
<td></td>
</tr>
<tr>
<td><strong>CITY OF TUCSON</strong></td>
<td></td>
</tr>
<tr>
<td>North Oracle &amp; West Wetmore</td>
<td></td>
</tr>
<tr>
<td>North Stone &amp; West Wetmore</td>
<td></td>
</tr>
<tr>
<td>East Speedway &amp; North Campbell</td>
<td></td>
</tr>
<tr>
<td>North 6th &amp; East Congress</td>
<td></td>
</tr>
<tr>
<td>West Cushing &amp; South Avenida del Convento</td>
<td></td>
</tr>
<tr>
<td>South 6th &amp; East Irvington</td>
<td></td>
</tr>
<tr>
<td><strong>CITY OF SOUTH TUCSON</strong></td>
<td></td>
</tr>
<tr>
<td>South 6th &amp; East 29th</td>
<td></td>
</tr>
<tr>
<td>South 6th &amp; East 39th</td>
<td></td>
</tr>
<tr>
<td>I-10 &amp; Intercity Rail</td>
<td></td>
</tr>
<tr>
<td><strong>TOWN OF SAHUARITA</strong></td>
<td></td>
</tr>
<tr>
<td>South Nogales Highway &amp; East Pima Mine</td>
<td></td>
</tr>
<tr>
<td>South Nogales Highway &amp; East Sahuarita</td>
<td></td>
</tr>
<tr>
<td>East Sahuarita &amp; South Wilmot</td>
<td></td>
</tr>
<tr>
<td>I-19 &amp; West Duval Mine</td>
<td></td>
</tr>
</tbody>
</table>

2. Sub-Contract with BAE Urban Economics for a market study of housing demand. The purpose of this task is to quantify the demand and potential development opportunities for affordable and mixed-income housing - new construction or acquisition with rehabilitation - within a half-mile radius of planned and proposed transit facilities along HCT corridors. The study also includes the findings from one-on-one interviews with affordable housing developers, funders, and investors. A summary of their findings is presented in Chapter 2 of this report. For the full report, see Appendix A.

3. Design and conduct a survey to identify community interests and needs related to housing and transit. Drachman Institute conducted a survey with twelve employers resulting in 1,982 responses from individuals that work in selected major employment centers (100+ employees) near a planned or proposed HCT transit stop. Findings from the employee survey are presented in Chapter 3 of this report.

4. Compile existing conditions. For each proposed HCT stop, Drachman Institute compiled data on demographics, housing characteristics, zoning, land use, amenities, and other items to identify opportunities for and barriers to affordable and mixed-income housing in TOD. Existing conditions were gathered using GIS, on-site verifications, and census data. Existing conditions for the following stops in the City of Tucson are presented in Chapter 4 of this report:

- North Oracle & West Wetmore
- North Stone & West Wetmore
- East Speedway & North Campbell
- North 6th & East Congress
- West Cushing & South Avenida del Convento
- South 6th & East Irvington

5. Propose recommendations for TOD with affordable and mixed income housing. A TOD concept is provided in chapter 5 of this report.
Affordable & Mixed-Income TOD Housing Demand Study – The following is an excerpt from the 2014 study by BAE Urban Economics prepared for Drachman Institute of the University of Arizona, funded by the Arizona Department of Housing. To view the full report, please see Appendix A.

Study Purpose & Organization
The Pima Association of Governments (PAG) developed a High Capacity Transit (HCT) System Plan for the region in 2009 that was incorporated into the 2040 Regional Transportation System Plan in 2012. Proposed HCT corridors are intended to carry high volumes of passengers with fast and reliable service throughout the region.

The Drachman Institute is collaborating with public and private agencies and organizations and the Arizona Department of Housing (ADOH) to plan for transit infrastructure and transit oriented development (TOD) to provide residents with increased options for mobility and a broader range of choices for living and working in areas served by transit. A key element of this effort is to plan for affordable and mixed-income housing near transit to serve residents at all income levels and support regional economic development goals.

BAE was retained as a sub-consultant to the Drachman Institute under a contract with ADOH to conduct a study of affordable and mixed-income TOD housing demand in Eastern Pima County. This report presents findings regarding the existing conditions of the region’s housing market, a projection of the current and future Eastern County households most likely to seek affordable housing opportunities near transit over 30 years, and an evaluation of proposed HCT station areas for affordable or mixed-income TOD housing development suitability. The report concludes with several recommendations based on these findings to inform policy discussions and guide future analysis.

Defining Affordable and Mixed-Income TOD Housing
Transit oriented development (TOD) is a broad term that encompasses many forms of development that occur in close proximity to a high-capacity transit station (e.g. bus rapid transit, streetcar, light rail, or commuter rail stations), typically within a half-mile. TOD that takes the form of relatively dense, and often mixed-use, housing or commercial development is widely seen as a key tool in increasing the use of transit in a region and attracting development to infill sites at central locations within a community or region. The TOD approach is also generally recognized as a means of increasing value
for both existing property owners in proximity to a TOD site and for potential developers of such sites, compared to other types of developments.

Affordable housing in this report refers to housing units that are income-restricted so that only households making certain levels of income may rent or purchase the housing unit. Affordable housing rental units are often produced in projects where all units are designated as affordable; these developments are referred to as 100-percent affordable developments. Affordable housing that is age-restricted for senior residents is a common type of affordable housing. Mixed-income housing simply refers to housing developments in which some units are income-restricted and others are rented or sold at the market rate.

**Executive Summary**

**Housing Market Existing Conditions**

Eastern Pima County is home to just under one million residents; roughly two-thirds of that population resides in five core population centers where High Capacity Transit (HCT) stations have been proposed – Tucson, Oro Valley, Marana, Sahuarita, and South Tucson. The rental and for-sale housing markets in the Eastern County show signs of recovery since the recession, though the market has not returned to pre-recession levels of housing production or occupancy.

Additional market and economic trend findings include:

- Growth has slowed since 2010, but is projected to regain pace in coming decades. Pima County added new residents at an average rate of 1.5 percent per year from 2000 to 2014, but this rate has been only 0.5 percent per year since 2010. However, State projections anticipate that population growth will proceed at an average annual rate of 1.2 percent through 2045. The most significant growth has been and is projected to occur in outlying communities of the metro area, including Marana, Oro Valley, and Sahuarita.

- Owner households outnumber renter households, but multifamily units are making up a larger share of new housing production. The overall ownership rate for the County is 64 percent, ranging from over 80 percent in Marana and Oro Valley to 52 percent in Tucson and just over one-third in South Tucson, the only jurisdiction with a majority of renters. However, multifamily units have accounted for between 20 and 40 percent of new housing starts each year since 2011, a much higher rate than in prior years.

- A significant share of Pima County owner and renter households are cost-burdened. Over half of all renter households and nearly one-third of all owner households are classified as housing cost-burdened, meaning these households pay more than 30 percent of monthly income on housing costs. In Tucson and South Tucson, between 60 percent and two-thirds of renter households are cost-burdened, while the share of renter and owner cost-burdened households in outlying communities ranges between 20 and 40 percent.

- Three in ten Pima County workers has a regional commute; most commuters drive to work. Roughly 30 percent of employed residents of the five population centers in Eastern Pima County commute out of their home city or town every day to go to work. Almost 90 percent drive to work, three percent take public transportation, and another six percent walk, bike, or take another mode of transportation.

**Opportunities & Constraints on TOD Affordable Housing Development**

BAE conducted more than one dozen interviews with both for-profit and non-profit housing developers with experience in Eastern Pima County, and Maricopa County in some cases, to understand the affordable housing development conditions in the Eastern Pima County market, including future opportunities to provide transit oriented affordable housing.

- Demand for affordable housing development is strong. Developers unanimously agreed that strong demand and need for new affordable housing production in the Tucson metro area exists. Relatively low wages, the impact of post-recession foreclosures on former owner households, and large amounts of aged and distressed housing in the metro area were cited as key drivers of this demand.
Most affordable housing comes in the form of 100-percent affordable developments. In such developments, all units are income-restricted, typically targeting households making between 40 and 60 percent of Area Median Income (AMI). In particular, age-restricted senior affordable housing is common in the region.

Experience with vertical mixed-use development is limited, but developers expressed an interest in pursuing this product type. Vertical mixed-use projects refer to those in which multiple uses are included on different levels of a single building, typically retail and parking with housing above. These projects can allow for higher housing density, especially near transit, that can be essential in supporting affordable housing development. Though experience with this product type is limited in the region, many developers expressed an interest in pursuing this kind of project in the future.

Transit accessibility is seen as an advantage by housing developers. Most market rate and affordable housing developers expressed a preference for developing rental housing near transit, typically bus lines. Transit accessibility is seen as a plus because it offers access to employment centers, neighborhood amenities, and services. Such access was a particular concern for affordable housing developers.

Access to capital, land acquisition costs, and unfavorable zoning regulations are the primary hurdles to affordable housing developers. Developers expressed difficulty in finding sites that could be acquired at a price that would support affordable rental rates. Financing can also be difficult to assemble for these projects and zoning or parking requirements that make it difficult to build at cost-effective density levels were also cited as impediments to affordable housing production.

Transit Oriented (TOD) Housing Demand

Significant demand for TOD housing opportunities – both rental and ownership – exists in Eastern Pima County today, and this demand is projected to increase over 30 years. Market rate housing units, especially new units, will be unaffordable to a substantial share of these TOD demand households, especially to renter households seeking to locate near transit.

A significant number of current and future households will seek transit oriented development (TOD) housing opportunities. An estimated 64,500 existing households have a preference for housing opportunities with easy access to transit. Over 30 years, the Eastern County will see TOD housing demand from an additional 31,200 households, for a total 30-year demand of nearly 96,000 households.

Renters make up the bulk of TOD demand households. Renter households account for over two-thirds of existing and future TOD housing demand in the Eastern County. Among existing TOD demand households, 43,900 are renter households, while 20,500 additional renter households are projected to seek TOD housing options over 30 years.

Elderly households make up about a quarter of the TOD housing demand. An estimated 12,500 existing elderly households (those with a householder over age 65) have a preference for housing options with good transit access. An additional 10,400 elderly households with TOD housing preference are projected by 2045, for a total 30-year TOD housing demand of 22,900 elderly households. The proportion of TOD demand households that are elderly is projected to increase in time, rising from less than 20 percent of the total demand in 2015 to nearly one quarter by 2045.

More than three-quarters of renter households with TOD demand have below-moderate income. Nearly 60 percent of TOD demand renter households are projected to earn less than 50 percent of the Area Median Income (AMI), and an additional 20 percent of renter TOD demand households will make between 50 and 80 percent AMI; households making below 80 percent of AMI are considered to have below-moderate income. Among owner households, nearly half of all TOD demand households will have below-moderate income.

Most TOD demand renter households cannot afford to rent at or above the market rate. At least 25,800 renter TOD demand households, and as many as 34,300 cannot afford to rent at or above the market rate. Over 30 years, a total of between 38,400 and 50,800 TOD demand households will not be able to afford market rental rates. This accounts for between 60 and 80 percent of all TOD demand renter households.
• A significant share of new affordable for-sale housing would have to be built at TOD sites to meet demand. Nearly half of all new for-sale housing units affordable to households with below-moderate income (earning less than 80 percent AMI) would have to be built at TOD sites to meet the projected 30-year demand of 14,000 affordable TOD buyer households.

**Prioritization of Station Areas**

BAE evaluated the development potential of 24 proposed High Capacity Transit (HCT) station areas presented in the Pima Association of Governments (PAG) High Capacity Transit System Plan throughout the Eastern County. Proposed station areas were ranked as near-, mid-, or long-term development priority sites, based on each station area’s relative suitability for affordable or mixed-income TOD housing development. In keeping with the 2009 High Capacity Transit (HCT) System Plan developed by PAG, near-, mid-, and long-term priority sites refer to sites that should be prioritized for TOD housing development in 10, 20, or 30 years respectively.

• Seven station areas were ranked as near-term priorities for TOD housing development. These stations represent the proposed station areas at which affordable or mixed-income TOD housing development would most effectively address the demand for affordable TOD housing options demonstrated in this report in the near term.

• Near-term priority stations are concentrated in the metro region’s core. All seven near-term priority station areas are located in central Tucson and South Tucson. This does not suggest that TOD housing development at proposed station areas in more outlying areas of the metro region are unviable, but reflects the increased access to employment and transit options and more challenging affordable housing market present in the region’s urban core.

• Relatively dense, multifamily affordable housing development should be the priority for near-term TOD development sites. The proposed station areas ranked as near-term priorities are the best suited to meet the affordable TOD housing demand demonstrated in this report. Special consideration should be given as development is proposed for these sites to ensure that these high priority sites are used to effectively support the region’s affordable TOD housing goals.

**Recommendations**

Focus housing resources to support affordable rental housing. More than two-thirds of the 30-year TOD housing demand projected in this report will come from renter households. Between 60 and 80 percent of these households will not be able to afford apartments at or above the market rental rate. This constitutes a 30-year demand for affordable TOD rental housing of between 38,400 and 50,800 households. By comparison, demand for affordable TOD for-sale housing is projected at 14,000 owner households over 30 years.

Assess the availability of publicly-owned land to support affordable housing development. Developers cited the high cost of land acquisition for viable and attractive sites as a key impediment to affordable housing development in Pima County. By definition, affordable housing cannot support the same land cost as market rate housing or other uses that achieve higher rents or sale prices. Publicly-owned land can be a key tool, either through sales or public-private partnership, in supporting new affordable housing development.

Review zoning, parking, and other regulations for opportunities to support affordable housing development. Density and flexibility with zoning standards – particularly parking requirements – are key considerations for developers when pursuing a project. For affordable housing development, these considerations become all the more important. Finding opportunities to revise the zoning code and other regulations, such as allowing for a density-bonus to affordable housing project or parking requirement reduction for projects near transit, can be an important, no-cost tool for jurisdictions seeking to support affordable housing development.

Prioritize “near-term” TOD development sites for dense, multifamily affordable housing. The proposed station areas ranked as near-term priorities are the best suited to meet the affordable TOD housing demand demonstrated in this report. Special consideration should be given as development is proposed for these sites to ensure that these high priority sites are used to effectively support the region’s affordable TOD housing goals.
Conduct a study of specific development sites at proposed HCT station areas to develop an affordable TOD housing development strategy. Evaluation of specific potential development sites to determine housing unit capacity and financial feasibility would further inform the HCT planning process by identifying the portion of the affordable TOD housing need that could be accommodated at various sites under different density and development scenarios.
3 EMPLOYEES' PERCEPTIONS OF HOUSING, TRANSPORTATION, AND COMMUNITY: RESULTS OF A COMMUNITY SURVEY

In 2014, Drachman Institute conducted a survey with employees of twelve major employment centers (100+ full-time equivalent employees) located near a planned or proposed high capacity transit stop in Eastern Pima County jurisdictions. In addition, employees working in businesses on 4th Avenue along the Tucson Modern Streetcar line were also included. The purpose of the survey was to identify community interests and needs related to housing and transit, and to use the information gathered to identify topics where public education is needed. From the survey results, Drachman Institute identified four areas for potential public education: 1) The benefits of Transit Oriented Development; 2) PAG High Capacity Transit Plans for Pima County; 3) The impacts of commuting and location affordability; and 4) Information about the Suntran transportation system.

Survey Time-line

- Survey construction: August-December 2013
- Project approved by the Human Subjects Protection Program at the University of Arizona: December 10, 2013
- Online survey launched using Qualtrics: January 24, 2014
- Paper surveys available at each employer location upon request (Spanish version also available)
- Online Survey closed: April 28, 2014
- All respondents had the option to put their name in a raffle to win an Apple iPad Mini. The iPad drawing was held on April 28, 2014. The winner was an employee from Desert Diamond Casino.

Methodology

Drachman Institute used PAG’s 2012 Travel Reduction Program data to identify employers with 100+ full time equivalent employees located near a planned or proposed high capacity transit stop in each of this project’s five target jurisdictions. Note that this survey is not a random, representative sample of employees at these locations. The goal of Drachman Institute was to ensure that every employee at each location had the opportunity to fill out the survey if they wished to do so. Multiple methods were used to reach all employees, such as links to the survey being sent through the employee listserv, and fliers posted in employee break rooms. Drachman Institute staff worked with human resource representatives at each employment location to ensure the best method to reach all of their employees.
### Total Respondents by Survey Method

<table>
<thead>
<tr>
<th>Survey Method</th>
<th>Number of Respondents</th>
</tr>
</thead>
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<td>Paper Version (English)</td>
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</tr>
<tr>
<td>Paper Version (Spanish)</td>
<td>64</td>
</tr>
<tr>
<td>Online Survey</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1982</strong></td>
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</tbody>
</table>

### Total Respondents by Employer Location

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<tr>
<th>Participating Employers By Jurisdiction</th>
<th>Number of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOWN OF MARANA</strong></td>
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<tr>
<td>Town of Marana</td>
<td>109</td>
</tr>
<tr>
<td>Marana Unified School District</td>
<td>144</td>
</tr>
<tr>
<td><strong>TOWN OF ORO VALLEY</strong></td>
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</tr>
<tr>
<td>Canyon Del Oro High School</td>
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</tr>
<tr>
<td>Cross/Harelson Schools</td>
<td>35</td>
</tr>
<tr>
<td>Ventana Medical Center</td>
<td>406</td>
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<tr>
<td><strong>CITY OF TUCSON</strong></td>
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<tr>
<td>City of Tucson</td>
<td>430</td>
</tr>
<tr>
<td>4th Avenue Businesses</td>
<td>31</td>
</tr>
<tr>
<td>El Rio Health Center</td>
<td>54</td>
</tr>
<tr>
<td><strong>CITY OF SOUTH TUCSON</strong></td>
<td></td>
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<tr>
<td>City of South Tucson</td>
<td>15</td>
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<tr>
<td>La Frontera</td>
<td>81</td>
</tr>
<tr>
<td><strong>TOWN OF SAHUARITA</strong></td>
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</tr>
<tr>
<td>Desert Diamond Casinos</td>
<td>317</td>
</tr>
<tr>
<td>La Posada</td>
<td>287</td>
</tr>
</tbody>
</table>
Survey Results-Demographics

**Where Respondents Live**

- Town of Marana: 8.7% (n=172)
- Town of Oro Valley: 12.4% (n=246)
- Town of Sahuarita: 10.0% (n=199)
- City of South Tucson: 6.5% (n=128)
- City of Tucson: 5.9% (n=116)
- Green Valley: 3.8% (n=75)
- Unincorporated Pima County: 10.7% (n=213)
- Other: 42.0% (n=833)

Total n=1982

**Household Income**

- Less than $25,000: 22.6% (n=448)
- $25,000 - $49,999: 22.8% (n=451)
- $50,000 - $74,999: 14.4% (n=285)
- $75,000 - $99,999: 10.4% (n=206)
- $100,000+: 9.9% (n=196)
- No Answer: 20.0% (n=396)

Total n=1982
**Education**

- Master's Degree, PhD, Prof: 19.4%
- College Grad/BA: 26.1%
- Some College/Associate's Degree: 34.9%
- High School Grad/GED: 14.8%
- Some High School: 1.6%
- Less than High School: 1.4%
- No Answer: 1.9%

**Children Under 18 Living in the Home**

- No: 57.5% (n=1132)
- Yes: 42.5% (n=835)

**Gender**

- Male: 40.6% (n=803)
- Female: 57.4% (n=1135)
- No Answer: 2.3% (n=44)

**Age**

- 18-24: 5.5% (n=109)
- 25-29: 7.2% (n=142)
- 30-39: 21.2% (n=420)
- 40-49: 26.6% (n=528)
- 50-64: 33.9% (n=672)
- 65+: 4.0% (n=80)
- No Answer: 1.6% (n=31)
Survey Results: Work & Transportation

**Number of Cars Available in Household**

- **No car**: 1.8% (35)
- **One car**: 25.5% (501)
- **Two cars**: 44.5% (874)
- **Three or more cars**: 28.3% (554)

Total n=1964

**Commute Mode**

- **Drive alone**: 85.1%
- **Carpool/vanpool**: 6.8%
- **Bus**: 2.8%
- **Other**: 1.9%
- **Bike**: 1.5%
- **Dropped off by someone**: 1.0%
- **Walk**: 0.9%
Of the 262 that are not satisfied with their commute time:

- Mean commute time is 35.71 minutes
- Median commute time is 35 minutes
The Top Three Reasons Why Employees Don't Live Closer to Work:

- **Emotional reasons (ties, longevity)**: 10
- **General answer— I don't want to live near work**: 19
- **Spouse/partner has a short commute**: 29
- **Quality of life reasons (safety, crime, overall)**: 35
- **Children (schools, stability)**: 51
- **Housing not available or poor quality near work**: 60
- **They like their current location**: 94
- **Financial Reasons (moving expenses, house underwater, housing...)**: 98

Note: This is an open-ended question asked only of the 262 that were not satisfied with their commute time; responses may fall into multiple categories (see below for examples). For a complete list of verbatim responses see Appendix B.

- “Have owned our home for 40 years. Location of home has everything close to it. My wife only drives one mile to work each day.”
- “Because it is on the bad side of town (poverty, high incidence of crime, low quality of schools). Lack of safety feeling. My children are now used to living in Sahuarita past 8 years.”
- “I love the area of the city in which I live. All my friends and family are located within a mile or two of where I currently live. Although I’m not happy with the amount of time it takes to commute, my unhappiness is not sufficient to warrant moving.”
- “Availability of affordable housing. Size of available housing within Tucson city limits. Price of available housing within Tucson city limits.”
**I am willing to change how I travel to work**

- **Strongly agree/Agree**: 48.8% (n=969)
- **Disagree/Strongly disagree**: 19.0% (n=376)
- **Unsure**: 32.2% (n=637)

Total n=1982

**I would like to see more public transportation options in my neighborhood**

- **Strongly agree/Agree**: 22.8% (n=451)
- **Disagree/Strongly disagree**: 14.5% (n=288)
- **Unsure**: 62.7% (n=1242)

Total n=1981
I AM AWARE OF THE LONG-RANGE PUBLIC TRANSPORTATION PLANS FOR PIMA COUNTY

- 74% (n=1466)
- 26% (n=515)

Total n=1981

HOW OFTEN DO YOU RIDE THE BUS?

- Never: 75.4% (n=1487)
- Rarely: 15% (n=295)
- Sometimes: 5.5% (n=109)
- Often: 4% (n=80)

Total n=1971
**Reasons why I don’t ride the bus (check all that apply)**

1. Need flexibility during workday: 801
2. No stops near home: 647
3. No need: 609
4. Travel time too long: 563
5. Not familiar with system: 497
6. Routes don’t go where I need: 462
7. Prefer other modes of transportation: 419
8. Safety concerns: 265
9. Not comfortable: 195
10. No shade: 161
11. Cost: 73

---

**Comments on the bus system (open-ended): Top 4 most mentioned out of 96 responses**

1. Route times don’t match work schedule n=33 (34.4%)
2. Reference to children, inconvenience of dropping them off by bus n=28 (29.2%)
3. Negative reference to other riders n=14 (14.6%)
4. Negative reference to germs, cleanliness n=8 (8.3%)

“I am a single mom and need to be able to leave to pick up children in an emergency.”

“I hate the whole idea of being dependent on the government or another party for my transportation needs.”

“I have to leave my house at 6 a.m. to catch a bus to be to work at 7:15 not worth the hassle.”

“I am a bicycle commuter, but want to start taking the bus. Can’t wait for the streetcar!”

“Hordes of the unwashed use the bus as a motorhome.”

For a complete list of verbatim responses see Appendix B.
Survey Results - Housing

- More than half of respondents have lived in their current city for 11 years or more (36.1% for more than 20 years)
- 66.3% live in a single-family detached home

<table>
<thead>
<tr>
<th>TENURE</th>
<th>PERCENT</th>
<th>N</th>
<th>TOTAL ANSWERED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Own</td>
<td>68.8%</td>
<td>1358</td>
<td></td>
</tr>
<tr>
<td>Rent</td>
<td>28.1%</td>
<td>554</td>
<td></td>
</tr>
<tr>
<td>Neither (e.g. live with parents)</td>
<td>3.1%</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Total n=1974</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Percent indicating that they are dissatisfied with the following:

<table>
<thead>
<tr>
<th></th>
<th>N</th>
<th>PERCENT</th>
<th>TOTAL ANSWERED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of Housing</td>
<td>204</td>
<td>10.4%</td>
<td>1956</td>
</tr>
<tr>
<td>Size</td>
<td>151</td>
<td>7.7%</td>
<td>1953</td>
</tr>
<tr>
<td>Quality of Housing</td>
<td>130</td>
<td>6.7%</td>
<td>1950</td>
</tr>
<tr>
<td>Overall Quality of Life</td>
<td>129</td>
<td>6.6%</td>
<td>1957</td>
</tr>
<tr>
<td>Location</td>
<td>112</td>
<td>5.7%</td>
<td>1957</td>
</tr>
<tr>
<td>Area Schools (only answered by those with children under 18)</td>
<td>123</td>
<td>14.9%</td>
<td>823</td>
</tr>
</tbody>
</table>
For a complete list of verbatim responses see Appendix B.

“I have lived in the same neighborhood for 38 years, but it has become overrun with noisy students due to the building of many group dwelling homes for students all around me—has totally changed the neighborhood.”

“Although I live in a master planned community and can be to grocery, doctor, stores, freeway in minutes, the neighborhood has a country or rural feel that I like.”

“Cost to rent is getting too expensive while incomes do not increase.”

“Home Owners Association costs are way too high for the condominium I live in.”

“I have been a homeowner in Oro Valley. I wanted to stay in Oro Valley but as a single person it is very challenging to find affordable housing.”

“I live in a good neighborhood but city amenities are lacking. Such things as street lights, parks, and public transportation is either greatly lacking or non-existent.”

“I live on a 1 acre lot that is about 20 minutes away from the nearest shopping center. I am not willing to take the bus when it takes an hour to get to work by bus. I can take my car and get there in 15 minutes. I can also decide when I come and go if I take my car. The bus only comes every 2 or 3 hours.”
### When you look for your next housing unit, what qualities are you looking for in a home? (Check all that apply)

<table>
<thead>
<tr>
<th>Quality</th>
<th>Bar Length</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk/short drive to amenities</td>
<td>1004</td>
<td>50.7%</td>
</tr>
<tr>
<td>Pedestrian friendly</td>
<td>994</td>
<td>50.2%</td>
</tr>
<tr>
<td>Shorter commute</td>
<td>934</td>
<td>47.1%</td>
</tr>
<tr>
<td>Walk/short drive to parks</td>
<td>823</td>
<td>41.5%</td>
</tr>
<tr>
<td>Larger home</td>
<td>799</td>
<td>40.3%</td>
</tr>
<tr>
<td>Better schools</td>
<td>699</td>
<td>35.3%</td>
</tr>
<tr>
<td>Acre lot or larger</td>
<td>639</td>
<td>32.2%</td>
</tr>
<tr>
<td>Public transportation is available</td>
<td>510</td>
<td>25.7%</td>
</tr>
<tr>
<td>Rural setting</td>
<td>457</td>
<td>23.1%</td>
</tr>
<tr>
<td>Smaller home</td>
<td>294</td>
<td>14.8%</td>
</tr>
<tr>
<td>Urban setting</td>
<td>240</td>
<td>12.1%</td>
</tr>
</tbody>
</table>

### Which of the above qualities is most important?

Of the 1,396 that answered:

1. Short or shorter commute time  
   - n=238  (17%)
2. Better schools              
   - n= 202 (14.5%)
3. A larger home               
   - n=177 (12.7%)
4. An acre lot or larger       
   - n=151 (10.8%)
5. Close to shopping and restaurants  
   - n=125 (8.9%)
Correlations

Satisfaction with Current Home:

- Income, education, and age are positively correlated with current home satisfaction.
  - The higher the income, the more likely to own their home, to be satisfied with their home cost, home quality, home size, location, and overall quality of life.
  - The higher the education, the more likely to own their home, to be satisfied with home cost and quality, and the less likely to be satisfied with area schools.
  - With increasing age, the more likely to own, to be satisfied with cost, quality, size, location, schools, and overall quality of life.
- Homeowners are more satisfied with all aspects of their home, with the exception of area schools.
- Families with children under 18 are less likely to be satisfied with home size and the area schools.

Preferences for Future Home:

- Having children under age 18 is positively correlated with a preference for better school quality, a larger home that is on an acre or more, a location away from restaurants and shopping, and away from an urban setting.
- Income is positively correlated with a preference for better school quality, a smaller home, proximity to parks, shopping and restaurants, pedestrian friendly, on an acre lot or more.
- As income increases, the less likely to prefer a short commute and available public transportation options in next home.
- With increasing age the less likely to care about a shorter commute, better school quality, or having a larger home. Age is positively correlated with a preference for a smaller home, public transportation availability, and in a rural setting.
Knowledge of Transit Oriented Development is positively correlated with age, income, and education.

HOW FAMILAR ARE YOU WITH THE CONCEPT OF TRANSIT ORIENTED DEVELOPMENT?

- Not Familiar: 80.0%
- Heard of it: 8.9%
- Somewhat familiar: 6.6%
- Very familiar: 4.2%
- Expert: 0.3%

Total n=1978

Conclusion

The preliminary findings from the community survey indicate a variety of housing and transportation preferences. Further data correlations might explore differences by occupation, by employer location, by current residence, and by tenure. Survey results also indicate several areas for public education.

Recommendations for Public Education:

1. The benefits of Transit Oriented Development (80% of respondents are not familiar with the concept)
2. PAG High Capacity Transit Plans for Pima County (74% of respondents are not aware of any plans)
3. The impacts of commuting and location affordability (Two-thirds of respondents are unwilling to change how they travel to work)
4. Information about the Suntran system (500 respondents indicated they are not familiar with the bus system)
4 PROPOSED STATION AREAS: EXISTING CONDITIONS
north oracle & west wetmore

CITY OF TUCSON

Contents

PHOTOGRAPHS ........................................................................... 30
SITE DESCRIPTION ...................................................................... 31
AREA MAP .................................................................................. 32
AERIAL ......................................................................................... 33
PARCEL MAP ............................................................................... 34
BUILDING FOOTPRINT .................................................................. 35
ZONING OVERLAYS .................................................................... 36
ZONING ......................................................................................... 37
UTILITIES ..................................................................................... 38
LAND USE .................................................................................... 39
VACANT + PARKING ..................................................................... 40
PARKS + OPEN SPACE ................................................................ 41
TRANSPORTATION + CIRCULATION ........................................ 42
FLOODPLAIN + ENVIRONMENTAL ............................................. 43
OWNERSHIP ................................................................................ 44
HISTORIC DISTRICTS + PROPERTIES ....................................... 45
NEIGHBORHOOD ASSOCIATIONS ............................................. 46
POLITICAL BOUNDARIES ........................................................... 47
EVENTS + TEMPORARY INSTALLATIONS .................................. 48
LANDMARKS .............................................................................. 49
SCHOOLS ..................................................................................... 50
BUSINESSES .............................................................................. 52
POPULATION DENSITY ............................................................... 54
DEMOGRAPHICS ....................................................................... 56
LOCATION AFFORDABILITY ...................................................... 62
NORTH ORACLE & WEST WETMORE

Description and Impressions

The area is heavily traveled by pedestrians and vehicles due to the presence of a large regional shopping mall.

Northeast quadrant: Tucson Mall, large parking areas. The Tucson Mall opened in 1982 and is the largest mall in the Tucson area with more than 200 stores and restaurants.

Northwest quadrant: Verizon Wireless, retail shops, fast food restaurants.

Southwest quadrant: CVS pharmacy, Chuze Fitness Center.

Southeast quadrant: Numerous shops and restaurants.

All quadrants include large areas of surface parking.
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail

structures

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail

City of Tucson central development impact fee area

Pima County GIS Library, 2013; Pima Association of Governments, 2013
- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail

**City of Tucson**
- C-2/C-3 general and intensive commercial
- OCR-2 office/commercial/residential

**Pima County**
- MU industrial multiple use zone
- SH suburban homestead
- TR transitional zone

Pima County GIS Library, 2013; Pima Association of Governments, 2013
Target area is within the Tucson Water service boundary
Wastewater lines - Pima County
City of Tucson
Drachman Institute

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail
- commercial
- medical
- educational
- residential - SF
- residential - MF
- surface parking
- structured parking
- vacant

north

1/4 mile
proposed HCT station

- existing bus route
- sheltered bus stop
- un-sheltered bus stop
- traffic signal
- striped pedestrian crossing
- sidewalk
- paved surface streets
- surface parking
- structured parking
proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit line/stop
proposed light rail

¼ mile area
wash
wash - major
FEMA 100 year floodplain
FEMA 100 year shallow or 500 year floodplain
detention/retention basin - privately owned
OWNERSHIP

- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail

- contiguously owned properties
- educational
- llc/corporate
- private
- private (multiple owners)

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
According to current data, there are no historic districts or structures in this target area.
NEIGHBORHOOD ASSOCIATIONS

City of Tucson

Limberlost Neighborhood Association

- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail

Pima County Board of Supervisors Districts
district 3

City of Tucson Wards
ward 3
According to current data, there are no significant cultural or community events that occur in this target area.

- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013; City of Tucson, 2014; Drachman Institute, 2014
proposed HCT station
proposed express bus
proposed bus rapid transit
proposed light rail

community
proposed streetcar extension
proposed express bus
proposed bus rapid transit line/stop
proposed light rail

p public
C charter
elementary school
middle school
high school
other
Flowing Wells school district
Amphitheater school district
List of Local Schools

• WITHIN 1/4 MILE OF STOP
  None

• WITHIN 1/2 MILE OF STOP
  None

• WITHIN 1 MILE OF STOP
  1. El Hogar De La Paz
     450 E. Wetmore Rd.
     Public Alternative school
     No data available

  2. Satori School
     3727 N. First Ave.
     Public Charter 2-8
     172 students in 2012
     Arizona State Percentile 83.5%
     543 reading score (8th grade)
     439 math score (8th grade)

  3. Satori-Creative Education
     3801 N. 1st Ave
     No data available

  4. Rillito Center
     266 E. Pastime Rd.
     Public PK-12
     75 students in 2012
     25.3% free/reduced lunch
     5.5:1 student teacher ratio

  5. Amphitheater Middle School
     315 E. Prince Rd.
     Public 6-8
     631 students in 2012
     68.3% free/reduced lunch
     13.5:1 student teacher ratio
     Rank 643 out of 760
     Arizona State Percentile 15.4%
     488 reading score (8th grade)
     402 math score (8th grade)

  6. Prince Elementary School
     125 E. Prince Rd.
     Public PK-5
     611 students in 2012
     54.7% free/reduced lunch
     15.4:1 student teacher ratio
     Rank 765 out of 1089
     Arizona State Percentile 29.8%
     488 reading score (5th grade)
     375 math score (5th grade)

  7. Academy Adventures Primary School
     3902 N. Flowing Wells Rd.
     Public Charter K-5
     87 students in 2012
     0.0% free/reduced lunch
     Rank 1043 out of 1089
     Arizona State Percentile 4.2%
     456 reading score (5th grade)
     355 math score (5th grade)

  8. Flowing Wells High School
     3725 N. Flowing Wells Rd.
     Public 9-12
     1687 students in 2012
     8.3% free/reduced lunch
     20.8:1 student teacher ratio
     Rank 188 out of 498
     Arizona State Percentile 62.2%
     701 reading score (10th grade)
     494 math score (10th grade)

Notes: All test scores for public schools are based on the 2013 AIMS (Arizona’s Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

10th Grade Math and Reading Scores:
Scale 0-800
• State Mean Scaled Math Score=496
• State Mean Scaled Reading Score=707

8th Grade Math and Reading Scores:
Scale=0-700
• State Mean Scaled Math Score=434
• State Mean Scaled Reading Score=520

5th Grade Math and Reading Scores:
Scale 0-600
• State Mean Scaled Math Score=393
• State Mean Scaled Reading Score=499

3rd Grade Math and Reading Scores:
Scale 0-500
• State Mean Scaled Math Score=369
• State Mean Scaled Reading Score=459

**Northwest quadrant:** Verizon Wireless

**Northeast quadrant:** The Tucson Mall

**Southwest quadrant:** CVS pharmacy and Chuze Fitness Center

**Southeast quadrant:** numerous shops and restaurants including a Home Depot

- proposed HCT station
- proposed express bus
- proposed bus rapid transit
- proposed light rail
proposed HCT station
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line
proposed light rail

¼ mile area

½ mile
proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit line/stop
proposed light rail

DEMOGRAPHICS BY TARGET AREA

Oracle + Wetmore

Pima County GIS Library, 2013; Pima Association of Governments, 2013
**Demographics By Target Area**

<table>
<thead>
<tr>
<th></th>
<th>1/4 Mile Area</th>
<th>1 Mile Area</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households (2010)</td>
<td>18</td>
<td>1,243</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>36.0%</td>
<td>38.4%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$20,074</td>
<td>$23,078</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$25,000</td>
<td>$26,726</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

**Age Cohorts, 1 Mile Area**

- 0-19: 24%
- 20-29: 18%
- 30-44: 23%
- 45-64: 16%
- 65+: 19%

Median Age = 35.6

**Housing Tenure, 1 Mile Area**

- Owner-Occupied: 31%
- Renter Occupied: 49%
- Vacant: 20%

Total Housing Units = 1544

Median Home Value = $90,005

Oracle + Wetmore

DEMOGRAPHICS BY CENSUS TRACTS

Drachman Institute | City of Tucson

proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit
proposed light rail
proposed intercity rail

¼ mile area
1 mile area

census tracts
tract 45.08
tract 45.10
tract 45.11

Pima County GIS Library, 2013; Pima Association of Governments, 2013

Oracle + Wetmore
DEMOGRAPHICS BY CENSUS TRACTS
Drachman Institute | City of Tucson

proposed HCT station
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proposed intercity rail

¼ mile area
1 mile area

census tracts
tract 45.08
tract 45.10
tract 45.11

Pima County GIS Library, 2013; Pima Association of Governments, 2013
## Demographics & Housing Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 45.08</th>
<th>Tract 45.10</th>
<th>Tract 45.11</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>5,326</td>
<td>3,697</td>
<td>4,569</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,603</td>
<td>2,267</td>
<td>2,284</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>0.0%</td>
<td>10.0%</td>
<td>0.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>2.6%</td>
<td>24.4%</td>
<td>19.8%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>25.8%</td>
<td>3.7%</td>
<td>29.2%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$76,100</td>
<td>$100,000</td>
<td>$144,900</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>14.6%</td>
<td>32.5%</td>
<td>12.4%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>22.0%</td>
<td>30.1%</td>
<td>37.6%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>33.4%</td>
<td>65.7%</td>
<td>47.1%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock By Census Tract

- **Tract 45.08**: 8.70% Built 2010 or Later, 15.10% Built 2000-2009, 25.70% Built 1980-1999, 52.50% Built 1979 or Earlier
- **Tract 45.10**: 11.30% Built 2010 or Later, 15.10% Built 2000-2009, 36.30% Built 1980-1999, 52.50% Built 1979 or Earlier
- **Tract 45.11**: 16.80% Built 2010 or Later, 25.70% Built 2000-2009, 65.60% Built 1980-1999, 65.60% Built 1979 or Earlier

### Commuting Characteristics by Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 45.08</th>
<th>Tract 45.10</th>
<th>Tract 45.11</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>5,326</td>
<td>3,697</td>
<td>4,569</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+</td>
<td>2,010</td>
<td>1,750</td>
<td>2,459</td>
<td>225,987</td>
</tr>
<tr>
<td>Commuting to Work</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>24.2</td>
<td>19.9</td>
<td>19.2</td>
<td>21.7</td>
</tr>
<tr>
<td>Vehicles Available</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>13.2%</td>
<td>7.6%</td>
<td>11.6%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>46.5%</td>
<td>55.1%</td>
<td>50.8%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>40.3%</td>
<td>37.3%</td>
<td>37.7%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

### Commute to Work by Census Tract

- **Drove Alone**: 75.9% (Tract 45.08), 61.9% (Tract 45.10), 61.9% (Tract 45.11)
- **Carpooled**: 6.7% (Tract 45.08), 18.7% (Tract 45.10), 9.4% (Tract 45.11)
- **Public Transportation**: 5.1% (Tract 45.08), 2.6% (Tract 45.10), 6.9% (Tract 45.11)
- **Walked**: 7.1% (Tract 45.08), 6.2% (Tract 45.10), 5.5% (Tract 45.11)
- **Other Means**: 7.0% (Tract 45.08), 3.2% (Tract 45.10), 9.6% (Tract 45.11)
- **Worked at Home**: 3.2% (Tract 45.08), 1.2% (Tract 45.10), 3.5% (Tract 45.11)

**Source**
<table>
<thead>
<tr>
<th>City of Tucson Proposed HCT Stops: Demographic &amp; Housing Comparison (1 Mile Area)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stone &amp; Wetmore</strong></td>
</tr>
<tr>
<td>Total Population</td>
</tr>
<tr>
<td>Median Age</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
</tr>
<tr>
<td>Total Housing Units</td>
</tr>
<tr>
<td>Occupied-Owner</td>
</tr>
<tr>
<td>Occupied-Renter</td>
</tr>
<tr>
<td>Vacant</td>
</tr>
<tr>
<td>Median Home Value</td>
</tr>
</tbody>
</table>

**Location Affordability**

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walk-able neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent. These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.

The Location Affordability Portal is an initiative of the federal Partnership for Sustainable Communities, a partnership of the U.S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Portal provides housing and transportation data at the census block level in order to educate consumers, policymakers, and developers about location affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.

---


**HOUSING + TRANSPORTATION COST AS A PERCENTAGE OF INCOME**

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered unaffordable.
**Housing Cost as a Percentage of Income**

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered affordable by this measure.

![Housing Cost Map]

**Transportation Cost as a Percentage of Income**

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.

![Transportation Cost Map]

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is less than 80% of the regional median, thus Regional Moderate data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
CUSHING + AVENIDA DEL CONVENTO

SPEEDWAY + CAMPBELL

6TH + CONGRESS

6TH + IRVINGTON

ORACLE + WETMORE

STONE + WETMORE

STONE + WETMORE
north stone & west wetmore

CITY OF TUCSON

Contents

PHOTOGRAPHS ................................................................. 66
SITE DESCRIPTION .......................................................... 67
AREA MAP ................................................................. 68
AERIAL ................................................................. 69
PARCEL MAP .......................................................... 70
BUILDING FOOTPRINT ............................................... 71
ZONING OVERLAYS .................................................. 72
ZONING ................................................................. 73
UTILITIES ............................................................... 74
LAND USE ............................................................... 75
VACANT + PARKING .................................................. 76
PARKS + OPEN SPACE ............................................... 77
TRANSPORTATION + CIRCULATION ................................ 78
FLOODPLAIN + ENVIRONMENTAL .................................. 79
OWNERSHIP ........................................................... 80
HISTORIC DISTRICTS + PROPERTIES ................................ 81
NEIGHBORHOOD ASSOCIATIONS .................................. 82
POLITICAL BOUNDARIES ........................................... 83
EVENTS + TEMPORARY INSTALLATIONS ................................ 84
LANDMARKS ........................................................... 85
SCHOOLS ................................................................. 86
BUSINESSES ............................................................ 88
POPULATION DENSITY .................................................. 90
DEMOGRAPHICS ....................................................... 92
LOCATION AFFORDABILITY ........................................... 98
**NORTH STONE & WEST WETMORE**

**Description and Impressions**

The target area is heavily traveled by pedestrians and vehicles due to the presence of stores, entertainment, and public transit.

Northwest quadrant: Tucson Mall, large parking areas. The Tucson Mall opened in 1982 and is the largest mall in the Tucson area with more than 200 stores and restaurants.

Northeast quadrant: Sweet Tomatoes restaurant and a large parking area that serves Funtasticks Family Fun Park. North of Funtasticks is the Tohono Tadai Transit Center, one of three major transit centers in Tucson.

Southwest quadrant: Vacant lot leading to single family residences.

Southeast quadrant: offices and small businesses.
- proposed HCT station
- proposed streetcar extension/stop
proposed HCT station
proposed streetcar extension/stop
proposed HCT station

proposed streetcar extension/stop

structures
Entire map falls within the City of Tucson’s Central Development Impact Fee Area

- proposed HCT station
- proposed streetcar extension/stop

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station
- proposed streetcar extension/stop

- potable water main ≤ 16inØ
- potable water main >16inØ
- non-potable water main ≤ 16inØ
- non-potable water main >16inØ
- wastewater lines

Target area is within the Tucson Water service boundary
Wastewater lines - Pima County

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Tucson Water, 2014
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit
- proposed light rail

¼ mile area
- wash
- wash - major
- park/plaza/open space
proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit
- proposed light rail

- ¼ mile area
- wash
- wash - major
- FEMA 100 year floodplain
- FEMA 100 year shallow or 500 year floodplain
- detention/retention basin - privately owned

Pima County GIS Library, 2013; Pima Association of Governments, 2013
Drachman Institute | City of Tucson

OWNERSHIP

stone + wetmore

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- proposed streetcar extension/stop

- contiguously owned properties
  - Pima County
  - City of Tucson
  - llc/corporate
  - llc/corporate (multiple owners)
  - private
  - private (multiple owners)

north

¼ mile
According to current data, there are no historic districts or structures in this target area.
According to current data, there are no significant cultural or community events that occur in this target area.
Tucson Mall

proposed HCT station
proposed streetcar extension/stop

community

Pima County GIS Library, 2013; Pima Association of Governments, 2013

north

¼ mile

LANDMARKS
List of Local Schools

- **WITHIN 1/4 MILE OF STOP**
  None

- **WITHIN 1/2 MILE OF STOP**
  1. El Hogar De La Paz
     450 E. Wetmore Rd.
     Public Alternative school
     No data available

- **WITHIN 1 MILE OF STOP**
  2. Satori School
     3727 N. First Ave.
     Public Charter 2-8
     172 students in 2012
     Arizona State Percentile 83.5%
     543 reading score (8th grade)
     439 math score (8th grade)

  3. Satori-Creative Education
     3801 N. 1st Ave
     No data available

  4. Rillito Center
     266 E. Pastime Rd.
     Public PK-12
     75 students in 2012
     25.3% free/reduced lunch
     5.5:1 student teacher ratio

  5. Amphitheater Middle School
     315 E. Prince Rd.
     Public 6-8
     631 students in 2012
     68.3% free/reduced lunch
     13.5:1 student teacher ratio
     Rank 643 out of 760
     Arizona State Percentile 15.4%
     488 reading score (8th grade)
     402 math score (8th grade)

  6. Prince Elementary School
     125 E. Prince Rd.
     Public PK-5
     611 students in 2012
     54.7% free/reduced lunch
     15.4:1 student teacher ratio
     Rank 765 out of 1089
     Arizona State Percentile 29.8%
     488 reading score (5th grade)
     375 math score (5th grade)

**Notes:** All test scores for public schools are based on the 2013 AIMS (Arizona's Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

10th Grade Math and Reading Scores:
Scale 0-800
- State Mean Scaled Math Score=496
- State Mean Scaled Reading Score=707

8th Grade Math and Reading Scores:
Scale=0-700
- State Mean Scaled Math Score=434
- State Mean Scaled Reading Score=520

5th Grade Math and Reading Scores:
Scale 0-600
- State Mean Scaled Math Score=393
- State Mean Scaled Reading Score=499

3rd Grade Math and Reading Scores:
Scale 0-500
- State Mean Scaled Math Score=369
- State Mean Scaled Reading Score=459

stone + wetmore

BUSINESSES

Drachman Institute | City of Tucson
Northwest quadrant: The Tucson Mall
Northeast quadrant: Sweet Tomatoes Restaurant and Funtasticks Family Fun Park
Southwest quadrant: Vacant lot
Southeast quadrant: Local businesses

- proposed HCT station
- proposed streetcar extension/stop

Pima County GIS Library, 2013; Pima Association of Governments, 2013

north

¼ mile
proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit
proposed light rail

½ mile area

½ mile

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit
proposed light rail

¼ mile area
1 mile area

Pima County GIS Library, 2013; Pima Association of Governments, 2013
## Demographics By Target Area

<table>
<thead>
<tr>
<th></th>
<th>1/4 Mile Area</th>
<th>1 Mile Area</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>668</td>
<td>4,078</td>
<td>520,116</td>
</tr>
<tr>
<td>Households (2010)</td>
<td>346</td>
<td>2,041</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>32.5%</td>
<td>34.9%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$25,417</td>
<td>$25,292</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$28,084</td>
<td>$28,106</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

### Age Cohorts, 1/4 Mile Area

- 0-19: 11%
- 20-29: 23%
- 30-44: 28%
- 45-64: 18%
- 65+: 11%

Median Age = 32

### Housing Tenure, 1/4 Mile Area

- Owner-Occupied: 20%
- Renter Occupied: 69%
- Vacant: 11%

Total Housing Units = 389
Median Home Value = $123,156

---

<table>
<thead>
<tr>
<th>Demographics &amp; Housing Characteristics By Census Tract</th>
<th>Tract 45.10</th>
<th>Tract 45.11</th>
<th>Tract 47.10</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>3,697</td>
<td>4,569</td>
<td>4,355</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,267</td>
<td>2,284</td>
<td>2,668</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>10.0%</td>
<td>0.0%</td>
<td>13.6%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>24.4%</td>
<td>19.8%</td>
<td>2.6%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>3.7%</td>
<td>29.2%</td>
<td>16.6%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$100,000</td>
<td>$144,900</td>
<td>$145,300</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>32.5%</td>
<td>12.4%</td>
<td>2.5%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>30.1%</td>
<td>37.6%</td>
<td>28.6%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>65.7%</td>
<td>47.1%</td>
<td>40.4%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock By Census Tract

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Tract 45.10</th>
<th>Tract 45.11</th>
<th>Tract 47.10</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built 2010 or Later</td>
<td>1.0%</td>
<td>15.1%</td>
<td>36.3%</td>
<td>52.5%</td>
</tr>
<tr>
<td>Built 2000-2009</td>
<td>19.2%</td>
<td>11.3%</td>
<td>44.2%</td>
<td>35.6%</td>
</tr>
<tr>
<td>Built 1980-1999</td>
<td>68.1%</td>
<td>36.3%</td>
<td>52.5%</td>
<td>35.6%</td>
</tr>
<tr>
<td>Built 1979 or Earlier</td>
<td>16.8%</td>
<td>44.2%</td>
<td>35.6%</td>
<td>35.6%</td>
</tr>
</tbody>
</table>

# Commuting Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 45.10</th>
<th>Tract 45.11</th>
<th>Tract 47.10</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>3,697</td>
<td>4,569</td>
<td>4,355</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+ Commuting to Work</td>
<td>1,750</td>
<td>2,459</td>
<td>1,900</td>
<td>225,987</td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>19.9</td>
<td>19.2</td>
<td>22.3</td>
<td>21.7</td>
</tr>
<tr>
<td>Vehicles Available</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>7.6%</td>
<td>11.6%</td>
<td>10.0%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>55.1%</td>
<td>50.8%</td>
<td>60.0%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>37.3%</td>
<td>37.7%</td>
<td>30.0%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

## Commute To Work By Census Tract

- **Drove Alone**: 75.9% Tract 45.10, 80.8% Tract 45.11, 61.9% Tract 47.10
- **Carpooled**: 18.7% Tract 45.10, 6.7% Tract 45.11, 9.6% Tract 47.10
- **Public Transportation**: 6.9% Tract 45.10, 2.6% Tract 45.11, 1.5% Tract 47.10
- **Walked**: 6.2% Tract 45.10, 5.5% Tract 45.11, 1.9% Tract 47.10
- **Other Means**: 9.6% Tract 45.10, 3.2% Tract 45.11, 5.4% Tract 47.10
- **Worked at Home**: 1.2% Tract 45.10, 1.6% Tract 45.11, 0.8% Tract 47.10

### City of Tucson Proposed HCT Stops: Demographic & Housing Comparison (1 Mile Area)

<table>
<thead>
<tr>
<th></th>
<th>Stone &amp; Wetmore</th>
<th>Oracle &amp; Wetmore</th>
<th>Campbell &amp; Speedway</th>
<th>6th &amp; Congress</th>
<th>Cushing &amp; Avenida Del Convento</th>
<th>6th &amp; Irvington</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,078</td>
<td>2,459</td>
<td>5,640</td>
<td>2,465</td>
<td>1,823</td>
<td>4,312</td>
<td>520,116</td>
</tr>
<tr>
<td>Median Age</td>
<td>32.9</td>
<td>35.6</td>
<td>21.3</td>
<td>32.2</td>
<td>33.9</td>
<td>31.1</td>
<td>33.1</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
<td>23.1%</td>
<td>24.2%</td>
<td>13.9%</td>
<td>9.6%</td>
<td>25.6%</td>
<td>47.1%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,252</td>
<td>1,544</td>
<td>1,437</td>
<td>1,745</td>
<td>854</td>
<td>1,491</td>
<td>229,762</td>
</tr>
<tr>
<td>Occupied-Owner</td>
<td>25.7%</td>
<td>31.3%</td>
<td>36.0%</td>
<td>17.2%</td>
<td>37.0%</td>
<td>48.8%</td>
<td>46.4%</td>
</tr>
<tr>
<td>Occupied-Renter</td>
<td>64.9%</td>
<td>49.2%</td>
<td>55.3%</td>
<td>71.0%</td>
<td>55.0%</td>
<td>41.2%</td>
<td>43.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>9.4%</td>
<td>19.5%</td>
<td>8.7%</td>
<td>11.8%</td>
<td>8.0%</td>
<td>10.0%</td>
<td>10.6%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$129,790</td>
<td>$90,005</td>
<td>$212,259</td>
<td>$145,667</td>
<td>$101,545</td>
<td>$73,871</td>
<td>$122,925</td>
</tr>
</tbody>
</table>

**Location Affordability**

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walk-able neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent. These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.

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**Housing + Transportation Cost as a Percentage of Income**

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered unaffordable.

- 27% - 37%
- 38% - 44%
- 45% - 52%
- 53% - 61%
- 62% - 71%
- 72% - 87%
- 88%+
- Data not available
**Housing Cost as a Percentage of Income**

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered affordable.

**Transportation Cost as a Percentage of Income**

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. By this measure, in the target area transportation costs are considered unaffordable.

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is less than 80% of the regional median, thus Regional Moderate data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
east speedway & north campbell

CITY OF TUCSON

Contents

PHOTOGRAPHS .................................................................................. 102
SITE DESCRIPTION ........................................................................... 103
AREA MAP ......................................................................................... 104
AERIAL ............................................................................................... 105
PARCEL MAP ...................................................................................... 106
BUILDING FOOTPRINT ..................................................................... 107
ZONING OVERLAYS .......................................................................... 108
ZONING ............................................................................................... 109
UTILITIES ............................................................................................ 110
LAND USE .......................................................................................... 111
VACANT + PARKING .......................................................................... 112
PARKS + OPEN SPACE ....................................................................... 113
TRANSPORTATION + CIRCULATION ................................................ 114
FLOODPLAIN + ENVIRONMENTAL .................................................. 115
OWNERSHIP ...................................................................................... 116
HISTORIC DISTRICTS + PROPERTIES ............................................. 117
NEIGHBORHOOD ASSOCIATIONS ................................................... 118
POLITICAL BOUNDARIES ............................................................... 119
EVENTS + TEMPORARY INSTALLATIONS ...................................... 120
LANDMARKS ...................................................................................... 121
SCHOOLS .............................................................................................. 122
BUSINESSES ....................................................................................... 124
POPULATION DENSITY ....................................................................... 126
DEMOGRAPHICS .............................................................................. 128
LOCATION AFFORDABILITY ........................................................... 134
**EAST SPEEDWAY & NORTH CAMPBELL**

**Description and Impressions**

The intersection of Speedway and Campbell borders the University of Arizona campus and is heavily traveled by pedestrians and vehicles.

There are numerous businesses in the area that cater to university students such as fast food restaurants, a convenience store, a bar, student apartments, and a hotel.

Northwest of the intersection is the University Medical Center.
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail
- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail
- proposed intercity rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

Entire map falls within the City of Tucson’s Central Development Impact Fee Area
Target area is within the Tucson Water service boundary
Wastewater lines - Pima County

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit
- proposed light rail

potable water main ≤ 16inØ
potable water main >16inØ
non-potable water main ≤ 16inØ
non-potable water main >16inØ
wastewater lines

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Tucson Water, 2014
LAND USE

- Proposed HCT station
- Sunlink Tucson Streetcar route
- Proposed streetcar extension/stop
- Proposed express bus
- Proposed bus rapid transit
- Proposed light rail

- Government
- Commercial
- Office
- Medical
- Educational
- Religious
- Residential - single family
- Residential - multifamily
- Hotel/motel
- Surface parking
- Structured parking
- Vacant
- Civic/cultural
- Park/plaza/open space

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
Drachman Institute | City of Tucson

speedway + campbell
VACANT + PARKING

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit
- proposed light rail

vacant land
surface parking
structured parking

¼ mile
proposed HCT station
Sunlink Tucson Streetcar route/stop

existing bus route
sheltered bus stop
un-sheltered bus stop
traffic signal
striped pedestrian crossing
sidewalk
paved surface streets
surface parking
City of Tucson | Drachman Institute

speedway + campbell
FLOODPLAIN + ENVIRONMENTAL

proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit
proposed light rail

¼ mile area
wash

Pima County GIS Library, 2013; Pima Association of Governments, 2013

½ mile
116

Drachman Institute
City of Tucson

speedway + campbell

OWNERSHIP

proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit
proposed light rail

contiguously owned properties
Federal gov’t
City of Tucson
educational
llc/corporate
llc/corporate (multiple owners)
private
private (multiple owners)
religious

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
NEIGHBORHOOD ASSOCIATIONS

- Blenman-elm Neighborhood Association
- North University Neighborhood Association
- Sam Hughes Neighborhood Association

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail

**Pima County Board of Supervisors Districts**
- district 5

**City of Tucson Wards**
- ward 6
proposed HCT station

Sunlink Tucson Streetcar route

proposed streetcar extension/stop

proposed express bus

proposed bus rapid transit line/stop

proposed light rail

events key
1. Tucson Festival of Books
2. University of Arizona Spring Fling

other University of Arizona Events
• athletic events
• homecoming events
• commencement ceremonies
List of Local Schools

• **WITHIN 1/4 MILE OF STOP**
  None

• **WITHIN 1/2 MILE OF STOP**
  1. St. Peter and Paul Catholic School
     1436 N Campbell Ave
     Private K-8
     416 Students in 2012
     16.4:1 student teacher ratio

  2. Hughes Elementary School
     700 N Wilson Ave
     Public PK-5
     333 students in 2012
     27.0% free/reduced lunch
     23.4:1 student teacher ratio
     Rank 240 out of 1089
     Arizona State Percentile 78%
     518 reading score (5th grade)
     414 math score (5th grade)

• **WITHIN 1 MILE OF STOP**
  3. Edge High School - Himmel Park
     2555 E 1st St
     Public Charter 9-12
     158 students in 2012
     75.9% free/reduced lunch
     Rank 353 out of 498
     Arizona State Percentile 29.1%
     684 reading score (10th grade)
     465 math score (10th grade)

  4. Mansfield Middle School
     1300 E 6th St
     Public 6-8
     682 students in 2012
     64.5% free/reduced lunch
     18.4:1 student teacher ratio
     Rank 528 out of 760
     Arizona State Percentile 30.5%
     509 reading score (8th grade)
     421 math score (8th grade)

  5. Blenman Elementary School
     1695 N Country Club Rd
     Public PK-5
     510 students in 2012
     70.6% free/reduced lunch
     18.8:1 student teacher ratio
     Rank 678 out of 1089
     Arizona State Percentile 37.7%
     491 reading score (5th grade)
     387 math score (5th grade)

  6. Teenage Parent School
     102 N Plumer Ave
     Public 6-12
     82 students in 2012
     81.7% free/reduced lunch
     9.5:1 student teacher ratio
     Arizona State Percentile 46.8%
     695 reading score (10th grade)
     477 math score (10th grade)

  7. Ha San Preparatory and Leadership School
     1333 E 10th St
     Public Charter 9-12
     173 students in 2012
     67.1% free/reduced lunch
     Rank 453 out of 498
     Arizona State Percentile 9.0%
     665 reading score (10th grade)
     447 math score (10th grade)

  8. International School of Tucson
     1730 N 1st Ave
     Private K-5
     154 students in 2012
     9:1 student teacher ratio

**Notes:** All test scores for public schools are based on the 2013 AIMS (Arizona’s Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

**10th Grade Math and Reading Scores:**
Scale 0-800
- State Mean Scaled Math Score=496
- State Mean Scaled Reading Score=707

**8th Grade Math and Reading Scores:**
Scale=0-700
- State Mean Scaled Math Score=434
- State Mean Scaled Reading Score=520

**5th Grade Math and Reading Scores:**
Scale 0-600
- State Mean Scaled Math Score=393
- State Mean Scaled Reading Score=499

**3rd Grade Math and Reading Scores:**
Scale 0-500
- State Mean Scaled Math Score=369
- State Mean Scaled Reading Score=459

speedway + campbell
BUSINESSES
**Northwest quadrant**: student apartments

**Northeast quadrant**: Boston Market and small strip mall

**Southwest quadrant**: Taco Bell and Wendy’s

**Southeast quadrant**: Aloft Hotel

- **proposed HCT station**
- **Sunlink Tucson Streetcar route**
- **proposed streetcar extension/stop**
- **proposed express bus**
- **proposed bus rapid transit line/stop**
- **proposed light rail**
- **proposed intercity rail**

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail

½ mile
¼ mile area
### Demographics by Target Area

<table>
<thead>
<tr>
<th></th>
<th>1/4 Mile Area</th>
<th>1 Mile Area</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>1,127</td>
<td>5,640</td>
<td>520,116</td>
</tr>
<tr>
<td>Households (2010)</td>
<td>444</td>
<td>1,312</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>12.7%</td>
<td>13.5%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$45,381</td>
<td>$42,523</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$54,302</td>
<td>$54,639</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

### Age Cohorts, 1/4 Mile Area

- 0-19: 25%
- 20-29: 39%
- 30-44: 16%
- 45-64: 13%
- 65+: 7%

Median Age = 24.2

### Housing Tenure, 1/4 Mile Area

- Owner-Occupied: 36%
- Renter Occupied: 57%
- Vacant: 7%

Total Housing Units = 479
Median Home Value = $203,706

Source: This page: U.S. Census Bureau 2010, Summary File 1, provided by the Environmental Systems Research Institute (ESRI) Community Analyst Data Service. Esri forecasts for 2017.
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail
## Demographics & Housing Characteristics by Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 5.00</th>
<th>Tract 6.00</th>
<th>Tract 15.00</th>
<th>Tract 16.00</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>10,560</td>
<td>4,683</td>
<td>4,503</td>
<td>3,467</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>1,783</td>
<td>2,508</td>
<td>2,308</td>
<td>2,036</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>0.0%</td>
<td>0.0%</td>
<td>6.8%</td>
<td>0.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>12.5%</td>
<td>9.9%</td>
<td>6.1%</td>
<td>10.7%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>26.6%</td>
<td>72.2%</td>
<td>66.2%</td>
<td>68.0%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$255,400</td>
<td>$295,000</td>
<td>$207,200</td>
<td>$247,500</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>27.2%</td>
<td>8.4%</td>
<td>15.8%</td>
<td>12.8%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>38.5%</td>
<td>24.4%</td>
<td>24.4%</td>
<td>31.0%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>65.7%</td>
<td>47.3%</td>
<td>80.2%</td>
<td>48.7%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock by Census Tract

### Commuting Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 5</th>
<th>Tract 6</th>
<th>Tract 15</th>
<th>Tract 16</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>10,560</td>
<td>4,683</td>
<td>4,503</td>
<td>3,467</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+ Commuting to Work</td>
<td>3,622</td>
<td>2,788</td>
<td>2,482</td>
<td>2,055</td>
<td>225,987</td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>15.0</td>
<td>17.3</td>
<td>14.9</td>
<td>20.3</td>
<td>21.7</td>
</tr>
</tbody>
</table>

#### Vehicles Available

<table>
<thead>
<tr>
<th></th>
<th>Tract 5</th>
<th>Tract 6</th>
<th>Tract 15</th>
<th>Tract 16</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>22.2%</td>
<td>5.9%</td>
<td>11.3%</td>
<td>10.2%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>47.3%</td>
<td>49.9%</td>
<td>39.4%</td>
<td>52.0%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>30.6%</td>
<td>44.2%</td>
<td>49.3%</td>
<td>37.7%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

### Commute to Work By Census Tract

- **Drove Alone**: 64.3% (Tract 5), 54.9% (Tract 6), 56.9% (Tract 15), 45.6% (Tract 16)
- **Carpooled**: 33.8% (Tract 5), 2.8% (Tract 6), 10.5% (Tract 15), 9.4% (Tract 16)
- **Public Transportation**: 10.9% (Tract 5), 2.3% (Tract 6), 2.4% (Tract 15), 3.9% (Tract 16)
- **Walked**: 16.6% (Tract 5), 1.6% (Tract 6), 4.3% (Tract 15), 3.9% (Tract 16)
- **Other Means**: 12.8% (Tract 5), 5.7% (Tract 6), 6.7% (Tract 15), 7.8% (Tract 16)
- **Worked at Home**: 3.3% (Tract 5), 2.3% (Tract 6), 5.2% (Tract 15), 11.2% (Tract 16)


**speedway + campbell**

COMMUTING BY CENSUS TRACTS

**Drachman Institute | City of Tucson**
### City of Tucson Proposed HCT Stops: Demographic & Housing Comparison (1 Mile Area)

<table>
<thead>
<tr>
<th></th>
<th>Stone &amp; Wetmore</th>
<th>Oracle &amp; Wetmore</th>
<th>Campbell &amp; Speedway</th>
<th>6th &amp; Congress</th>
<th>Cushing &amp; Avenida Del Convento</th>
<th>6th &amp; Irvington</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,078</td>
<td>2,459</td>
<td>5,640</td>
<td>2,465</td>
<td>1,823</td>
<td>4,312</td>
<td>520,116</td>
</tr>
<tr>
<td>Median Age</td>
<td>32.9</td>
<td>35.6</td>
<td>21.3</td>
<td>32.2</td>
<td>33.9</td>
<td>31.1</td>
<td>33.1</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
<td>23.1%</td>
<td>24.2%</td>
<td>13.9%</td>
<td>9.6%</td>
<td>25.6%</td>
<td>47.1%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,252</td>
<td>1,544</td>
<td>1,437</td>
<td>1,745</td>
<td>854</td>
<td>1,491</td>
<td>229,762</td>
</tr>
<tr>
<td>Occupied-Owner</td>
<td>25.7%</td>
<td>31.3%</td>
<td>36.0%</td>
<td>17.2%</td>
<td>37.0%</td>
<td>48.8%</td>
<td>46.4%</td>
</tr>
<tr>
<td>Occupied-Renter</td>
<td>64.9%</td>
<td>49.2%</td>
<td>55.3%</td>
<td>71.0%</td>
<td>55.0%</td>
<td>41.2%</td>
<td>43.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>9.4%</td>
<td>19.5%</td>
<td>8.7%</td>
<td>11.8%</td>
<td>8.0%</td>
<td>10.0%</td>
<td>10.6%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$129,790</td>
<td>$90,005</td>
<td>$212,259</td>
<td>$145,667</td>
<td>$101,545</td>
<td>$73,871</td>
<td>$122,925</td>
</tr>
</tbody>
</table>

Location Affordability

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walk-able neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent.1 These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.2

The Location Affordability Portal is an initiative of the federal Partnership for Sustainable Communities, a partnership of the U.S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Portal provides housing and transportation data at the census block level in order to educate consumers, policymakers, and developers about location affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.

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Housing + Transportation Cost as a Percentage of Income

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the southeast section of the target area (south of 1st Street) and sections west of Martin Avenue are considered unaffordable.
**Housing Cost as a Percentage of Income**

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered unaffordable in the southeast quadrant, south of 1st Street.

[Color-coded map showing housing cost as a percentage of income]

**Transportation Cost as a Percentage of Income**

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.

[Color-coded map showing transportation cost as a percentage of income]

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is higher than 80% of the regional median, thus Regional Typical data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
## West Cushing & South Avenida del Convento

**City of Tucson**

### Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Photographs</td>
<td>138</td>
</tr>
<tr>
<td>Site Description</td>
<td>139</td>
</tr>
<tr>
<td>Area Map</td>
<td>140</td>
</tr>
<tr>
<td>Aerial</td>
<td>141</td>
</tr>
<tr>
<td>Parcel Map</td>
<td>142</td>
</tr>
<tr>
<td>Building Footprint</td>
<td>143</td>
</tr>
<tr>
<td>Zoning Overlays</td>
<td>144</td>
</tr>
<tr>
<td>Zoning</td>
<td>145</td>
</tr>
<tr>
<td>Utilities</td>
<td>146</td>
</tr>
<tr>
<td>Land Use</td>
<td>147</td>
</tr>
<tr>
<td>Vacant &amp; Parking</td>
<td>148</td>
</tr>
<tr>
<td>Parks &amp; Open Space</td>
<td>149</td>
</tr>
<tr>
<td>Transportation &amp; Circulation</td>
<td>150</td>
</tr>
<tr>
<td>Floodplain &amp; Environmental</td>
<td>151</td>
</tr>
<tr>
<td>Ownership</td>
<td>152</td>
</tr>
<tr>
<td>Historic Districts &amp; Properties</td>
<td>153</td>
</tr>
<tr>
<td>Neighborhood Associations</td>
<td>154</td>
</tr>
<tr>
<td>Political Boundaries</td>
<td>155</td>
</tr>
<tr>
<td>Events &amp; Temporary Installations</td>
<td>156</td>
</tr>
<tr>
<td>Landmarks</td>
<td>157</td>
</tr>
<tr>
<td>Schools</td>
<td>158</td>
</tr>
<tr>
<td>Businesses</td>
<td>160</td>
</tr>
<tr>
<td>Population Density</td>
<td>162</td>
</tr>
<tr>
<td>Demographics</td>
<td>164</td>
</tr>
<tr>
<td>Location Affordability</td>
<td>170</td>
</tr>
</tbody>
</table>
cushing + avenida del convento
PHOTOGRAPHS

Drachman Institute | City of Tucson
Description and Impressions

This area is in the developing Mercado District of Menlo Park Neighborhood, a mixed-use transit oriented neighborhood at the west end of the Tucson Modern Streetcar line.

North of the intersection is the Mercado San Agustín, a public market that includes retail shops, restaurants, and a commercial kitchen available for rent.
proposed HCT station
Sunlink Tucson Streetcar route
proposed express bus
proposed bus rapid transit
proposed HCT station

- Sunlink Tucson Streetcar route
- proposed express bus
- proposed bus rapid transit
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- **proposed HCT station**
- **Sunlink Tucson Streetcar route**
- **proposed express bus**
- **proposed bus rapid transit**
- **structures**
Cushing + Avenida del Convento
ZONING OVERLAYS

Drachman Institute | City of Tucson

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed express bus
- proposed bus rapid transit

- downtown central business district + redevelopment area
- infill incentive district - downtown core
- infill incentive district - greater

Entire map falls within the City of Tucson’s Central Development Impact Fee Area
proposed HCT station
Sunlink Tucson Streetcar route
proposed express bus
proposed bus rapid transit
potable water main ≤ 16inØ
potable water main >16inØ
non-potable water main ≤ 16inØ
non-potable water main >16inØ
wastewater lines

Target area is within the Tucson Water service boundary
Wastewater lines - Pima County
147

City of Tucson | Drachman Institute

LAND USE

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed express bus
- proposed bus rapid transit

- residential - MF
- hotel/motel
- surface parking
- vacant
- park/plaza/open space

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
Sunlink Tucson Streetcar route
proposed express bus
proposed bus rapid transit

vacant land
surface parking

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Tucson Water, 2014
proposed HCT station
Sunlink Tucson Streetcar route/stop

existing bus route
sheltered bus stop
un-sheltered bus stop
traffic signal
striped pedestrian crossing
sidewalk
paved surface streets
surface parking
park/plaza/open space

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
Sunlink Tucson Streetcar route
proposed express bus
proposed bus rapid transit line/stop
proposed light rail

¼ mile area
wash
wash - major
FEMA 100 year floodplain
FEMA 100 year shallow or 500 year floodplain
landfill - existing
NEIGHBORHOOD ASSOCIATIONS

Menlo Park Neighborhood Association
Barrio Kroeger Lane

● proposed HCT station
- Sunlink Tucson Streetcar route
- proposed express bus
- proposed bus rapid transit

Pima County GIS Library, 2013; Pima Association of Governments, 2013
events key
1. El Dia de San Juan Fiesta
2. All Souls Procession
3. Tucson Gem and Mineral Show
4. El Tour de Tucson
### Sunlink Tucson Streetcar route
- public
- charter
- elementary school
- middle school
- high school
- other
- post secondary school
- Tucson Unified School District

### Proposed Network

- Proposed streetcar extension/stop
- Proposed express bus
- Proposed bus rapid transit line/stop
- Proposed light rail
- Proposed intercity rail
### List of Local Schools

- **WITHIN 1/4 MILE OF STOP**

  None

- **WITHIN 1/2 MILE OF STOP**

  1. **Menlo Park Elementary School**
     - 1100 W Fresno St
     - Public K-5
     - 228 students in 2012
     - 81.6% free/reduced lunch
     - 17.5:1 student teacher ratio
     - Rank 660 out of 1089
     - Arizona State Percentile 39.4%
     - 485 reading score (5th grade)
     - 380 math score (5th grade)

  2. **Carrillo K-5 School**
     - 440 S Main Ave
     - Public PK-5
     - 322 students in 2012
     - 69.9% free/reduced lunch
     - 17.5:1 student teacher ratio
     - Rank 351 out of 1089
     - Arizona State Percentile 67.8%
     - 512 reading score (5th grade)
     - 400 math score (5th grade)

  3. **Museum High School for the Visual Arts**
     - 140 N Main Ave
     - Public 9-12
     - 12 students in 2012
     - 33.3% free/reduced lunch
     - 8.6:1 student teacher ratio
     - 725 reading score (10th gr)

  4. **Pima Vocational High School**
     - 97 E Congress St
     - Public Charter 9-12
     - 117 students in 2012
     - 91.5% free/reduced lunch
     - Rank 430 out of 498
     - Arizona State Percentile 13.7%
     - 673 reading score (10th gr)
     - 454 math score (10th gr)

  5. **Nosotros Academy**
     - 440 N Grande Ave
     - Public Charter
     - 178 students in 2012
     - 69.1% free/reduced lunch
     - Arizona State Percentile 16.1%
     - 682 reading score (10th gr)
     - 451 math score (10th gr)

  6. **Drachman Elementary School**
     - 1085 S 10th Ave
     - Public Magnet PK-5
     - 334 students in 2012
     - 76.9% free/reduced lunch
     - 15.1:1 student teacher ratio
     - Rank 637 out of 1089
     - Arizona State Percentile 41.5%
     - 487 reading score (5th grade)
     - 384 math score (5th grade)

  7. **Santa Cruz Catholic School**
     - 29 W 22nd St
     - Private PK-5
     - 193 students in 2012
     - 13.8:1 student teacher ratio

  8. **Ochoa Elementary School**
     - 101 W 25th St
     - Public PK-5
     - 202 students in 2012
     - 81.7% free/reduced lunch
     - 12.9:1 student teacher ratio
     - Rank 742 out of 1089
     - Arizona State Percentile 31.9%
     - 487 reading score (5th grade)
     - 383 math score (5th grade)

  9. **Imago Dei Middle School**
     - 639 N 6th Ave
     - Private 5-8
     - 74 students in 2012
     - 7.1:1 student teacher ratio

  10. **Davis Elementary School**
      - 500 W Saint Marys Rd
      - Public Magnet PK-5
      - 320 students in 2012
      - 44.7% free/reduced lunch
      - 18.8:1 student teacher ratio
      - Rank 474 out of 1089
      - Arizona State Percentile 56.6%
      - 503 reading score (5th grade)
      - 387 math score (5th grade)

  11. **City High School**
      - 48 E. Pennington St
      - Public Charter 9-12
      - 182 students in 2012
      - 47.3% free/reduced lunch
      - Rank 180 out of 498
      - Arizona State Percentile 63.9%
      - 714 reading score (10th gr)
      - 483 math score (10th gr)

### Notes:

All test scores for public schools are based on the 2013 AIMS (Arizona’s Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

#### 10th Grade Math and Reading Scores:

- Scale 0-800
  - State Mean Scaled Math Score=496
  - State Mean Scaled Reading Score=707

#### 9th Grade Math and Reading Scores:

- Scale 0-700
  - State Mean Scaled Math Score=434
  - State Mean Scaled Reading Score=520

#### 8th Grade Math and Reading Scores:

- Scale 0-600
  - State Mean Scaled Math Score=393
  - State Mean Scaled Reading Score=499

#### 5th Grade Math and Reading Scores:

- Scale 0-500
  - State Mean Scaled Math Score=369
  - State Mean Scaled Reading Score=459

#### 3rd Grade Math and Reading Scores:

- Scale 0-500
  - State Mean Scaled Math Score=369
  - State Mean Scaled Reading Score=459

cushing + avenida del convento
BUSINESSES
Drachman Institute | City of Tucson
North of the intersection (at Congress and Avenida del Convento) is the Mercado San Agustín, a public market that includes retail shops, restaurants, and a commercial kitchen.
cushing + avenida del convento
POPULATION DENSITY

Drachman Institute | City of Tucson

Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail

¼ mile area
P total population per census block
HU total housing units per census block

Population density per square mile

- 0 - 1,000
- 1,000 - 3,000
- 3,000 - 6,000
- 6,000 - 9,000
- 9,000 - 12,000
- 12,000 - 15,000
- 15,000 - 30,000
- 30,000 - 50,000
- 50,000 - 100,000
- 100,000 - 185,513

½ mile
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

Pima County Gis Library, 2013; Pima Association of Governments, 2013
### Demographics by Target Area

<table>
<thead>
<tr>
<th></th>
<th>1/4 Mile Area</th>
<th>1 Mile Area</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>347</td>
<td>1,823</td>
<td>520,116</td>
</tr>
<tr>
<td>Households (2010)</td>
<td>162</td>
<td>786</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>54.8%</td>
<td>64.4%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$21,475</td>
<td>$23,330</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$21,964</td>
<td>$25,658</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

**Age Cohorts, 1/4 Mile Area**

- 0-19: 6%
- 20-29: 20%
- 30-44: 31%
- 45-64: 13%
- 65+: 5%

Median Age = 32.5

**Housing Tenure, 1/4 Mile Area**

- Owner-Occupied: 40%
- Renter Occupied: 53%
- Vacant: 7%

Total Housing Units = 174
Median Home Value = $87,762

### Demographics & Housing Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 2</th>
<th>Tract 10</th>
<th>Tract 25.01</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,240</td>
<td>941</td>
<td>6,650</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,332</td>
<td>461</td>
<td>1,635</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>6.0%</td>
<td>0.0%</td>
<td>6.1%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>21.5%</td>
<td>8.1%</td>
<td>0.0%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>27.5%</td>
<td>63.1%</td>
<td>75.2%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$106,300</td>
<td>$146,700</td>
<td>$100,800</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>32.4%</td>
<td>26.4%</td>
<td>20.0%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>43.2%</td>
<td>18.9%</td>
<td>33.0%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>51.7%</td>
<td>47.2%</td>
<td>55.8%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock By Census Tract

- **Built 2010 or Later**
  - Tract 2: 4.0%
  - Tract 10: 16.7%
  - Tract 25.01: 14.6%

- **Built 2000-2009**
  - Tract 2: 16.7%
  - Tract 10: 18.9%
  - Tract 25.01: 16.7%

- **Built 1980-1999**
  - Tract 2: 42.0%
  - Tract 10: 42.0%
  - Tract 25.01: 42.0%

- **Built 1979 or Earlier**
  - Tract 2: 54.0%
  - Tract 10: 64.4%
  - Tract 25.01: 68.7%

### Commuting Characteristics by Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 2</th>
<th>Tract 10</th>
<th>Tract 25.01</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,240</td>
<td>941</td>
<td>6,655</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+ Commuting to Work</td>
<td>1,962</td>
<td>411</td>
<td>1,421</td>
<td>225,987</td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>18.7</td>
<td>20.5</td>
<td>25.6</td>
<td>21.7</td>
</tr>
<tr>
<td>Vehicles Available</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>20.4%</td>
<td>16.8%</td>
<td>19.3%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>52.5%</td>
<td>50.8%</td>
<td>35.4%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>27.1%</td>
<td>32.4%</td>
<td>45.3%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

### Commute to Work by Census Tract


cushing + avenida del convento
COMMUTING BY CENSUS TRACTS
Drachman Institute | City of Tucson
<table>
<thead>
<tr>
<th></th>
<th>Stone &amp; Wetmore</th>
<th>Oracle &amp; Wetmore</th>
<th>Campbell &amp; Speedway</th>
<th>6th &amp; Congress</th>
<th>Cushing &amp; Avenida Del Convento</th>
<th>6th &amp; Irvington</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,078</td>
<td>2,459</td>
<td>5,640</td>
<td>2,465</td>
<td>1,823</td>
<td>4,312</td>
<td>520,116</td>
</tr>
<tr>
<td>Median Age</td>
<td>32.9</td>
<td>35.6</td>
<td>21.3</td>
<td>32.2</td>
<td>33.9</td>
<td>31.1</td>
<td>33.1</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
<td>23.1%</td>
<td>24.2%</td>
<td>13.9%</td>
<td>9.6%</td>
<td>25.6%</td>
<td>47.1%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,252</td>
<td>1,544</td>
<td>1,437</td>
<td>1,745</td>
<td>854</td>
<td>1,491</td>
<td>229,762</td>
</tr>
<tr>
<td>Occupied-Owner</td>
<td>25.7%</td>
<td>31.3%</td>
<td>36.0%</td>
<td>17.2%</td>
<td>37.0%</td>
<td>48.8%</td>
<td>46.4%</td>
</tr>
<tr>
<td>Occupied-Renter</td>
<td>64.9%</td>
<td>49.2%</td>
<td>55.3%</td>
<td>71.0%</td>
<td>55.0%</td>
<td>41.2%</td>
<td>43.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>9.4%</td>
<td>19.5%</td>
<td>8.7%</td>
<td>11.8%</td>
<td>8.0%</td>
<td>10.0%</td>
<td>10.6%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$129,790</td>
<td>$90,005</td>
<td>$212,259</td>
<td>$145,667</td>
<td>$101,545</td>
<td>$73,871</td>
<td>$122,925</td>
</tr>
</tbody>
</table>

LOCATION AFFORDABILITY

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walkable neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent.¹ These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.²

The Location Affordability Portal is an initiative of the federal Partnership for Sustainable Communities, a partnership of the U.S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Portal provides housing and transportation data at the census block level in order to educate consumers, policymakers, and developers about location affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.


HOUSING + TRANSPORTATION COST AS A PERCENTAGE OF INCOME

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. With the exception of the area just west of I-10, and the area north of Congress, the target area is considered affordable.

Data not available
**Housing Cost as a Percentage of Income**

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area housing is considered affordable, with the exception of the area just west of I-10.

![Housing Cost Map](image)

<table>
<thead>
<tr>
<th>Percentage Range</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% - 14%</td>
<td>Light Yellow</td>
</tr>
<tr>
<td>15% - 21%</td>
<td>Yellow</td>
</tr>
<tr>
<td>22% - 25%</td>
<td>Orange</td>
</tr>
<tr>
<td>28% - 30%</td>
<td>Red</td>
</tr>
<tr>
<td>31% - 35%</td>
<td>Dark Red</td>
</tr>
<tr>
<td>36% - 41%</td>
<td>Very Dark Red</td>
</tr>
<tr>
<td>42% - 51%</td>
<td>Bright Red</td>
</tr>
<tr>
<td>52%+</td>
<td>Black</td>
</tr>
</tbody>
</table>

- Data not available

**Transportation Cost as a Percentage of Income**

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.

![Transportation Cost Map](image)

<table>
<thead>
<tr>
<th>Percentage Range</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% - 11%</td>
<td>Light Yellow</td>
</tr>
<tr>
<td>12% - 15%</td>
<td>Yellow</td>
</tr>
<tr>
<td>16% - 18%</td>
<td>Orange</td>
</tr>
<tr>
<td>19% - 21%</td>
<td>Red</td>
</tr>
<tr>
<td>22% - 25%</td>
<td>Dark Red</td>
</tr>
<tr>
<td>28% - 29%</td>
<td>Very Dark Red</td>
</tr>
<tr>
<td>30% - 35%</td>
<td>Bright Red</td>
</tr>
<tr>
<td>36%+</td>
<td>Black</td>
</tr>
</tbody>
</table>

- Data not available

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is less than 80% of the regional median, thus Regional Moderate data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
NORTH 6TH & EAST CONGRESS

Description and Impressions

This downtown area is heavily traveled by pedestrians and vehicles due to the presence of retail shops, restaurants, entertainment, and public transit.

Northwest quadrant: small stores, entertainment, restaurants, including Hydra (a clothing boutique), Empire Pizza, and The Screening Room.

Northeast quadrant: Ronstadt Transit Center, one of three major transit centers in Tucson.

Southwest quadrant: The Chicago Store, a family-owned and operated music store and historic landmark in downtown Tucson dating from 1919.

Southeast quadrant: Crescent tobacco shop and newsstand.

On July 25, 2014 the Tucson Modern Streetcar began operation and travels down Congress with a stop at North 6th and East Congress.
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

¼ mile target area

© 2013 Pima County GIS Library, 2013; Pima Association of Governments, 2013

Source: © DigitalGlobe, GeoEye, WorldView, USGS, i-cubed, USDA, USGS, AEX, GeoEye, GONsat, IGN, swisstopo, and the GIS User Community
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

downtown redevelopment district
downtown central business district + redevelopment area
infill incentive district - downtown core
infill incentive district - greater

Entire map falls within the City of Tucson’s Central Development Impact Fee Area
Drachman Institute | City of Tucson

**6th + Congress**

**UTILITIES**

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Tucson Water, 2014

- **proposed HCT station**
- **Sunlink Tucson Streetcar route**
- **proposed streetcar extension/stop**
- **proposed express bus**
- **proposed bus rapid transit line/stop**
- **proposed light rail**
- **proposed intercity rail**
- **potable water main ≤ 16inø**
- **potable water main > 16inø**
- **non-potable water main ≤ 16inø**
- **non-potable water main > 16inø**
- **wastewater lines**

Target area is within the Tucson Water service boundary
Wastewater lines - Pima County

¼ mile
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

government
commercial
office
medical
industrial
mixed use
educational
religious
residential - SF
residential - MF
hotel/motel
surface parking
structured parking
vacant
civic/cultural
park/plaza/open space
public transit

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail
vacant land
surface parking
structured parking

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

¼ mile area
wash
FEMA 100 year floodplain
FEMA 100 year shallow or 500 year floodplain
EPA Superfund site
groundwater petroleum products and VOC plume
Drachman Institute | City of Tucson

6th + congress

OWNERSHIP

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail
- proposed intercity rail

- contiguously owned properties
- Federal gov’t
- State of Arizona
- Pima County
- City of Tucson
- Union Pacific Railroad
- educational

- llc/corporate
- llc/corporate (multiple owners)
- private
- private (multiple owners)
- religious

¼ mile
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

Armory Park Neighborhood Association
El Presidio Neighborhood Association
Iron Horse Neighborhood Association
Pie Allen Neighborhood Association

6th + congress
NEIGHBORHOOD ASSOCIATIONS
Drachman Institute | City of Tucson

¼ mile
events key
1. 4th ave street fair
2. Tucson Meet Yourself
3. GABA bike swap
4. Fords on Forth
5. Cyclovia
6. Club Crawl
7. El Tour de Tucson
8. Second Saturdays
9. Rodder’s Days on 4th Ave
10. Tucson St Patrick’s Day Parade
11. TMC Meet Me Downtown 5K Night Run and Walk
12. Downtown Parade of Lights
13. San Agustine’s Parish Festivity
14. Dillinger Days
15. TMC Get Moving Tucson Half-Marathon & 5K
16. HoCo Fest
17. Pennington Street Block Party
18. Gay Freedom Day Parade
19. Old Pueblo Day Grand Prix
20. Downtown Farmer’s Market Arts and Crafts Mercado
21. Ride on Tucson (cycling event)
### List of Local Schools

**• WITHIN 1/4 MILE OF STOP**

1. **Pima Vocational High School**
   - 97 E Congress St
   - Public Charter 9-12
   - 117 students in 2012
   - 91.5% free/reduced lunch
   - Rank 430 out of 498
   - Arizona State Percentile 13.7%
   - 673 reading score (10th grade)
   - 454 math score (10th grade)

2. **City High School**
   - 48 E Pennington St
   - Public Charter 9-12
   - 182 students in 2012
   - 47.3% free/reduced lunch
   - Rank 180 out of 498
   - Arizona State Percentile 63.9%
   - 714 reading score (10th grade)
   - 483 math score (10th grade)

3. **Museum High School for the Visual Arts**
   - 140 N Main Ave
   - Public 9-12
   - 12 students in 2012
   - 33.3% free/reduced lunch
   - Rank 201 out of 498
   - Arizona State Percentile 89.2%
   - 453 math score (8th grade)
   - 571 reading score (8th grade)
   - Arizona State Percentile 56.6%
   - 387 reading score (10th grade)
   - 384 math score (10th grade)

4. **Tucson High School**
   - 400 N 2nd Ave
   - Public Magnet 9-12
   - 3127 students in 2012
   - 49.3% free/reduced lunch
   - Rank 474 out of 1089
   - Arizona State Percentile 56.6%
   - 503 reading score (5th grade)
   - 387 math score (5th grade)

5. **Roskruge Elementary School**
   - 501 W Saint Marys Rd
   - Public Magnet PK-5
   - 320 students in 2012
   - 44.7% free/reduced lunch
   - Rank 474 out of 1089
   - Arizona State Percentile 56.6%
   - 503 reading score (5th grade)
   - 387 math score (5th grade)

6. **Safford K-8 School**
   - 200 E 13th St
   - Public Magnet K-8
   - 782 students in 2012
   - 77.2% free/reduced lunch
   - Rank 777 out of 1089
   - Arizona State Percentile 30.5%
   - 509 reading score (8th grade)
   - 421 math score (8th grade)

7. **Camillo K-5 School**
   - 440 S Main Ave
   - Public PK-5
   - 322 students in 2012
   - 17.5:1 student teacher ratio
   - Rank 351 out of 1089
   - Arizona State Percentile 67.8%
   - 512 reading score (5th grade)
   - 400 math score (5th grade)

8. **Drachman Elementary School**
   - 1085 S 10th Ave
   - Public Magnet PK-5
   - 334 students in 2012
   - 15.1:1 student teacher ratio
   - Rank 637 out of 1089
   - Arizona State Percentile 41.5%
   - 487 reading score (5th grade)
   - 384 math score (5th grade)

9. **Davis Elementary School**
   - 500 W Saint Marys Rd
   - Public Magnet PK-5
   - 320 students in 2012
   - 18.8:1 student teacher ratio
   - Rank 474 out of 1089
   - Arizona State Percentile 56.6%
   - 503 reading score (5th grade)
   - 387 math score (5th grade)

10. **Imago Dei Middle School**
    - 639 N 6th Ave
    - Private 5-8
    - 36 students in 2012
    - Rank 201 out of 498
    - Arizona State Percentile 89.2%
    - 453 math score (8th grade)
    - 571 reading score (8th grade)

11. **Paulo Freire Freedom School**
    - 300 E University Blvd
    - Public Charter 6-8
    - 65 students in 2012
    - 4.2:1 student teacher ratio
    - Rank 201 out of 498
    - Arizona State Percentile 89.2%
    - 503 reading score (8th grade)
    - 453 math score (8th grade)

12. **Mansfield Middle School**
    - 1300 E 6th St
    - Public 6-8
    - 682 students in 2012
    - 18.4:1 student teacher ratio
    - Rank 528 out of 760
    - Arizona State Percentile 30.5%
    - 509 reading score (8th grade)
    - 421 math score (8th grade)

13. **Tucson International Academy - Broadway**
    - 1230 E Broadway Blvd
    - Public Charter K-12
    - 153 students in 2012
    - 79.1% free/reduced lunch
    - Arizona State Percentile 11.5%
    - 669 reading score (10th grade)
    - 462 math score (10th grade)

14. **Highland Free School**
    - 510 S Highland Ave
    - Public Charter K-6
    - 54 students in 2012
    - 46.3% free/reduced lunch
    - Rank 415 out of 1089
    - Arizona State Percentile 61.9%
    - 521 reading score (6th grade)
    - 387 math score (6th grade)

15. **Project More**
    - 440 S Park Ave
    - Public 9-12
    - 106 students in 2012
    - 47.2% free/reduced lunch
    - 8.4:1 student teacher ratio
    - Rank 369 out of 498
    - Arizona State Percentile 25.9%
    - 687 reading score (10th grade)
    - 460 math score (10th grade)

**Notes:** All test scores for public schools are based on the 2013 AIMS (Arizona’s Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

**10th Grade Math and Reading Scores:**
- Scale 0-800
  - State Mean Scaled Math Score=496
  - State Mean Scaled Reading Score=707

**8th Grade Math and Reading Scores:**
- Scale 0-700
  - State Mean Scaled Math Score=434
  - State Mean Scaled Reading Score=520

**5th Grade Math and Reading Scores:**
- Scale 0-600
  - State Mean Scaled Math Score=393
  - State Mean Scaled Reading Score=499

**3rd Grade Math and Reading Scores:**
- Scale 0-500
  - State Mean Scaled Math Score=369
  - State Mean Scaled Reading Score=459

6th + congress
BUSINESSES

Drachman Institute | City of Tucson
Northeast quadrant: Ronstadt Transit Center

Southwest quadrant: The Chicago Store, an historic landmark

Southeast quadrant: Crescent tobacco shop and newsstand

Northwest quadrant: several small businesses and restaurants, including Hydra (a clothing boutique), Empire Pizza, and The Screening Room.

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail
- proposed intercity rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station

Sunlink Tucson Streetcar route

proposed streetcar extension

proposed express bus

proposed bus rapid transit line

proposed light rail

proposed intercity rail

¼ mile area

P total population per census block

HU total housing units per census block

Population density per square mile

<table>
<thead>
<tr>
<th>Density Range</th>
<th>Symbol Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1,000</td>
<td>Blue</td>
</tr>
<tr>
<td>1,000 - 3,000</td>
<td>Dark Blue</td>
</tr>
<tr>
<td>3,000 - 6,000</td>
<td>Medium Blue</td>
</tr>
<tr>
<td>6,000 - 9,000</td>
<td>Light Blue</td>
</tr>
<tr>
<td>9,000 - 12,000</td>
<td>Dark Green</td>
</tr>
<tr>
<td>12,000 - 15,000</td>
<td>Light Green</td>
</tr>
<tr>
<td>15,000 - 30,000</td>
<td>Medium Green</td>
</tr>
<tr>
<td>30,000 - 50,000</td>
<td>Dark Green</td>
</tr>
<tr>
<td>50,000 - 100,000</td>
<td>Light Green</td>
</tr>
<tr>
<td>100,000 - 185,513</td>
<td>Dark Green</td>
</tr>
</tbody>
</table>
City of Tucson
Drachman Institute

E 6th St
S 6th Av
N 6th Av
N 4th Av
S 4th Av
S Toole Av
S Stone Av
N Stone Av
E Broadway Bl
W Cushing St
S Church Av
W 6th St
W Alameda St
W Congress St
N Church Av
E Alameda St
E Congress St
E Toole Av
SGranada Av
N Granada Av
E Aviation Pw
S Main Av
E Alameda St
W Broadway Bl
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX,
Geschke Associates, IGN, IGP, swisstopo, and the GIS User Community

6th + congress
AERIAL

Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- Sunlink Tucson Streetcar route
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail
- proposed intercity rail

¼ mile area

½ mile

north
proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension
proposed express bus
proposed bus rapid transit line
proposed light rail
proposed intercity rail

1/4 mile area
1 mile area

6th + congress
DEMOGRAPHICS BY TARGET AREA
Drachman Institute | City of Tucson
**DEMOGRAPHICS BY TARGET AREA**

<table>
<thead>
<tr>
<th></th>
<th>1/4 MILE AREA</th>
<th>1 MILE AREA</th>
<th>CITY OF TUCSON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households (2010)</td>
<td>426</td>
<td>1,538</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>23.9%</td>
<td>28.8%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$12,131</td>
<td>$19,531</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$12,485</td>
<td>$21,427</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

**AGE COHORTS, 1/4 MILE AREA**

- 0-19: 21%
- 20-29: 31%
- 30-44: 20%
- 45-64: 20%
- 65+: 8%

Median Age = 36.2

**HOUSING TENURE, 1/4 MILE AREA**

- Owner-Occupied: 82%
- Renter Occupied: 13%
- Vacant: 5%

Total Housing Units = 489
Median Home Value = $170,388

proposed HCT station
Sunlink Tucson Streetcar route
proposed streetcar extension/stop
proposed express bus
proposed bus rapid transit line/stop
proposed light rail
proposed intercity rail

Pima County GIS Library, 2013; Pima Association of Governments, 2013

6th + congress
DEMOGRAPHICS BY CENSUS TRACTS
Drachman Institute | City of Tucson
### Demographics & Housing Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 1</th>
<th>Tract 3</th>
<th>Tract 4</th>
<th>Tract 8</th>
<th>Tract 9</th>
<th>Tract 10</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>406</td>
<td>1,538</td>
<td>3,228</td>
<td>1,601</td>
<td>3,022</td>
<td>941</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>428</td>
<td>945</td>
<td>1,912</td>
<td>899</td>
<td>1,518</td>
<td>461</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>9.3%</td>
<td>27.9%</td>
<td>5.1%</td>
<td>19.2%</td>
<td>2.5%</td>
<td>8.1%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>5.8%</td>
<td>45.0%</td>
<td>40.7%</td>
<td>58.8%</td>
<td>44.7%</td>
<td>63.1%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>-</td>
<td>$161,600</td>
<td>$302,300</td>
<td>$212,100</td>
<td>$211,800</td>
<td>$146,700</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>28.9%</td>
<td>21.4%</td>
<td>26.8%</td>
<td>7.9%</td>
<td>27.6%</td>
<td>26.4%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>0.0%</td>
<td>30.9%</td>
<td>21.0%</td>
<td>28.5%</td>
<td>38.1%</td>
<td>18.9%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>41.0%</td>
<td>70.9%</td>
<td>61.2%</td>
<td>62.9%</td>
<td>57.6%</td>
<td>47.2%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock By Census Tract

- **Tract 1**: Built 2010 or Later (1.2%), Built 2000-2009 (11.0%), Built 1980-1999 (27.0%), Built 1979 or Earlier (79.7%)
- **Tract 3**: Built 2010 or Later (2.9%), Built 2000-2009 (5.0%), Built 1980-1999 (10.7%), Built 1979 or Earlier (67.1%)
- **Tract 4**: Built 2010 or Later (5.0%), Built 2000-2009 (10.7%), Built 1980-1999 (16.7%), Built 1979 or Earlier (64.4%)
- **Tract 8**: Built 2010 or Later (2.9%), Built 2000-2009 (8.2%), Built 1980-1999 (8.8%), Built 1979 or Earlier (5.9%)
- **Tract 9**: Built 2010 or Later (10.7%), Built 2000-2009 (18.9%), Built 1980-1999 (11.3%), Built 1979 or Earlier (78.1%)
- **Tract 10**: Built 2010 or Later (18.9%), Built 2000-2009 (76.7%), Built 1980-1999 (67.1%), Built 1979 or Earlier (64.4%)

*Source This Page: American Community Survey 2008-2012, Five-Year Estimates.*
### Commuting Characteristics by Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 1</th>
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<td>1,601</td>
<td>3,022</td>
<td>941</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+ Commuting to Work</td>
<td>165</td>
<td>781</td>
<td>1,798</td>
<td>718</td>
<td>1,385</td>
<td>411</td>
<td>225,987</td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>13.2</td>
<td>15.8</td>
<td>19.5</td>
<td>17.0</td>
<td>17.5</td>
<td>20.5</td>
<td>21.7</td>
</tr>
<tr>
<td>Vehicles Available</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>49.3%</td>
<td>23.8%</td>
<td>16.0%</td>
<td>20.0%</td>
<td>24.9%</td>
<td>16.8%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>30.3%</td>
<td>40.5%</td>
<td>47.1%</td>
<td>36.7%</td>
<td>56.8%</td>
<td>50.8%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>20.4%</td>
<td>35.7%</td>
<td>37.0%</td>
<td>43.3%</td>
<td>18.2%</td>
<td>32.4%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

### Commute to Work by Census Tract

## City of Tucson Proposed HCT Stops: Demographic & Housing Comparison (1 Mile Area)

<table>
<thead>
<tr>
<th></th>
<th>Stone &amp; Wetmore</th>
<th>Oracle &amp; Wetmore</th>
<th>Campbell &amp; Speedway</th>
<th>6th &amp; Congress</th>
<th>Cushing &amp; Avenida Del Convento</th>
<th>6th &amp; Irvington</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>4,078</td>
<td>2,459</td>
<td>5,640</td>
<td>2,465</td>
<td>1,823</td>
<td>4,312</td>
<td>520,116</td>
</tr>
<tr>
<td>Median Age</td>
<td>32.9</td>
<td>35.6</td>
<td>21.3</td>
<td>32.2</td>
<td>33.9</td>
<td>31.1</td>
<td>33.1</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
<td>23.1%</td>
<td>24.2%</td>
<td>13.9%</td>
<td>9.6%</td>
<td>25.6%</td>
<td>47.1%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,252</td>
<td>1,544</td>
<td>1,437</td>
<td>1,745</td>
<td>854</td>
<td>1,491</td>
<td>229,762</td>
</tr>
<tr>
<td>Occupied-Owner</td>
<td>25.7%</td>
<td>31.3%</td>
<td>36.0%</td>
<td>17.2%</td>
<td>37.0%</td>
<td>48.8%</td>
<td>46.4%</td>
</tr>
<tr>
<td>Occupied-Renter</td>
<td>64.9%</td>
<td>49.2%</td>
<td>55.3%</td>
<td>71.0%</td>
<td>55.0%</td>
<td>41.2%</td>
<td>43.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>9.4%</td>
<td>19.5%</td>
<td>8.7%</td>
<td>11.8%</td>
<td>8.0%</td>
<td>10.0%</td>
<td>10.6%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$129,790</td>
<td>$90,005</td>
<td>$212,259</td>
<td>$145,667</td>
<td>$101,545</td>
<td>$73,871</td>
<td>$122,925</td>
</tr>
</tbody>
</table>

Source: This page: U.S. Census Bureau 2010, Summary File 1, provided by the Environmental Systems Research Institute (ESRI) Community Analyst Data Service. Esri forecasts for 2017.
Location Affordability

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walk-able neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent. These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.

The Location Affordability Portal is an initiative of the federal Partnership for Sustainable Communities, a partnership of the U.S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Portal provides housing and transportation data at the census block level in order to educate consumers, policymakers, and developers about location affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.

---


Housing + Transportation Cost as a Percentage of Income

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered affordable with the exception of the area northeast of Toole Ave.
**Housing Cost as a Percentage of Income**

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered affordable.

**Transportation Cost as a Percentage of Income**

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is less than 80% of the regional median, thus Regional Moderate data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
south 6th &
east irvington
C I T Y  O F  T U C S O N

Contents

PHOTOGRAPHS .............................................................. 210
SITE DESCRIPTION .......................................................... 211
AREA MAP ........................................................................... 212
AERIAL ................................................................................ 213
PARCEL MAP ........................................................................ 214
BUILDING FOOTPRINTS ...................................................... 215
ZONING OVERLAYS .......................................................... 216
ZONING .............................................................................. 217
UTILITIES ............................................................................ 218
LAND USE ............................................................................. 219
VACANT + PARKING ............................................................ 220
PARKS + OPEN SPACE ........................................................ 221
TRANSPORTATION + CIRCULATION ................................... 222
FLOODPLAIN + ENVIRONMENTAL ...................................... 223
OWNERSHIP ........................................................................ 224
HISTORIC DISTRICTS + PROPERTIES ................................ 225
NEIGHBORHOOD ASSOCIATIONS ....................................... 226
POLITICAL BOUNDARIES ..................................................... 227
EVENTS + TEMPORARY INSTALLATIONS ......................... 228
LANDMARKS ....................................................................... 229
SCHOOLS .............................................................................. 230
BUSINESSES ....................................................................... 232
POPULATION DENSITY ......................................................... 234
DEMOGRAPHICS ................................................................. 236
LOCATION AFFORDABILITY ............................................... 242
PHOTOGRAPHS

6th + Irvington

Drachman Institute | City of Tucson
Description and Impressions

The quarter square mile area at South 6th and East Irvington is a mix of small businesses, residential, and community facilities.

Northeast quadrant: The Tucson Rodeo Parade Museum, which was originally the first city airport hangar built in 1918 (called the Mayse Airport). The Tucson Rodeo moved to this abandoned municipal airport and held their first rodeo in 1932 with seating for 3,000 and parking for 59 cars. The arena now seats 11,000 spectators.

Southeast quadrant: Rudy Garcia Park (formerly Rodeo Park).

Southwest quadrant: A variety of service organizations like El Pueblo Liberty Adult Learning Center, El Rio Community Health Center, and El Pueblo Neighborhood Center.

Northwest quadrant: Local small businesses and single-family residential homes.

The Roy Laos Transit Center, one of three major transit centers in Tucson, is west of the target area.
proposed HCT station

proposed streetcar extension/stop

proposed bus rapid transit line/stop

proposed intercity rail

¼ mile target area
- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
Drachman Institute | City of Tucson

**6th + Irvington**

**ZONING OVERLAYS**

Target area is within the City of Tucson’s West Development Impact Fee Area.

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop

Pima County GIS Library, 2013; Pima Association of Governments, 2013
### Utilities

- **Potable Water Main**
  - ≤ 16in ø
  - > 16in ø

- **Non-potable Water Main**
  - ≤ 16in ø
  - > 16in ø

- **Wastewater Lines**

**Target area is within the Tucson Water service boundary.**

**Wastewater Lines - Pima County**

---

- **Proposed HCT station**
- **Proposed Streetcar Extension/Stop**
- **Proposed Bus Rapid Transit Line/Stop**

---

**6th + Irvington**

**Utilities**

- **Drachman Institute**
- **City of Tucson**

---

**¼ mile**

**North**
City of Tucson | Drachman Institute

LAND USE

- commercial
- office
- medical
- industrial
- educational
- residential - SF
- residential - MF
- surface parking
- vacant
- civic/cultural
- park/plaza/open space
- public transit

proposed HCT station
proposed streetcar extension/stop
proposed bus rapid transit line/stop

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
6th + Irvington
VACANT + PARKING
Drachman Institute | City of Tucson

proposed HCT station
proposed streetcar extension/stop
proposed bus rapid transit line/stop
vacant land
surface parking

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
Rodeo Wash Park

Tucson Rodeo Grounds

Rudy Garcia Park
El Pueblo Park

El Pueblo Neighborhood Center

Rodeo Wash
Calle Faena Wash

Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- proposed intercity rail

¼ mile area
- wash
- civic/cultural
- park/plaza/open space

City of Tucson | Drachman Institute
6th + Irvington
PARKS + OPEN SPACE
221
6th + Irvington
OWNERSHIP

Drachman Institute | City of Tucson

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- contiguously owned properties
  - Pima County
  - City of Tucson
  - LLC/corporate (individual owner)
  - private (individual owner)
  - private (multiple owners)
  - educational

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
According to current data, there are no historic districts or structures in this target area.
proposed HCT station
proposed streetcar extension/stop
proposed bus rapid transit line/stop

Pima County Board of Supervisors Districts
- district 2
- district 5

City of Tucson Wards
- ward 1
- ward 5

Pima County GIS Library, 2013; Pima Association of Governments, 2013
EVENTS + TEMPORARY INSTALLATIONS

Drachman Institute | City of Tucson

**events key**
1. Tucson Rodeo
2. Tucson Rodeo Parade
3. El Pueblo Farmer’s Market

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop

Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014
proposed HCT station
proposed streetcar extension/stop
proposed bus rapid transit line/stop

community
cultural/historic
library
medical
park
school
List of Local Schools

- **WITHIN 1/4 MILE OF STOP**
  1. **Toltecali High School**
     251 W. Irvington Road
     Public Charter 9-12
     119 students in 2012
     93.3% free/reduced lunch
     Rank 449 out of 498
     Arizona State Percentile 9.8%
     660 reading score (10th grade)
     454 math score (10th grade)

   - **WITHIN 1/2 MILE OF STOP**
     2. **Star Academic Center**
        5093 S. Liberty
        Public 6-12 (Alternative)
        301 students in 2012
        13% free/reduced lunch
        16:9:1 student teacher ratio
        Rank 451 out of 498
        Arizona State Percentile 9.4%
        663 reading score (10th grade)
        450 math score (10th grade)

   - **WITHIN 1 MILE OF STOP**
     3. **Van Buskirk Elementary**
        725 E. Fair
        Public PK-5
        396 students in 2012
        78.8% free/reduced lunch
        18:1 student teacher ratio
        Rank 859 out of 1089
        Arizona State Percentile 21.1%
        487 reading score (5th grade)
        390 math score (5th grade)

     4. **Apollo Middle School**
        265 W. Nebraska
        Public 6-8
        802 students in 2012
        78.8% free/reduced lunch
        19:4:1 student teacher ratio
        Rank 628 out of 760
        Arizona State Percentile 17.4%
        501 reading score (8th grade)
        409 math score (8th grade)

     5. **Liberty Elementary School**
        5495 S. Liberty Ave.
        Public K-5
        803 students in 2012
        9.1% free/reduced lunch
        19.3:1 student teacher ratio
        Rank 499 out of 1089

     6. **Rose Elementary School**
        710 W. Michigan Dr.
        Public PK-6
        556 students in 2012
        78.8% free/reduced lunch
        19:1 student teacher ratio
        Rank 493 out of 1089
        Arizona State Percentile 54.7%
        506 reading score (5th grade)
        401 math score (5th grade)

     7. **Arizona Academy of Leadership - South**
        5660 S. 12th Ave
        Public Charter K-8
        191 students in 2012
        80.6% free/reduced lunch
        Arizona State Percentile 5.8%
        485 reading score (8th grade)
        402 math score (8th grade)

     8. **Hollinger Elementary School**
        150 W. Ajo Way
        Public PK-5
        443 students in 2012
        77.9% free/reduced lunch
        18:4:1 student teacher ratio
        Rank 517 out of 1089
        Arizona State Percentile 52.5%
        506 reading score (5th grade)
        387 math score (5th grade)

     9. **St. John the Evangelist School**
        600 W. Ajo Way
        Private PK-8
        165 students in 2012
        10.6:1 student teacher ratio

     10. **Drexel Elementary School**
        801 E. Drexel Rd.
        Public PK-5
        670 students
        6.9% free/reduced lunch
        18.3:1 student teacher ratio
        Rank 912 out of 1089
        Arizona State Percentile 16.3%
        481 reading score (5th grade)
        374 math score (5th grade)

**Notes:** All test scores for public schools are based on the 2013 AIMS (Arizona’s Instrument to Measure Standards). Arizona State Percentile score indicates how the school ranks statewide. For example, a school with a percentile of 9.8% means that 90.2% of schools in Arizona performed better.

10th Grade Math and Reading Scores:
- State Mean Scaled Math Score=496
- State Mean Scaled Reading Score=707

8th Grade Math and Reading Scores:
- State Mean Scaled Math Score=434
- State Mean Scaled Reading Score=520

5th Grade Math and Reading Scores:
- State Mean Scaled Math Score=393
- State Mean Scaled Reading Score=499

3rd Grade Math and Reading Scores:
- State Mean Scaled Math Score=369
- State Mean Scaled Reading Score=459

Northwest quadrant: taco stand, restaurant, window tinting business

Northeast quadrant: Tucson Rodeo Parade Museum

Southwest quadrant: service organizations

Southeast quadrant: Rudy Garcia Park

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
proposed HCT station
proposed streetcar extension/stop
proposed bus rapid transit line/stop
proposed intercity rail

¼ mile area

½ mile

City of Tucson
Drachman Institute

Pima County GIS Library, 2013; Pima Association of Governments, 2013
proposed HCT station
proposed streetcar extension
proposed bus rapid transit line
proposed intercity rail

DEMOGRAPHICS BY TARGET AREA

proposed HCT station
proposed streetcar extension
proposed bus rapid transit line
proposed intercity rail

¼ mile area
1 mile area
1 mile area
1 mile

north

Pima County GIS Library, 2013; Pima Association of Governments, 2013
### Demographics by Target Area

<table>
<thead>
<tr>
<th></th>
<th>1/4 Mile Area</th>
<th>1 Mile Area</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households (2010)</td>
<td>305</td>
<td>1,341</td>
<td>205,390</td>
</tr>
<tr>
<td>Hispanic (%)</td>
<td>91.6%</td>
<td>91.4%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Median Income (2012)</td>
<td>$26,342</td>
<td>$25,454</td>
<td>$34,705</td>
</tr>
<tr>
<td>Projected Median Income 2017</td>
<td>$29,744</td>
<td>$27,687</td>
<td>$41,265</td>
</tr>
</tbody>
</table>

### Age Cohorts, 1/4 Mile Area

- 0-19: 13%
- 20-29: 47%
- 30-44: 20%
- 45-64: 17%
- 65+: 14%

Median Age = 30.2

### Housing Tenure, 1/4 Mile Area

- Owner-Occupied: 42%
- Renter Occupied: 47%
- Vacant: 11%

Total Housing Units = 341
Median Home Value = $75,896

DEMOGRAPHICS BY CENSUS TRACTS

proposed HCT station
proposed streetcar extension
proposed express bus
proposed bus rapid transit line
proposed light rail
proposed intercity rail

¼ mile area
1 mile area

tract 24
tract 38.01
tract 38.02

north

1½ miles
### Demographics & Housing Characteristics by Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 24.00</th>
<th>Tract 38.01</th>
<th>Tract 38.02</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>5,853</td>
<td>3,144</td>
<td>5,310</td>
<td>521,695</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>2,105</td>
<td>1,350</td>
<td>1,684</td>
<td>231,026</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>0.0%</td>
<td>5.7%</td>
<td>0.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>6.1%</td>
<td>7.7%</td>
<td>5.9%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Single Family Detached (%)</td>
<td>72.7%</td>
<td>75.6%</td>
<td>66.6%</td>
<td>51.3%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$90,400</td>
<td>$93,100</td>
<td>$98,200</td>
<td>$153,700</td>
</tr>
<tr>
<td>% of Families with Income Below Poverty Level</td>
<td>28.2%</td>
<td>28.0%</td>
<td>30.8%</td>
<td>17.9%</td>
</tr>
<tr>
<td>% of Homeowners Paying 30% or More of their Income on Housing</td>
<td>33.8%</td>
<td>43.8%</td>
<td>44.6%</td>
<td>31.4%</td>
</tr>
<tr>
<td>% of Renters Paying 30% or More on Rent</td>
<td>83.4%</td>
<td>69.8%</td>
<td>70.0%</td>
<td>56.8%</td>
</tr>
</tbody>
</table>

### Age of Housing Stock by Census Tract

- **Tract 24**
  - Built 2010 or Later: 1.3%
  - Built 2000-2009: 4.0%
  - Built 1980-1999: 3.1%
  - Built 1979 or Earlier: 90.1%

- **Tract 38.01**
  - Built 2010 or Later: 8.0%
  - Built 2000-2009: 3.1%
  - Built 1980-1999: 39.4%
  - Built 1979 or Earlier: 57.5%

- **Tract 38.02**
  - Built 2010 or Later: 11.9%
  - Built 2000-2009: 8.0%
  - Built 1980-1999: 39.4%
  - Built 1979 or Earlier: 57.5%

## Commuting Characteristics By Census Tract

<table>
<thead>
<tr>
<th></th>
<th>Tract 24.00</th>
<th>Tract 38.01</th>
<th>Tract 38.02</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>5,853</td>
<td>3,144</td>
<td>5,310</td>
<td>521,695</td>
</tr>
<tr>
<td># Workers Age 16+ Commuting to Work</td>
<td>2,055</td>
<td>948</td>
<td>1,636</td>
<td>225,987</td>
</tr>
<tr>
<td>Mean Travel Time to Work (Minutes)</td>
<td>26.4</td>
<td>21.3</td>
<td>23.8</td>
<td>21.7</td>
</tr>
</tbody>
</table>

### Vehicles Available

<table>
<thead>
<tr>
<th></th>
<th>Tract 24.00</th>
<th>Tract 38.01</th>
<th>Tract 38.02</th>
<th>City of Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>18.7%</td>
<td>24.7%</td>
<td>17.7%</td>
<td>11.9%</td>
</tr>
<tr>
<td>One</td>
<td>48.5%</td>
<td>40.4%</td>
<td>33.7%</td>
<td>42.8%</td>
</tr>
<tr>
<td>Two or More</td>
<td>32.9%</td>
<td>35.0%</td>
<td>48.6%</td>
<td>45.4%</td>
</tr>
</tbody>
</table>

### Commute To Work By Census Tract

- **Drove Alone**: 75.1% (Tract 24), 68.6% (Tract 38.01), 67.3% (Tract 38.02)
- **Carpooled**: 9.5% (Tract 24), 17.3% (Tract 38.01), 15.0% (Tract 38.02)
- **Public Transportation**: 11.2% (Tract 24), 5.1% (Tract 38.01), 2.6% (Tract 38.02)
- **Walked**: 2.6% (Tract 24), 3.6% (Tract 38.01), 4.0% (Tract 38.02)
- **Other Means**: 2.2% (Tract 24), 3.6% (Tract 38.01), 2.0% (Tract 38.02)
- **Worked at Home**: 2.6% (Tract 24), 4.6% (Tract 38.01), 1.9% (Tract 38.02)


### 6th + Irvington
**COMMUTING BY CENSUS TRACTS**

- **Drachman Institute** | City of Tucson
<table>
<thead>
<tr>
<th>City of Tucson Proposed HCT Stops: Demographic &amp; Housing Comparison (1 Mile Area)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE</strong></td>
</tr>
<tr>
<td>Total Population</td>
</tr>
<tr>
<td>Median Age</td>
</tr>
<tr>
<td>Households with Children Under 18</td>
</tr>
<tr>
<td>Total Housing Units</td>
</tr>
<tr>
<td>Occupied-Owner</td>
</tr>
<tr>
<td>Occupied-Renter</td>
</tr>
<tr>
<td>Vacant</td>
</tr>
<tr>
<td>Median Home Value</td>
</tr>
</tbody>
</table>

Source: This page: U.S. Census Bureau 2010, Summary File 1, provided by the Environmental Systems Research Institute (ESRI) Community Analyst Data Service. Esri forecasts for 2017.
Location Affordability

Housing costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30 percent of household income. However, housing and transportation costs are the two largest expenses for most households, so measures of affordability should consider costs for transportation. According to the Center for Neighborhood Technology, less than one in three American communities (28 percent) are affordable for typical regional households when transportation costs are considered along with housing costs. In fact, on average households in auto-dependent neighborhoods spend 25 percent of their income on transportation, whereas households in walkable neighborhoods with good transit access and a mix of housing, jobs, and shops spend just 9 percent. These are referred to as “location efficient” neighborhoods because they require less time, money, and greenhouse gas emissions for residents to meet their everyday travel needs.

The Location Affordability Portal is an initiative of the federal Partnership for Sustainable Communities, a partnership of the U.S. Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency. The Portal provides housing and transportation data at the census block level in order to educate consumers, policymakers, and developers about location affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.


Housing + Transportation Cost as a Percentage of Income

The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered unaffordable.
Housing Cost as a Percentage of Income

Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered affordable in the southeast quadrant.

- 0% - 14%
- 15% - 21%
- 22% - 25%
- 28% - 30%
- 31% - 35%
- 36% - 41%
- 42% - 51%
- 52%+

Data not available

Transportation Cost as a Percentage of Income

Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.

- 0% - 11%
- 12% - 15%
- 16% - 18%
- 19% - 21%
- 22% - 25%
- 28% - 29%
- 30% - 35%
- 36%+

Data not available

Maps and data from the Partnership for Sustainable Communities Location Affordability Portal, 2014. This target area has a median income that is less than 80% of the regional median, thus Regional Moderate data were used to calculate affordability. For more information on the Location Affordability Portal see http://locationaffordability.info/default.aspx.
5 EXPLORING OPPORTUNITIES: EXAMPLE AT SOUTH 6TH AND EAST IRVINGTON

The existing conditions maps for South Sixth Avenue and East Irvington in the City of Tucson indicate some possible opportunities to be explored for TOD with affordable and mixed income housing, which are illustrated in the following “Transit Oriented Development Concept” plan.

Opportunities:

The northeast quadrant is owned by the City and is the site of the Tucson Rodeo Parade Museum and long-time Tucson Rodeo Grounds. It is adjacent to a single family neighborhood to the north, and a commercial/industrial area to the east. Residential development including low- and medium-density housing on the north and medium- and high-density housing on the east are shown in the concept plan with walk-able and bike-able connections between the existing neighborhoods and new neighborhood retail and commercial uses. Low- and medium-density residential and public plazas and open space are shown buffering the existing residential area from higher density housing and commercial/mixed-uses closer to Sixth Avenue and Irvington.

The southeast quadrant is the site of the Rudy Garcia Park.

The southwest quadrant is the site of numerous community amenities including El Pueblo Branch Library, Senior Center, Clinic, Learning Center, Recreation Center and Pool, and El Rio Community Health Center. It is also the location of the Roy Laos Transit Center, the only major transit facility in this part of the City.

The northwest quadrant includes small commercial development and a few vacant parcels along Sixth Avenue and Irvington, adjacent to existing single-family and multi-family housing. New low-, medium-, and high-density residential here are shown linking the existing residential areas through walk-able and bike-able connections to new neighborhood retail, commercial, and mixed-use development on Sixth and Irvington. Public plazas are shown adjacent to the transit station areas on Sixth Avenue, linked by pedestrian-only connections from the adjacent neighborhoods.
6th + Irvington

EXISTING CONDITIONS

Drachman Institute | City of Tucson

Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension
- proposed bus rapid transit

- low density residential (single-family)
- medium density residential (multi-family)
- high density residential (multi-family)
- commercial
- social/public services
- industrial
- parking
- desert landscape
- park landscape

¼ mile
TRANSIT ORIENTED DEVELOPMENT CONCEPT

- low density residential (single-family)
- medium density residential (multi-family)
- high density residential (multi-family)
- commercial
- social services/public facilities
- industrial
- parking
- desert landscape
- park landscape
- vertical mixed-use

revised proposed HCT station
proposed streetcar extension
proposed bus rapid transit

Drachman Institute, 2014
APPENDIX A:
HOUSING DEMAND MARKET STUDY - FULL REPORT
May 19, 2014

Ms. Marilyn Robinson  
Associate Director, Drachman Institute  
College of Architecture, Planning, and Landscape Architecture  
The University of Arizona  
44 North Stone Avenue, PO Box 210336  
Tucson, Arizona 85721-0336

Dear Ms. Robinson:

I am pleased to submit this Affordable and Mixed-Income TOD Housing Study for Eastern Pima County to you. It has been a pleasure working with the Drachman Institute’s capable staff and we look forward to keeping in touch as the High Capacity Transit planning process moves forward. Please don’t hesitate to contact me or BAE staff with any questions or comments regarding this report.

Sincerely,

Janet Smith-Heimer, MBA  
President
Table of Contents

EXECUTIVE SUMMARY.................................................................................................................. 1
INTRODUCTION............................................................................................................................. 1
Study Purpose & Organization...................................................................................................... 1
Defining Affordable and Mixed-Income TOD Housing.............................................................. 2
EXISTING HOUSING MARKET CONDITIONS............................................................................. 3
Population and Household Trends.............................................................................................. 4
Housing Market Conditions.......................................................................................................... 7
Opportunities & Constraints to Affordable Housing Development............................................. 16
TRANSIT ORIENTED HOUSING DEMAND .................................................................................. 21
Methodology ................................................................................................................................ 21
TOD Housing Demand Findings.................................................................................................... 24
Affordability Profile of TOD Housing Demand........................................................................... 25
OPPORTUNITY SITES FOR TRANSIT ORIENTED DEVELOPMENT........................................... 33
Methodology ................................................................................................................................ 33
Prioritization of Opportunity Sites.............................................................................................. 35
RECOMMENDATIONS .................................................................................................................. 38
APPENDIX A: HOUSING MARKET EXISTING CONDITIONS DATA TABLES.................................. 39
APPENDIX B: LIST OF HOUSING DEVELOPER INTERVIEWEES.................................................. 55
APPENDIX C: TOD HOUSING DEMAND TABLES ......................................................................... 56
APPENDIX D: OPPORTUNITY SITES PRIORITIZATION TABLES..................................................... 75
Table of Tables

Table 1: Population and Household Trends, 2000-2014 ......................................................................... 4
Table 2: Population Projections, 2014-2040........................................................................................ 5
Table 3: Rental Market Overview, Eastern Pima County Sample, 4th Quarter 2013 ......................... 10
Table 4: Recent Market Comparables, Eastern Pima County Sample, 2011-2013 ............................. 11
Table 5: Sale Price Distribution, Eastern Pima County, 2013 (a).......................................................... 13
Table 6: Sale Price Distribution, Eastern Pima County........................................................................... 14
Table 7: TOD Housing Demand by Tenure and Type, Eastern Pima Co., 2015 - 2045...................... 24
Table 8: TOD Housing Demand by AMI level, Eastern Pima Co., 2015 – 2045 ................................. 26
Table 9: TOD Housing Demand by AMI Level, 2015 – 2045 – Renter Households......................... 27
Table 10: Affordable and Market Rents, Pima County, 2014................................................................. 28
Table 11: TOD Housing Demand by AMI Level, 2015 – 2045 – Owner Households...................... 30
Table 12: Affordable and Market Home Sale Prices, Eastern Pima County, 2014 ......................... 31
Table 13: Projected New Housing Unit Sales by Affordability........................................................... 32
Table 14: TOD Housing Development Priority for Proposed HCT Station Areas .......................... 35

Table of Figures

Figure 1: Median Household Income, 2014 .............................................................................................. 5
Figure 2: Means of Transportation to Work, 2010 .............................................................................. 6
Figure 3: Household Tenure, 2014 ........................................................................................................... 7
Figure 4: Housing Units by Type of Structure, 2014............................................................................. 8
Figure 5: Building Permits Issued, Pima County, 2000 - 2012.............................................................. 9
Figure 6: Multifamily Rental Rates and Vacancy Trends, Eastern Pima Co., 2005 - 2013 ................ 11
Figure 7: Rental Market Absorption Trends, Easter Pima County, 2005 - 2013.............................. 12
Figure 8: Percent of Households with Cost Burden, 2012................................................................. 15
Figure 9: Eastern Pima County Market Area, Corresponding PUMA Boundaries............................ 22
Figure 10: TOD Housing Development Priority for Proposed HCT Station Areas.......................... 36
EXECUTIVE SUMMARY

Housing Market Existing Conditions

Eastern Pima County is home to just under one million residents; roughly two-thirds of that population resides in five core population centers where High Capacity Transit (HCT) stations have been proposed – Tucson, Oro Valley, Marana, Sahuarita, and South Tucson. The rental and for-sale housing markets in the Eastern County show signs of recovery since the recession, though the market has not returned to pre-recession levels of housing production or occupancy.

Additional market and economic trend findings include:

- **Growth has slowed since 2010, but is projected to regain pace in coming decades.** Pima County added new residents at an average rate of 1.5 percent per year from 2000 to 2014, but this rate has been only 0.5 percent per year since 2010. However, State projections anticipate that population growth will proceed at an average annual rate of 1.2 percent through 2045. The most significant growth has been and is projected to occur in outlying communities of the metro area, including Marana, Oro Valley, and Sahuarita.

- **Owner households outnumber renter households, but multifamily units are making up a larger share of new housing production.** The overall ownership rate for the County is 64 percent, ranging from over 80 percent in Marana and Oro Valley to 52 percent in Tucson and just over one-third in South Tucson, the only jurisdiction with a majority of renters. However, multifamily units have accounted for between 20 and 40 percent of new housing starts each year since 2011, a much higher rate than in prior years.

- **A significant share of Pima County owner and renter households are cost-burdened.** Over half of all renter households and nearly one-third of all owner households are classified as housing cost-burdened, meaning these households pay more than 30 percent of monthly income on housing costs. In Tucson and South Tucson, between 60 percent and two-thirds of renter households are cost-burdened, while the share of renter and owner cost-burdened households in outlying communities ranges between 20 and 40 percent.

- **Three in ten Pima County workers has a regional commute; most commuters drive to work.** Roughly 30 percent of employed residents of the five population centers in Eastern Pima County commute out of their home city or town every day to go to work. Almost 90 percent drive to work, three percent take public transportation, and another six percent walk, bike, or take another mode of transportation.
Opportunities & Constraints on TOD Affordable Housing Development

BAE conducted over one dozen interviews with both for-profit and non-profit housing developers with experience in Eastern Pima County, and Maricopa County in some cases, to understand the affordable housing development conditions in the Eastern Pima County market, including future opportunities to provide transit oriented affordable housing.

- **Demand for affordable housing development is strong.** Developers unanimously agreed that strong demand and need for new affordable housing production in the Tucson metro area exists. Relatively low wages, the impact of post-recession foreclosures on former owner households, and large amounts of aged and distressed housing in the metro area were cited as key drivers of this demand.

- **Most affordable housing comes in the form of 100-percent affordable developments.** In such developments, all units are income-restricted, typically targeting households making between 40 and 60 percent of Area Median Income (AMI). In particular, age-restricted senior affordable housing is common in the region.

- **Experience with vertical mixed-use development is limited, but developers expressed an interest in pursuing this product type.** Vertical mixed-use projects refer to those in which multiple uses are included on different levels of a single building, typically retail and parking with housing above. These projects can allow for higher housing density, especially near transit, that can be essential in supporting affordable housing development. Though experience with this product type is limited in the region, many developers expressed an interest in pursuing this kind of project in the future.

- **Transit accessibility is seen as an advantage by housing developers.** Most market rate and affordable housing developers expressed a preference for developing rental housing near transit, typically bus lines. Transit accessibility is seen as a plus because it offers access to employment centers, neighborhood amenities, and services. Such access was a particular concern for affordable housing developers.

- **Access to capital, land acquisition costs, and unfavorable zoning regulations are the primary hurdles to affordable housing developers.** Developers expressed difficulty in finding sites that could be acquired at a price that would support affordable rental rates. Financing can also be difficult to assemble for these projects and zoning or parking requirements that make it difficult to build at cost-effective density levels were also cited as impediments to affordable housing production.
Transit Oriented (TOD) Housing Demand

Significant demand for TOD housing opportunities – both rental and ownership – exists in Eastern Pima County today, and this demand is projected to increase over 30 years. Market rate housing units, especially new units, will be unaffordable to a substantial share of these TOD demand households, especially to renter households seeking to locate near transit.

- **A significant number of current and future households will seek transit oriented development (TOD) housing opportunities.** An estimated 64,500 existing households have a preference for housing opportunities with easy access to transit. Over 30 years, the Eastern County will see TOD housing demand from an additional 31,200 households, for a total 30-year demand of nearly 96,000 households.

- **Renters make up the bulk of TOD demand households.** Renter households account for over two-thirds of existing and future TOD housing demand in the Eastern County. Among existing TOD demand households, 43,900 are renter households, while 20,500 additional renter households are projected to seek TOD housing options over 30 years.

- **Elderly households make up about a quarter of the TOD housing demand.** An estimated 12,500 existing elderly households (those with a householder over age 65) have a preference for housing options with good transit access. An additional 10,400 elderly households with TOD housing preference are projected by 2045, for a total 30-year TOD housing demand of 22,900 elderly households. The proportion of TOD demand households that are elderly is projected to increase in time, rising from less than 20 percent of the total demand in 2015 to nearly one quarter by 2045.

- **More than three-quarters of renter households with TOD demand have below-moderate income.** Nearly 60 percent of TOD demand renter households are projected to earn less than 50 percent of the Area Median Income (AMI), and an additional 20 percent of renter TOD demand households will make between 50 and 80 percent AMI; households making below 80 percent of AMI are considered to have below-moderate income. Among owner households, nearly half of all TOD demand households will have below-moderate income.

- **Most TOD demand renter households cannot afford to rent at or above the market rate.** At least 25,800 renter TOD demand households, and as many as 34,300 cannot afford to rent at or above the market rate. Over 30 years, a total of between 38,400 and 50,800 TOD demand households will not be able to afford market rental rates. This accounts for between 60 and 80 percent of all TOD demand renter households.

- **A significant share of new affordable for-sale housing would have to be built at TOD sites to meet demand.** Nearly half of all new for-sale housing units affordable to households with below-moderate income (earning less than 80 percent AMI) would have to be built at TOD sites to meet the projected 30-year demand of 14,000 affordable TOD buyer households.
Prioritization of Station Areas

BAE evaluated the development potential of 24 proposed High Capacity Transit (HCT) station areas presented in the Pima Association of Governments (PAG) High Capacity Transit System Plan throughout the Eastern County. Proposed station areas were ranked as near-, mid-, or long-term development priority sites, based on each station area’s relative suitability for affordable or mixed-income TOD housing development. In keeping with the 2009 Capacity Transit (HCT) System Plan developed by PAG, near-, mid-, and long-term priority sites refer to sites that should be prioritized for TOD housing development in the coming 10, 20, or 30 years, respectively.

- **Seven station areas were ranked as near-term priorities for TOD housing development.** These stations represent the proposed station areas at which affordable or mixed-income TOD housing development would most effectively address the demand for affordable TOD housing options demonstrated in this report in the near term.

- **Near-term priority stations are concentrated in the metro region’s core.** All seven near-term priority station areas are located in central Tucson and South Tucson. This does not suggest that TOD housing development at proposed station areas in more outlying areas of the metro region are unviable, but reflects the increased access to employment and transit options and more challenging affordable housing market present in the region’s urban core.

- **Relatively dense, multifamily affordable housing development should be the priority for near-term TOD development sites.** The proposed station areas ranked as near-term priorities are the best suited to meet the affordable TOD housing demand demonstrated in this report. Special consideration should be given as development is proposed for these sites to ensure that these high priority sites are used to effectively support the region’s affordable TOD housing goals.
INTRODUCTION

Study Purpose & Organization

The Pima Association of Governments (PAG) developed a High Capacity Transit (HCT) System Plan for the region in 2009 that was incorporated into the 2040 Regional Transportation System Plan in 2012. Proposed HCT corridors are intended to carry high volumes of passengers with fast and reliable service throughout the region.

The Drachman Institute is collaborating with public and private agencies and organizations and the Arizona Department of Housing (ADOH) to plan for transit infrastructure and transit oriented development (TOD) to provide residents with increased options for mobility and a broader range of choices for living and working in areas served by transit. A key element of this effort is to plan for affordable and mixed-income housing near transit to serve residents at all income levels and support regional economic development goals.

BAE has been retained as a subconsultant to the Drachman Institute under a contract with ADOH to conduct a study of affordable and mixed-income TOD housing demand in Eastern Pima County. This report presents findings regarding the existing conditions of the region’s housing market, a projection of the current and future Eastern County households most likely to seek affordable housing opportunities near transit over 30 years, and an evaluation of proposed HCT station areas for affordable or mixed-income TOD housing development suitability. This report concludes with several recommendations based on these findings to inform policy discussions and guide future analysis.
Defining Affordable and Mixed-Income TOD Housing

Transit oriented development (TOD) is a broad term that encompasses many forms of development that occur in close proximity to a high-capacity transit station (e.g. bus rapid transit, streetcar, light rail, or commuter rail stations), typically within a half-mile. TOD that takes the form of relatively dense, and often mixed-use, housing or commercial development is widely seen as a key tool in increasing transit ridership and attracting development to infill sites at strategic locations within a community or region. The TOD approach is also generally recognized as a means of increasing value for both existing property owners in proximity to a TOD site and for potential developers of such sites, compared to other types of developments.

Affordable housing in this report refers to housing units that are income-restricted so that only households making certain levels of income may rent or purchase the housing unit. Affordable housing rental units are often produced in projects where all units are designated as affordable; these developments are referred to as 100-percent affordable developments. Affordable housing that is age-restricted for senior residents is a common type of affordable housing. Mixed-income housing simply refers to housing developments in which some units are income-restricted and others are rented or sold at the market rate.
EXISTING HOUSING MARKET CONDITIONS

This chapter provides an overview of the existing demographic and housing market conditions in Eastern Pima County, with a particular focus on the constraints and opportunities for affordable housing development in the area. Data reported in this chapter is presented for Pima County as a whole, as well as for the Cities of Tucson and South Tucson, and the Towns of Oro Valley, Marana, and Sahuarita. These five jurisdictions represent the Eastern County’s core population centers in which High Capacity Transit (HCT) stations are proposed; these jurisdictions will be referred to collectively as Eastern Pima County in this chapter for ease of reference, though significant development is also present in unincorporated portions of the Eastern County.

Demographic data – such as population and household figures – reviewed in this chapter include data from the 2000 and 2010 decennial Census, and 2014 estimates produced by Nielsen Site Reports, a nationally recognized demographic analytics service, based on data from the American Community Survey (ACS) and decennial Census. Long-term projections reflect those prepared by the Arizona Department of Administration (ADOA) and published by the Pima Association of Governments (PAG).

Current housing market conditions are described based on data from the American Community Survey (ACS); Tucson Realtors Association Multiple Listing Service (MLS); DataQuick, a national firm providing sales data from County Assessor records; RealFacts, a national multifamily housing analytics firm; and on market information gathered by BAE between January and March 2014.

Findings related to affordable housing market constraints and opportunities are derived from a series of in-depth interviews conducted by BAE with housing developers and non-profits active in the Pima and Maricopa County markets. See Appendix B for a full list of interviewees.
Population and Household Trends

Pima County is a growing area with wide variation in household growth and income across communities. Nearly one in three employed County residents commute out of their home city or town every day to go to work, though fewer than 10 percent commute via transit, bicycle, or walking.

Nearly two-thirds of Pima County residents live in the core Eastern County population centers. Pima County is home to 999,461 residents in 396,111 households as of 2014. The five core population centers of Eastern Pima County – Tucson, Oro Valley, Marana, Sahuarita, and South Tucson - comprise 639,698 of those residents in 252,255 households, or nearly two-thirds of the County total.

The average household in Pima County has between two and three persons. Average household size as of 2014 ranges between 2.32 and 2.91 persons per household across the Eastern County and averages 2.46 persons per household countywide.

Table 1: Population and Household Trends, 2000-2014

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Pima County</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>843,746</td>
<td>980,263</td>
<td>999,461</td>
<td>18.5%</td>
<td>1.2%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Households</td>
<td>332,350</td>
<td>388,660</td>
<td>396,111</td>
<td>19.2%</td>
<td>1.3%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.47</td>
<td>2.46</td>
<td>2.46</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Tucson</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>486,699</td>
<td>520,116</td>
<td>524,264</td>
<td>7.7%</td>
<td>0.5%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Households</td>
<td>192,891</td>
<td>205,390</td>
<td>208,167</td>
<td>7.9%</td>
<td>0.5%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.42</td>
<td>2.43</td>
<td>2.41</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oro Valley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>29,700</td>
<td>41,011</td>
<td>42,391</td>
<td>42.7%</td>
<td>2.6%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Households</td>
<td>12,249</td>
<td>17,804</td>
<td>18,201</td>
<td>48.6%</td>
<td>2.9%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.41</td>
<td>2.30</td>
<td>2.32</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marana</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>13,556</td>
<td>34,961</td>
<td>38,925</td>
<td>187.1%</td>
<td>7.8%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Households</td>
<td>4,944</td>
<td>13,073</td>
<td>14,232</td>
<td>187.9%</td>
<td>7.8%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.66</td>
<td>2.63</td>
<td>2.71</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sahuarita</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>3,242</td>
<td>25,259</td>
<td>28,619</td>
<td>782.8%</td>
<td>16.8%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Households</td>
<td>1,155</td>
<td>9,020</td>
<td>9,883</td>
<td>755.7%</td>
<td>16.6%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.78</td>
<td>2.79</td>
<td>2.89</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Tucson</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>5,490</td>
<td>5,652</td>
<td>5,499</td>
<td>0.2%</td>
<td>0.0%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>Households</td>
<td>1,810</td>
<td>1,827</td>
<td>1,772</td>
<td>-2.1%</td>
<td>-0.2%</td>
<td>-0.8%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.94</td>
<td>2.93</td>
<td>2.91</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
(a) Figures for 2014 reflect estimate provided by Nielsen; figures may not correspond precisely with population projection figures generated by other sources.
Pima County grew significantly from 2000 to 2014, but growth has slowed since 2010. As indicated in Table 1, between 2000 and 2014 Pima County’s population increased by 155,715 residents representing a total increase of 19 percent. Much of this growth can be attributed to jurisdictions in Eastern Pima County, especially Oro Valley, and Marana and Sahuarita, where the population more than doubled since 2000. However, since 2010 growth has slowed; Pima County population increased by an average 0.5 percent per year, compared with the 1.2 percent annual growth rate since 2000.

Despite recent slow growth, Pima County is projected to increase in population and households significantly by 2040. According to State projections, as indicated in Table 2, Pima County is expected to grow 31 percent by 2040. The jurisdictions showing the greatest amount of growth over this time period include Sahuarita, Marana, and Tucson. Sahuarita and Marana are projected to nearly double their current population over this time period.

### Table 2: Population Projections, 2014-2040

<table>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pima County</td>
<td>1,022,079</td>
<td>1,022,079</td>
<td>1,100,021</td>
<td>1,172,515</td>
<td>1,243,099</td>
<td>1,312,101</td>
<td>1,447,403</td>
<td>41.6%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Tucson</td>
<td>537,129</td>
<td>537,129</td>
<td>572,636</td>
<td>610,374</td>
<td>647,118</td>
<td>683,038</td>
<td>753,472</td>
<td>40.3%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Oro Valley</td>
<td>42,259</td>
<td>42,259</td>
<td>44,811</td>
<td>47,405</td>
<td>49,784</td>
<td>52,072</td>
<td>56,453</td>
<td>33.6%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Marana</td>
<td>41,019</td>
<td>41,019</td>
<td>48,327</td>
<td>55,287</td>
<td>61,988</td>
<td>68,859</td>
<td>82,714</td>
<td>101.6%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Sahuarita</td>
<td>28,483</td>
<td>28,483</td>
<td>34,529</td>
<td>41,276</td>
<td>45,403</td>
<td>48,527</td>
<td>54,729</td>
<td>92.1%</td>
<td>2.2%</td>
</tr>
<tr>
<td>South Tucson</td>
<td>5,670</td>
<td>5,670</td>
<td>5,637</td>
<td>5,585</td>
<td>5,550</td>
<td>5,544</td>
<td>5,727</td>
<td>1.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>


Median household income is highest in the Towns of Sahuarita, Oro Valley, and Marana. Figure 1 shows the range in incomes across the Eastern County. Pima County has an average median household income of $43,900. Sahuarita has the highest median income of $69,100, followed by Oro Valley and Marana at $68,300 and $67,600, respectively. South Tucson has the lowest median household income, at $23,000.

### Figure 1: Median Household Income, 2014

![Median Household Income Chart](chart.png)

Sources: Nielsen, 2014; BAE, 2014.
Nearly 400,000 Pima County residents commute to work every day, mostly in personal vehicles. Of all employed Pima County residents, 87 percent drive to work. Three percent take public transportation, and another six percent walk, bike, or take another mode of transit. In Oro Valley, Marana, and Sahuarita, the share of commuters who drive is even higher than the County average, between 90 and 94 percent.

Three in ten employed residents in Eastern Pima County have a regional commute. Roughly 30 percent of employed residents of the five population centers in Eastern Pima County commute out of their home city or town every day to go to work. One in five employed Tucson residents commute out of the City for work, while the share of employed residents in surrounding communities who commute out ranges from 75 percent in Oro Valley to 87 percent in South Tucson.

Employed residents of South Tucson are the heaviest users of public transportation. Of all employed residents in South Tucson, 60 percent drive, 14 percent take public transportation, and another 24 percent walk, bike or take another mode of transit. As seen in Figure 2, Tucson is the only other population center in the Eastern County where employed residents drive less than the County average; 84 percent drive, 4 percent take public transportation, another 8 percent walk, bike, or take another mode of transit.

Figure 2: Means of Transportation to Work, 2010
The Eastern Pima County housing market is showing signs of recovery from the recession, with increasing housing starts and positive net absorption in the rental market since 2010. Owner-occupied and single-family detached homes are the dominant housing type in the area, though multifamily units have made up a significantly larger share of new units in recent years than in the past.

Owner households outnumber renter households in all jurisdictions except for South Tucson. The overall ownership rate for the County is 64 percent. As seen in Figure 3, Tucson and South Tucson have more renters than owners compared to other jurisdictions in Eastern Pima County. In Oro Valley, Marana, and Sahuarita less than a quarter of households rent.

Single-family homes are the dominant type of housing unit in Pima County. Overall, 60 percent of housing units in Pima County are single-family detached units, while an additional eight percent are single-family attached units (e.g. condominium or townhouse style homes). Less than one-fourth of Pima County housing units are in multifamily buildings.

Multifamily housing units make up a significant share of the housing stock in Tucson and South Tucson. Both Tucson and South Tucson have a significantly higher share of multifamily housing units compared with the Eastern Pima County communities and with the County as a whole. Roughly one-third of housing units in each city are in multifamily buildings.
Housing construction has begun to pick up since 2011, though new starts are still well below pre-Recession levels. After a sharp decline in new home starts following the recession, the number of new housing units built in Pima County increased from the prior year since 2011. In 2013, more than 3,000 new units began construction, of which over 20 percent were multifamily units, still well below the housing market peak of 11,600 units in 2005.

New housing construction is concentrated in the core population centers of the County. More than 70 percent of all 2013 housing starts in Pima County were in the five Eastern Pima County population centers. All 700 multifamily housing units that began construction in the County in 2013 were in these jurisdictions.

Multifamily units have played a much larger role in new housing construction since the recession. Since 2011, multifamily units have accounted for between 20 and 40 percent of all new housing starts in Pima County. This is a significantly higher share than the average 10 percent of new housing units that were multifamily in each year from 2000 to 2010. A total of more than 2,400 new multifamily units commenced construction between 2010 and 2013.
Figure 5: Building Permits Issued, Pima County, 2000 - 2012

Source: U.S. Census Bureau, Building Permit Trends; BAE, 2014.
**Rental Market Overview**

Asking rental rates for apartments in Eastern Pima County have held relatively constant through the recession and have increased every year since 2010, nearing pre-recession levels. Absorption of new and existing rental units in the market has also been positive since 2010, and the total net absorption since 2005 is just positive, indicating modest recovery since the recessionary downturn.

**Most rental units are one- and two-bedroom units.** Nearly 90 percent of all rental units are one- and two-bedroom units, according to a sample of nearly 43,000 rental units in 175 Eastern Pima County projects surveyed in the fourth quarter of 2013. These units range in average size between 600 and 917 square feet, respectively,

<table>
<thead>
<tr>
<th></th>
<th>Avg. Rental Rate</th>
<th>Avg. Unit Size (sq. ft.)</th>
<th>Number of Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$437</td>
<td>397</td>
<td>2,087</td>
<td>4.0%</td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>$555</td>
<td>600</td>
<td>21,836</td>
<td>50.8%</td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>$739</td>
<td>917</td>
<td>16,049</td>
<td>37.4%</td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>$918</td>
<td>1,122</td>
<td>2,592</td>
<td>6.0%</td>
</tr>
<tr>
<td>4-Bedroom</td>
<td>$1,310</td>
<td>1,328</td>
<td>394</td>
<td>0.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$647</strong></td>
<td><strong>873</strong></td>
<td><strong>42,958</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Notes:
Figures reflect data from the fourth quarter of 2013 for a sample of existing apartment rental units in Eastern Pima County provided by RealFacts.

**Since 2005, rents have remained relatively stable and are approaching pre-recession levels.** Since the height of the region’s housing boom in 2005, rents have fluctuated, but remained within a relatively tight band. The average asking rental rate in Eastern Pima County in 2013 was $647 per month, only slightly less than the average rate in 2008, when rents reached a high point of $662 per month across all unit types.

**Vacancy has declined gradually since 2009, but remains higher than pre-recession levels.** The overall vacancy rate for multifamily rental units at the end of 2013 was 9.6 percent. This level is significantly higher than the 5 percent vacancy rate that is considered stable in most markets. Vacancy was last at this level in 2006, at the height of the housing boom. This high apartment vacancy rate may also be affected by competitive supply available in single family rentals due to foreclosures.
The average year built for multifamily buildings in Eastern Pima County is 1984. The sampled units were in buildings built between 1961 and 2012, meaning that average rental rates and units sizes in the market reflect units that are 30 years old. In order to look at where newer properties are trending in terms of rent and size of unit, a set of recent comparables is listed in Table 4.

Since 2011, new rental units are larger and renting for higher rates. Compared to averages for the overall market, units opening since 2011 are renting at much higher rates. New one-bedroom units are renting at a premium of 60 percent over the market average; for two-bedroom and three-bedroom units, the rent premium for new units is 51 percent and 48 percent, respectively. The average size of new units is also much larger than the market average; average unit size has increased 27 percent for one-bedroom units, 14 percent for two-bedroom units, and 12 percent for three-bedroom units.

### Table 4: Recent Market Comparables, Eastern Pima County Sample, 2011-2013

<table>
<thead>
<tr>
<th></th>
<th>Avg. Rental Rate ($/mo)</th>
<th>Avg. Unit Size (sq. ft.)</th>
<th>Number of Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>$898</td>
<td>761</td>
<td>394</td>
<td>38%</td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>$1,117</td>
<td>1,048</td>
<td>540</td>
<td>52%</td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>$1,356</td>
<td>1,253</td>
<td>108</td>
<td>10%</td>
</tr>
<tr>
<td>4-Bedroom</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Total/Avg.</td>
<td>$1,124</td>
<td>1,021</td>
<td>1042</td>
<td>100%</td>
</tr>
</tbody>
</table>

Notes:
Figures reflect projects completed between 2011 and 2013 in Eastern Pima County according to RealFacts. In this period, no studios or 4-bedroom apartments were built.
Sources: RealFacts 2014; BAE 2014
Absorption of rental units has recovered since the recession. Each year from 2007 to 2009, the Eastern Pima County apartment market saw net negative absorption, followed by positive absorption each year from 2010 to 2013. The total net absorption from 2005 to 2013 was a modest 110 units, while total net absorption since 2010 has been strong at 1,418 units. Note that these figures include absorption of existing (vacant) and new units.

Figure 7: Rental Market Absorption Trends, Easter Pima County, 2005 - 2013

Sources: RealFacts; BAE, 2014.
**For-Sale Market Overview**

Re-sales of existing homes made up the majority of sales in 2013 in the Eastern County, with only a modest number of new home sales last year. Single-family homes dominate the for-sale market and new homes sold at a modest premium above the market average.

**Vacancy among owner-occupied units is relatively low.** The overall vacancy rate for owner-occupied housing units in Pima County as of the end of 2012 was estimated at 2.1 percent. In Tucson, the owner vacancy rate was a slightly higher 2.6 percent\(^1\). These rates are substantially lower than the rental unit vacancy rate observed for the same time period, which is typical in most markets where ownership housing is preferred and demand and supply are balanced. Thus, this owner vacancy rate suggests that the market has largely stabilized since the recession.

**More than 12,500 single-family, condominium, and townhouse units sold in 2013.** This figure represents data reported by the Tucson Realtors Association MLS data. Non-represented sales and most sales of new homes are not reported in MLS data, so this figure does not include all sales for the year. Nearly 90 percent of sales were of single-family units.

**Homes sold for an average of $196,000, with single-family homes selling for more.** Single family homes sold at an average price of $218,700, nearly 40 percent higher than the average sale price for condominium and townhouse units of $157,500.

<table>
<thead>
<tr>
<th>Table 5: Sale Price Distribution, Eastern Pima County, 2013 (a)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Single-Family Residence</strong></td>
</tr>
<tr>
<td>Less than $99,999</td>
</tr>
<tr>
<td>$100,000-$199,999</td>
</tr>
<tr>
<td>$200,000-$299,999</td>
</tr>
<tr>
<td>$300,000-$399,999</td>
</tr>
<tr>
<td>$400,000-$499,999</td>
</tr>
<tr>
<td>$500,000-$749,999</td>
</tr>
<tr>
<td>$750,000 or more</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

**Average Sale Price**

- **Single-Family Residence**: $218,715
- **Condominium/ Townhouse**: $157,485
- **Total**: $195,953

*Notes:*

- All figures represent sales reported to the Tucson Multiple Listing Service (MLS) in the submarket areas corresponding to the Eastern Pima County Market Area; MLS sales data do not include all real estate activity and do not include unrepresented sales or a substantial portion of new home sales.

*Sources: Tucson Association of Realtors, MLS, 2013; BAE, 2014.*

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\(^1\) Figures reflect data available from the American Community Survey based on continuous sampling from 2010 to 2012; this data was not available for other jurisdictions in Pima County for that timeframe.
New homes are selling at a modest premium. Single-family residences had an average re-sale price of $218,715, while new first time sales averaged $232,961, a seven percent premium. There were not enough new condominium sales in 2013 to provide an accurate comparison.

Table 6: Sale Price Distribution, Eastern Pima County, March 2013 – March 2014 – New Units (a)

<table>
<thead>
<tr>
<th></th>
<th>Single-Family Residence</th>
<th>Condominium/ Townhouse</th>
<th>Total Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $99,999</td>
<td>7</td>
<td>1</td>
<td>8</td>
<td>3%</td>
</tr>
<tr>
<td>$100,000-$199,999</td>
<td>114</td>
<td>0</td>
<td>114</td>
<td>43%</td>
</tr>
<tr>
<td>$200,000-$299,999</td>
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<tr>
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<td><strong>261</strong></td>
<td><strong>5</strong></td>
<td><strong>266</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Average Sale Price $232,961 (b) $233,642

Notes:
(a) All figures represent full and verified sales recorded by the Pima County Assessor between March 1, 2013 and February 28, 2014, as provided by DataQuick
(b) Average is not presented for new condominium sales, due to insufficient recorded sales

Sources: DataQuick, 2014; BAE, 2014.
Housing Market Affordability

Housing cost burden is a standard national measure of housing affordability. As defined by the Department of Housing and Urban Development (HUD), households that spend more than 30 percent of monthly household income on housing costs (e.g. mortgage or rent payments and utilities) are considered to be cost-burdened. In Pima County, a significant portion of households are cost-burdened, though the share varies throughout the Eastern County.

A significant share of Pima County owner and renter households are cost-burdened. In Pima County as a whole and in all five core population centers of the Eastern County, at least one-in-five owner households and one-in-three renter households pay more than 30 percent of monthly income on housing costs.

Renter households are more cost-burdened than owner households. Across the board, a higher share of renter households are cost-burdened than owner households. For Pima County overall, 54 percent of renters are cost-burdened, compared with 30 percent of owner households.

Tucson and South Tucson have the highest share of cost-burdened households. Almost two-thirds of South Tucson renter households and nearly 60 percent of Tucson renter households are cost-burdened. These shares are higher than in any other Eastern County community and higher than the County average. The share of owner households that are cost-burdened is more constant across jurisdictions, ranging from 22 percent in Sahuarita, the community with the lowest cost-burden rate for both owners and renters, to 31 percent in Tucson. An exception is South Tucson, where almost 40 percent of owner households are cost-burdened, compared with the County average of 30 percent.

Figure 8: Percent of Households with Cost Burden, 2012

Opportunities & Constraints to Affordable Housing Development

In order to understand the affordable housing development conditions in the Eastern Pima County market, BAE conducted a series of interviews with both for-profit and non-profit housing developers in the region during February and early March 2014. The following section describes characteristics of the development community, and then summarizes key findings from interviews regarding the principal opportunities and constraints to affordable and mixed-use housing development in Eastern Pima County. See Appendix B for a full list of interviewees.

Characteristics of the Development Community

Markets
Most non-profit developers interviewed work mainly within Pima County, but will occasionally do projects outside the County if approached by a municipality or other non-profit. For-profit developers primarily work in the Tucson and Phoenix metro areas. Only three firms are looking to expand outside of their current markets in the near future, with two looking out of state. However, some developers are looking to expand within their current markets by working on rehab projects, going into the private market, or adding more services for residents.

Projects
Project type, size, and cost range among developers depending on their mission or market niche. However, ten of the thirteen developers interviewed are or have been involved in some aspect of affordable housing development, either directly as a developer, or as a joint partner or general contractor. Additionally, nearly all of the developers interviewed are developing in the multifamily market—only three focus on single-family construction. Four of the developers also work on rehab or foreclosed properties, although these are not their primary product.

Mixed-use development is rare among non-profits, while for-profit developers pursue mixed-use development about half the time. Mixed-use projects in Eastern Pima County are mostly in the form of horizontal mixed-use (i.e. multiple buildings spread over a site), rather than vertical mixed-use (i.e. multiple uses in different levels of one or more buildings). However, many developers believe the market is heading more in this direction, and expressed an interest in completing more mixed-use projects in the future.

Development costs for each type of project range widely. Quoted per square foot (PSF) development costs ranged from $105 to $160 for for-sale projects, $100 to $204 for multifamily projects, and $70 to $80 for rehab projects. These quoted development costs are “all-in,” which includes land acquisition, soft costs, and hard costs of the project. Costs range due to submarket context, land acquisition cost, quality of finishes, green building standards, and type of parking (surface vs. structured).

Affordable housing developers base their project rents or mortgages on programmatic funding requirements, as described below. Market rate developers interviewed reported asking rents as low
as $400 for a one-bedroom and as high as $1,900 for a three-bedroom unit. For-sale units were selling between $120,000 and $225,000 for a typical home.

**Affordable Projects Characteristics**

Most affordable projects completed by the interviewed developers have been rental projects. Among for-profit developers, past affordable projects were entirely rental. Among the non-profit developers, half regularly deliver affordable for-sale units, but the majority of completed affordable units have been rental. Only one non-profit developer specializes in on for-sale affordable product. Nearly all of the projects completed are 100-percent affordable projects; only two developers build mixed-income projects. Reasons for this market preference stated by developers include programmatic requirements and investors. Banks and other institutional investors prefer 100 percent affordable projects because they are easier to track from a compliance and market risk standpoint. One developer stated that mixed income projects in Tucson have also tended to overshoot the market and perform poorly because they rely too much on market rate units to make up costs.

Demographics of residents ranged widely, but most affordable units were directed towards low-income families, seniors, veterans, or other special needs populations. Nearly half of the developers interviewed have produced an age-restricted project for seniors. These projects were usually funded through HUD Section 202 financing, and are restricted to ages 55 or 62 and over. However, Congress defunded capital advances for Section 202 beginning in FY 2012 through FY 2013. Since almost all developers in Tucson use this financing to build affordable senior projects, this may decrease the number of age-restricted units built in the near future.

Most affordable projects have targeted households earning below 80 percent of Area Median Income (AMI). Most projects provide the majority of units for households earning between 40 percent and 60 percent AMI. Other projects have relied on funding mechanisms, such as HUD Section 202 financing or Section 8 Housing Choice vouchers that restrict rents to a level equivalent to 30 percent of household income, regardless of the percent of AMI earned by the household.

**Affordable Projects Financing**

Affordable housing developers use a variety of financing tools in order to fund their projects. The most quoted sources of funds include federal Low Income Housing Tax Credits (LIHTC), federal HOME formula grants, Arizona State Housing Fund awards, the Federal Home Loan Bank’s Affordable Housing Program (AHP), HUD Section 202: Supportive Housing for the Elderly financing, and HUD Section 221 (d)(4): Mortgage Insurance for Rental and Cooperative Housing. Other sources of funds cited include Community Development Block Grants (CDBG), Community Reinvestment Act (CRA) loans, National Housing Trust funds, the Neighborhood Stabilization Program (NSP), HUD’s Rural Housing and Economic Development (RHED) program, Corporation for Enterprise Development, NeighborWorks America, capital campaigns, and traditional private debt.

For-sale affordable projects use a variety of programs and policies to help low-income households afford their mortgage and get into a home. The most commonly listed forms of assistance quoted were down payment assistance and matching savings accounts. Other less common forms of assistance include shared equity mortgages, community land trusts, 0-percent interest mortgages, purchase price subsidies, and soft second loans.

**Site Selection and Acquisition**
Site selection for affordable developers is driven by cost and amenity requirements set by funding programs. For example, LIHTC funding is allocated on a point system that rewards projects that are close to transit, grocery stores, schools, etc. Affordable developers often rely on partnerships with non-profits or government to receive land at a lower cost. One developer described this site selection process as “opportunistic,” commenting on the fact that the availability of low-cost land is a key limiting factor to the ability of developers to deliver affordable projects. For instance, one mixed-income rental project currently under development near the soon-to-be-opened Sun Link Tucson Modern Streetcar is being developed on land acquired from the City.

Market rate developers look at amenities, zoning, financials, and minimum acreage or project size when selecting a site. Key amenities include schools, shopping, transit, and employment centers. Zoning needs to be flexible enough for the developer to build a project that will be financially feasible. Multifamily developers prefer projects of 50 units or more, while single-family developers prefer projects of 35 to 40 lots. Most developers also seek to place projects near transit—primarily along bus lines. In general, developers note that families want access to schools and parks, while seniors want access to grocery stores and healthcare.

**Future Tucson Development Opportunities**
Developers had differing opinions regarding which submarkets of the Tucson metro area present the most attractive future development opportunities. Non-profit developers are less able to choose specific submarkets but rather “go where land is cheap, available, or donated.” In general, these developers seek to go where land is affordable and services are available, and aim to be as close to the urban core as possible. For-profit developers stated a much more clear interest in specific products or submarkets. For multifamily projects, several developers cited locations Downtown and in walking distance to the streetcar as the most attractive options; others expressed a focus on the submarkets of Oro Valley and Marana, where household incomes are relatively high. Other developers expressed interest in pursuing existing home rehab opportunities. The most frequently cited for-sale development opportunities were in east Tucson, in the southeast of the metro area near Sahuarita, and in the northwest of the metro area in Marana and Oro Valley.
Key Opportunities

Demand and need for affordable housing in the Tucson metro is strong. Developers unanimously agreed on the strength of the affordable housing demand; the most cited reasons for demand include relatively low wages and incomes, the lingering effects of the foreclosure crisis, and large amounts of aged and distressed housing in the metro area. In addition, much of the new housing product delivered since the recession is being targeted to buyers and renters at significantly higher price points than in the existing market, but household incomes have not increased to match.

Rehabilitation of existing units presents an attractive development opportunity. Interviewees observed that, while there are many affordable units available in Tucson, many of these units are in poor or substandard condition. Developers believe that rehab projects can play a significant role in upgrading the housing stock. The large amount of foreclosed homes filtering through the market, as well as the large amount of older and fatigued units, provide ample opportunity for developers to improve existing housing stock in a manner that supports sales and rentals to households at all income levels.

Partnerships are an important and attractive option for delivering affordable housing projects. All developers interviewed have worked in partnerships to produce affordable housing, or stated they would partner with experienced affordable housing developers given the right circumstances. Market rate developers can often supply capital need up front for projects, while affordable housing developers provide programmatic and capital stack financing expertise. Such partnerships present opportunities for interested developers to bring creative approaches to overcoming obstacles to affordable housing development.
Key Constraints

Access to capital is the biggest constraint to providing successful affordable housing in Tucson. Developers believe that not only are sources of funding extremely competitive and requirement intensive, but that the City and County have very little to offer in gap funding resources. Additionally, the State dramatically reduced funding available through the State Housing Trust Fund, which was a source of gap financing used by most developers pursuing LIHTC. HUD also eliminated their Section 202 program, which was a major funding source for most developers doing affordable senior projects.

Land cost is a significant barrier for affordable housing developers, especially near transit. Currently, most land is leveraged through non-profits or government owned land. Affordable housing developers often cannot compete with market rate developers for well-located parcels due to their capital restraints. There is also a belief that financing programs favor projects near high capacity transit, often to the disadvantage of Tucson affordable housing developers.

Zoning standards and parking requirements are perceived by developers as limiting the feasibility of projects in Tucson. Developers stated that zoning restrictions caused them to pull out of projects in Tucson. They point to Phoenix’s Downtown Code, a form-based code, as an example of zoning that allows for more flexibility in providing mixed-use and dense multifamily projects that are essential to providing affordable housing units. Interviewees also commented that parking requirements were too high compared to Phoenix, which will matter even more as development occurs near high capacity transit.

Tucson has a significant presence of low-wage employment opportunities that present a limiting factor for rental rates. For-profit developers stated that their market rate units were often equivalent to the 60 percent AMI income band, due to the earning profile of the metro area. Resulting low market rents make newly constructed affordable projects difficult to support, as many projects have to provide a spectrum of rents across income levels in order to support development costs.

Some developers expressed concern that significant concentrations of affordable housing development in the Downtown area could limit market support for the higher-value amenities and retail options sought to activate the market. Market rate developers commented that Downtown is just starting to attract market rate units other than student housing, and that a high concentration of affordable units in the area would not help to support the development of retail and other amenities that could increase the vitality of the downtown market.
TRANSPORT ORIENTED HOUSING DEMAND

To inform the High Capacity Transit (HCT) Corridors planning process, BAE was tasked with identifying the level of demand for affordable and market-rate housing in transit oriented developments. Considering current household characteristics, BAE estimated the number of households at various income levels that would be most likely to seek or benefit from transit oriented housing options. BAE then projected this total through the year 2045 based on State population projections. This subset of households is referred to in this report as TOD Housing Demand and represents the minimum portion of current and future Eastern Pima County households for whom housing options in proximity to transit will be most critical. BAE projected the portion of current and future TOD Housing Demand at multiple income levels so that the affordability needs of potential TOD households may be duly considered.

This chapter provides a detailed description of the methodology used to prepare this TOD Housing Demand projection and summarized the key findings from that analysis.

Methodology

Market Area
The baseline dataset for this TOD Housing Demand projection is the 2008-2012 Public Use Microdata Sample (PUMS) published by the US Census Bureau and based on a five percent sample of all households derived from individual responses to the American Community Survey (ACS). PUMS data are organized into Public Use Microdata Areas (PUMAs), geographic areas defined by the Census Bureau that may not correspond to other jurisdictional boundaries. By definition, PUMAs are geographic areas that have at least 100,000 persons as of the decennial Census, and do not cross county boundaries unless required to meet the minimum population requirement. The minimum population requirement serves to protect the confidentiality of individual household responses and provide a better level of statistical reliability for detailed analysis.

Due to increases or decreases in population, PUMA boundaries are adjusted following each decennial Census. For this analysis, BAE sought to use the most recent available PUMS, which corresponds to two sets of PUMAs, due to population change in the County between 2000 and 2010. The PUMAs based on ACS data from 2008 through 2011 are based on the 2000 Census, when Pima County was divided into seven PUMAs. The PUMAS used for the 2012 data are based on the 2010 Census, when Pima County was divided into nine PUMAs. To define a Market Area for the TOD Housing Demand estimate, BAE used the group of PUMAs that best approximated eastern Pima County for each year of PUMS data. These PUMAs do not correspond precisely to the actual eastern Pima County housing market, but are deemed to represent the best available dataset that allows the level of detailed analysis required for this TOD Housing Demand estimate. Figure 9 shows the additional areas of Pima County included in the 2010 PUMAs, compared to the 2000 PUMAs.
BAE organized its estimate of TOD Housing Demand into the household typologies used in the HUD Consolidated Plan process. These typologies, referred to as Comprehensive Housing Affordability Strategy (CHAS) categories, provide a matrix of household types by tenure (i.e. renter- or owner-occupied) and by Area Median Income (AMI) level (e.g. small family renter households with an income of less than 30 percent of AMI). The CHAS categories provide a clearer picture of the types of households at different income levels likely to seek housing near transit.

CHAS categories include small elderly households, small and large related family households, and all other households at income bands ranging from less than 30 percent of AMI to more than 120 percent of AMI. One difference between the official CHAS categorization and the BAE estimate is that, due to the available data points within the PUMS data, elderly households in BAE’s estimate are based on the presence of a resident age 65 and older, rather than 62 or older. Because of this and statistical sampling error, there are some differences between the counts in the BAE TOD Housing Demand estimate and the most recently published CHAS tables (from 2006-2010 ACS data). Overall, both sets of estimates are comparable in order of magnitude for each category. Any differences should not affect the overall magnitude of the estimates of households that might demand housing near transit.
Once the 2008-2012 PUMS data for the Market Area was organized into this matrix of household categories by type, tenure, and income level, BAE estimated TOD Housing Demand based on a household having one or more of the following characteristics, according to PUMS data collected between 2008 and 2012:

- Household has no car
- Household has someone who reports riding transit to work
- Household has more workers than vehicles available

Any household meeting one or more of these criteria was considered as a household that would be more likely to seek housing near transit and all other households were filtered out of the TOD Housing Demand estimate. Note that this may be considered a conservative estimate in that it does not take into account other households that might seek to live near transit for use in getting to school or for other non-work trips, nor does it take into account potential increases in demand for housing near transit due to increasing costs of car ownership or other market factors. The total number of existing households with transit demand represents the baseline TOD Housing Demand estimate for the Market Area.

**TOD Housing Demand: Projection**

BAE then projected this baseline TOD Housing Demand estimate to 2015 and later years through 2045, based on population projections generated by the Arizona Department of Administration, Office of Employment and Population Statistics in 2013.

For the purposes of this projection, the share of renter and owner households in each household type and the proportion of each household type at different income levels were held constant over time. For example, it was assumed that the proportion of small family households that rent and make more than 120 percent of AMI would be the same in 2045 as in 2015. This assumption is appropriate given the lack of detailed projections of future household types and income levels.

However, the distribution of households among the four CHAS household types was adjusted as part of this projection. This is because elderly households have distinct transit needs from the other household types projected in this analysis (e.g., retired with no workers in the household). Rather than assume that the proportion of transit demand households comprised of elderly households would be the same in 2045 as in 2015, BAE adjusted the ratio of elderly to non-elderly households in each projected future year to reflect the ratio of persons over and under age 65 reported in the State population projections. This adjustment was made using a constant average household size assumption for elderly households. Such an adjustment was not possible for other household types, as these types are not defined by a discreet age range (e.g., a small family household may have a householder of any age under 65).

Projected TOD Housing Demand for 2015 represents the existing pent-up demand for TOD housing options in Eastern Pima County. The TOD demand projected for each subsequent five-year increment through 2045 represents future demand from new households with transit demand.
TOD Housing Demand Findings

Projected TOD Housing Demand

The projected pent-up demand for TOD housing is 64,500 existing households as of 2015 in Eastern Pima County. This demand estimate reflects the assumption that, if and when these households move, they will have a preference for a housing unit with transit access. Future demand for TOD housing comprises an additional 31,200 projected new households through 2045.

In total, the Eastern Pima County housing market will see demand from a total of 95,600 households seeking TOD housing between 2015 and 2045. This total demand projection includes existing transit demand households based on the assumption that all households will experience at least one move over a 30-year period.

More than two-thirds of this 30-year TOD Housing Demand is accounted for by renter households. The portion of demand composed of elderly households is projected to rise from 19 percent in 2015 to nearly one-quarter of all households with transit demand in 2045. Nearly 40 percent of the total 30-year demand comprises small related households, while less than 10 percent of the total demand is made up of large related households. All other households (i.e. non-family and non-elderly) account for 30 percent of the total 30-year TOD Housing Demand.

Table 7: TOD Housing Demand by Tenure and Type, Eastern Pima Co., 2015 - 2045

<table>
<thead>
<tr>
<th></th>
<th>Renter</th>
<th></th>
<th>Owner</th>
<th></th>
<th>Grand</th>
<th>Total</th>
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<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
<td>Large Related</td>
<td>All Other</td>
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<td>3,144</td>
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</table>
Affordability Profile of TOD Housing Demand

There are multiple approaches to characterizing the housing affordability profile of a given market. This analysis will discuss current and projected housing affordability in Eastern Pima County in terms of housing cost burden and market rate affordability.

Housing Cost Burden

HUD classifies households that pay more than 30 percent of monthly income on housing costs (e.g. rent or mortgage payments) as cost-burdened households. This is a standard indicator of housing affordability, and reflects the extent to which housing costs limit a household’s ability to spend on other needs (e.g. transportation and health care) and on discretionary goods and services. Housing cost burden, as a simple ratio of housing cost to income, accounts for market conditions and income levels without requiring comprehensive housing market information.

Among the 64,500 existing transit demand households in 2015, nearly half are currently housing cost-burdened. Among existing renter households, nearly 60 percent are cost-burdened, compared with about one-third of owner households that are cost-burdened. These 31,800 cost-burdened transit demand households represent a pool of existing households in the Eastern Pima County market that would be likely to seek different housing, near transit, if there were more affordable options available. While this measure does not indicate the rental rate or home sale price range that would be affordable to cost-burdened households, it does indicate that there is a significant affordable housing need among existing transit demand households in the Market Area.

Cost burden was not projected for future years, as future TOD Housing Demand represents households that do not currently exist, but are expected to form and seek transit accessible housing in the future.
**Market Rate Affordability**

This approach estimates the rental rate or home price that can be supported by various income levels and compares that to the income levels estimated for the households in the Market Area. This approach identifies both the portion of households with insufficient incomes to afford market rate housing and provides a rough maximum rental rate and sale price point for affordable housing in a given market.

BAE projected the number of households in each income band through 2045, assuming a constant income distribution. Income bands are defined by the percentage of Area Median Income (AMI) earned by the household, presented in the CHAS categories used for this analysis. HUD defines households within these income level bands as follows: households earning less than 30 percent of AMI are extremely low income; households earning between 30 and 50 percent AMI are very low income; households earning between 50 and 80 percent AMI are low income; and households earning between 80 and 120 percent AMI are considered moderate income. All households earning less than 80 percent AMI are considered below-moderate income. This categorization allows for a consistent approach to housing affordability analysis across the country and reflects the same household income categories used in federal affordable housing tax credit and other funding programs.

Of the 95,600 households with transit demand that are projected to seek housing in the Eastern Pima County market over 30 years, more than two-thirds are projected to be below-moderate income households earning less than 80 percent AMI. Over 30 percent of TOD demand households will be extremely low income households (earning less than 30 percent AMI) and another 20 percent will be very low income households (earning between 30 and 50 percent AMI).

### Table 8: TOD Housing Demand by AMI level, Eastern Pima Co., 2015 – 2045

<table>
<thead>
<tr>
<th>Income Level (All Households)</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
<th>Total TOD Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30% AMI</td>
<td>30 to 50% AMI</td>
<td>50 to 80% AMI</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>19,534</td>
<td>11,746</td>
<td>12,004</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>1,671</td>
<td>1,148</td>
<td>978</td>
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<td>2025</td>
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<td>2030</td>
<td>1,594</td>
<td>1,070</td>
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<tr>
<td>2035</td>
<td>1,528</td>
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<td>932</td>
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<tr>
<td>2040</td>
<td>1,523</td>
<td>911</td>
<td>937</td>
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<tr>
<td>2045</td>
<td>1,534</td>
<td>895</td>
<td>952</td>
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<tr>
<td>Total</td>
<td>29,119</td>
<td>17,906</td>
<td>17,757</td>
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<tr>
<td>% total</td>
<td>30.5%</td>
<td>18.7%</td>
<td>18.6%</td>
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</tbody>
</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population forecast
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast
Affordability in the Rental Market

Of the 64,800 renter households included in the 30-year TOD Housing Demand projection, more than three-quarters will be below-moderate income households earning less than 80 percent AMI. Nearly 40 percent of the TOD demand households will comprise extremely low income households (earning less than 30 percent AMI) and another 20 percent will be very low income households (earning between 30 and 50 percent AMI).

Table 9: TOD Housing Demand by AMI Level, 2015 – 2045 – Renter Households

<table>
<thead>
<tr>
<th>Income Level (Renter Households)</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30% AMI</td>
<td>30 to 50% AMI</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>17,044</td>
<td>8,801</td>
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<tr>
<td>2020 (b)</td>
<td>1,375</td>
<td>785</td>
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<td>2025</td>
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<td>2030</td>
<td>1,326</td>
<td>743</td>
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<td>2035</td>
<td>1,322</td>
<td>693</td>
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<tr>
<td>2040</td>
<td>1,331</td>
<td>685</td>
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<tr>
<td>2045</td>
<td>1,354</td>
<td>685</td>
</tr>
<tr>
<td>Total</td>
<td>25,177</td>
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</tr>
<tr>
<td>% total</td>
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<td>20.4%</td>
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</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast

To estimate affordable apartment rental rates for transit demand households at each of these income bands, BAE reviewed the maximum allowable rates published by the Arizona Department of Housing (ADOH) for the Low Income Housing Tax Credit Program (LIHTC) for 2014. These rates are produced by ADOH based on HUD rent limits to determine the maximum rent for below-moderate income households that can be charged without forcing households to pay more than 30 percent of monthly income on housing costs. In other words, these are the maximum rental rates these households can afford without becoming cost-burdened.

Table 10 shows these rates for different unit types, as well as the market rental rates for those units according to data provided by RealFacts based on a sample of 43,000 apartment units in Pima County surveyed at the end of 2013. The table also shows the share of sampled units of each unit type (e.g. studio or one-bedroom units).

3 Because ADOH does not publish rent limits for households making above 60% AMI, rent limit figures for 80% AMI households as shown represent estimates produced by BAE based on comparison of published HUD and ADOH rates.
Table 10: Affordable and Market Rents, Pima County, 2014

<table>
<thead>
<tr>
<th>Monthly Rent by Income Level (a)</th>
<th>Studio</th>
<th>1 Bdrm</th>
<th>2 Bdrm</th>
<th>3 Bdrm</th>
<th>4 Bdrm</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$498 - $796</td>
<td>$534 - $853</td>
<td>$641 - $1,024</td>
<td>$741 - $1,184</td>
<td>$827 - $1,320</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$299 - $498</td>
<td>$320 - $534</td>
<td>$384 - $641</td>
<td>$444 - $741</td>
<td>$496 - $827</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $299</td>
<td>&lt; $320</td>
<td>&lt; $384</td>
<td>&lt; $444</td>
<td>&lt; $496</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Market Data (b)</th>
<th>Studio</th>
<th>1 Bdrm</th>
<th>2 Bdrm</th>
<th>3 Bdrm</th>
<th>4 Bdrm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market rental rates</td>
<td>$437</td>
<td>$555</td>
<td>$739</td>
<td>$918</td>
<td>$1,310</td>
</tr>
<tr>
<td>Share Mkt. Area units</td>
<td>4.9%</td>
<td>50.8%</td>
<td>37.4%</td>
<td>6.0%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Notes:

(a) Represents the maximum rent deemed affordable to households in each income band, as defined by ADOH based on HUD rent limits. Because ADOH reported rent limits only up to the 60% AMI level, the 80% AMI rent limit presented is an estimate produced by BAE based on a comparison of published HUD and ADOH income levels and rent limits.

(b) Represents 4th quarter 2013 data from a sample of 43,000 rental units in Pima County, provided by RealFacts. Shaded cells indicate unit types for which the market rental rate is affordable to households at each income level.

Sources: ADOH, 2013; RealFacts, 2014; BAE, 2014.

As shown, the average market rates for one-bedroom and two-bedroom units – the unit type that makes up 88 percent of all apartments – are not affordable to extremely low and very low income households earning less than 50 percent AMI. The average market rates for one-, two-, and three-bedroom units are affordable to some low income households (earning between 50 and 80 percent AMI), but not all. The average rental rate for four-bedroom units is just within reach for households at the upper end of the low income band that earn up to 80 percent of AMI.

The only unit type for which the average market rental rate is affordable to low income households (earning between 30 and 50 percent AMI) are studio units. These units are only affordable to households at the upper end of this income band, earning up to 50 percent of AMI, and studio units accounted for just five percent of the County’s rental housing stock.

It should be noted that the market rental rate data shown in Table 10 represent available summary data at the time of analysis. Because these figures reflect average asking rental rates, a precise estimate of the number of existing units that are unaffordable to households at various income levels is not possible; some units will rent for below the average at levels affordable to low, very low, and extremely low income TOD demand households, while some will rent above that level. Also, as presented in the Housing Market Existing Conditions chapter of this report, newly constructed rental units rent at a premium of up to 60 percent above current market rates; new development at TOD sites will therefore be even less affordable to these TOD demand households than available apartments in existing buildings throughout the Market Area.

These data indicate that a significant portion of existing and future TOD demand households will face limited affordability in the rental housing market; the average rental rate for nearly 90 percent of rental units is unaffordable to the existing 25,800 extremely low or very low income households with transit demand. This means that nearly 60 percent of existing TOD demand households are unable
to afford apartments at or above the average rate. In addition, up to 8,500 existing TOD demand households making between 50 and 80 percent AMI will be unable to rent two-, three-, and four-bedroom apartments at or above the market rate.

Assuming that the share of households in each income band and the ratio of market rental rates to those income levels remain constant over time, this means that over 30 years Eastern Pima County will see demand for below market rate rental units at TOD sites from a total of 38,400 extremely low and very low income households and up to 12,400 low income households.
Affordability in the Ownership Market

Over 30 years, a projected 30,800 transit demand households will be owner households. Of these, 8,600, or nearly 30 percent, will be extremely low or very low income households (making below 50 percent of AMI), and an additional 5,400, or 18 percent, will be low income households making between 50 and 80 percent AMI. More than half of the existing and future TOD demand owner households will be above-moderate income households earning more than 80 percent AMI.

Table 11: TOD Housing Demand by AMI Level, 2015 – 2045 – Owner Households

<table>
<thead>
<tr>
<th>Income Level (Owner Households)</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30% AMI</td>
<td>30 to 50% AMI</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>2,491</td>
<td>2,945</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>296</td>
<td>363</td>
</tr>
<tr>
<td>2025</td>
<td>311</td>
<td>382</td>
</tr>
<tr>
<td>2030</td>
<td>268</td>
<td>327</td>
</tr>
<tr>
<td>2035</td>
<td>206</td>
<td>246</td>
</tr>
<tr>
<td>2040</td>
<td>192</td>
<td>226</td>
</tr>
<tr>
<td>2045</td>
<td>180</td>
<td>210</td>
</tr>
<tr>
<td>Total</td>
<td>3,943</td>
<td>4,699</td>
</tr>
<tr>
<td>% total</td>
<td>12.8%</td>
<td>15.3%</td>
</tr>
</tbody>
</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population forecast
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast

To quantify the demand for affordable housing among TOD demand owner households, BAE first estimated the home sale price that would be affordable to households in each income band. The affordable sale price was defined as the home price that can be supported by a total monthly housing cost of no more than 30 percent of household income. Housing costs considered included mortgage principal and interest payments based on standard mortgage terms and prevailing interest rates, homeowner’s insurance premium payments, and property tax payment based on data published by the Pima County Board of Supervisors.

BAE then compared these affordable sales price levels to the sales price distribution of more than 13,000 single family detached, townhouse, and condominium home sales that closed in 2013 in Eastern Pima County based on Multiple Listing Service (MLS) data reported by the Tucson Realtors Association⁴.

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⁴ MLS data do not include unrepresented sales and most new home construction sales. County Assessor data obtained through DataQuick indicate that in 2013, just over 300 new homes constructed since 2010 sold in Eastern Pima County, so the MLS data shown in Table 12 do reflect the vast majority of recent sales in the area.
Table 12: Affordable and Market Home Sale Prices, Eastern Pima County, 2014

<table>
<thead>
<tr>
<th>Household Incomes by Percent of AMI (a)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$19,950 - $31,870</td>
<td>$22,800 - $36,447</td>
<td>$25,650 - $41,023</td>
<td>$28,500 - $45,600</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$11,970 - $19,950</td>
<td>$13,680 - $22,800</td>
<td>$15,390 - $25,650</td>
<td>$17,100 - $28,500</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $11,970</td>
<td>&lt; $13,680</td>
<td>&lt; $15,390</td>
<td>&lt; $17,100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Affordable Home Sale Price (b)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$83,520 - $133,423</td>
<td>$95,451 - $152,583</td>
<td>$107,383 - $171,742</td>
<td>$119,314 - $190,902</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$50,112 - $83,520</td>
<td>$57,271 - $95,451</td>
<td>$64,430 - $107,383</td>
<td>$71,588 - $119,314</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $50,112</td>
<td>&lt; $57,271</td>
<td>&lt; $64,430</td>
<td>&lt; $71,588</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Share of Recent Sales by Household Price Range (c)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>25%</td>
<td>32%</td>
<td>37%</td>
<td>36%</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>8%</td>
<td>9%</td>
<td>10%</td>
<td>18%</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>5%</td>
<td>7%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>subtotal</td>
<td>38%</td>
<td>48%</td>
<td>57%</td>
<td>64%</td>
</tr>
</tbody>
</table>

Notes:
(a) Represents annual income levels published by ADOH, based on HUD income limits. Because ADOH reported income limits only up to the 60% AMI level, the 80% AMI income limit was estimated by BAE based on a comparison of published HUD and ADOH income levels.
(b) Represents home price amount affordable to households at each income level assuming standard mortgage terms and prevailing interest rates, average homeowner's insurance premium as reported by Arizona Department of Insurance, and average property tax payment for urban Pima County based on data provided by the Pima County Board of Supervisors.
(c) Represents sales price distribution for 13,000 single family residential, townhouse, and condominium sales in Eastern Pima County based on Multiple Listing Service (MLS) data for 2013 reported by the Tucson Realtors Association.

Table 12 shows that between 40 percent and two-thirds of recent home sales closed at a price that would be affordable to below-moderate income TOD demand households making less than 80 percent of AMI. For three-person households, the household type that most closely corresponds with the average owner household size of 2.6 persons, nearly 60 percent of homes are affordable.

Most of these for-sale units are affordable only to low income households making between 50 and 80 percent AMI. For very low and extremely low income households (those making below 50 percent of AMI), only 20 percent of homes are affordable at current market rate prices. As described in the Housing Market Existing Conditions chapter of this report, new housing units in the Market Area sell at a premium of roughly 20 percent above re-sales. This means that new homes, townhouses, and condominiums built at TOD sites will be somewhat less affordable on average to low income households when they are first sold.

The 14,000 below-moderate income households projected to seek TOD housing options over 30 years will primarily rely on newly constructed housing units to suit their needs, as TOD housing along the proposed HCT corridors has largely yet to develop. To understand the market affordability gap for these TOD demand households, BAE reviewed annual sales data for the past 10 years. According to sales data provided by DataQuick based on County Assessor records, an average of 1,700 recently constructed homes (those built in the three years prior to the year of sale) were sold each
year from 2004 through 2013 in Eastern Pima County. If this 10-year average were to hold over the next 30 years, a total of 52,100 new homes would be sold over that time period.

Applying the home price affordability estimates presented in Table 12 to these sales projections, roughly 10,400 new homes can be expected to be sold at a price affordable to extremely low and very low income households making below 50 percent of AMI, for the average three-person household. For the average three-person low income household making between 50 and 80 percent AMI, an estimated 19,300 new homes will sell at an affordable price over 30 years.

**Table 13: Projected New Housing Unit Sales by Affordability**

<table>
<thead>
<tr>
<th>New Unit Sales</th>
<th>10-year annual average (a): 1,735</th>
<th>30-year projected new unit sales: 52,062</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Unit Affordability</td>
<td>Extremely/Very Low-Income HHs (&lt; 50% AMI)</td>
<td>Low to Moderate Income HHs (50 - 80% AMI)</td>
</tr>
<tr>
<td>Percent of Sales Affordable (b)</td>
<td>20.0%</td>
<td>37.0%</td>
</tr>
<tr>
<td>Projected Affordable Sales, 30-yrs</td>
<td>10,412</td>
<td>19,263</td>
</tr>
<tr>
<td>New Unit Affordability</td>
<td>Extremely/Very Low-Income HHs (&lt; 50% AMI)</td>
<td>Low to Moderate Income HHs (50 - 80% AMI)</td>
</tr>
<tr>
<td>30-yr TOD Demand (Households) (c)</td>
<td>8,642</td>
<td>5,394</td>
</tr>
<tr>
<td>TOD Demand as % of Aff. Sales</td>
<td>83.0%</td>
<td>28.0%</td>
</tr>
</tbody>
</table>

Notes:
(a) Represents the 10-year annual average number of new unit sales from 2003 to 2013 that were built in the three years prior to the year of sale or in the year of sale, according to Assessors data provided by DataQuick.
(b) Represents the percent of recent home sales in Eastern Pima County that closed at a price affordable to a 3-person household, according to MLS sales data and ADOH income limits as presented in Table 12 of this report.
(c) Projected TOD demand based on PUMS dataset, as presented in Table 11 of this report.
Sources: DataQuick, 2014; BAE, 2014.

The figures shown in Table 13 indicate that the Eastern Pima County housing market can be expected to sell a sufficient number of new homes over 30 years at prices that will be affordable to the 14,000 below-moderate income TOD demand buyer households.

However, in order to provide a sufficient amount of affordable for-sale housing options at TOD sites to meet projected demand, more than 80 percent of all new housing units affordable to extremely low and very low income households would have to be located at a TOD site, and nearly 30 percent of all homes affordable to low to moderate income households would need to be developed at a TOD site. In other words, Eastern Pima County can be expected to provide enough affordable for-sale housing in the aggregate, but a significant amount of the region’s for-sale development would need to occur at TOD sites in order to provide for the needs of TOD demand households.
OPPORTUNITY SITES FOR TRANSIT ORIENTED DEVELOPMENT

BAE evaluated the development potential of 24 proposed High Capacity Transit (HCT) station areas presented in the Pima Association of Governments (PAG) High Capacity Transit System Plan throughout the Eastern County. Station areas were scored and prioritized as near-, mid-, or long-term development priorities, referring to sites that should be prioritized for TOD housing development in the coming 10, 20, or 30 years, respectively. This evaluation is intended to inform the HCT planning process regarding the relative suitability of the 24 proposed station areas for transit oriented development (TOD) affordable and mixed-income housing.

Methodology

This evaluation was based on population and household data from the American Community Survey (ACS) and employment data from the Pima Association of Governments (PAG) 2012 Travel Reduction Program available at the time of analysis. This evaluation does not consider suitability criteria for specific development sites such as physical constraints, permitted uses, allowable densities, or improved value to land value ratios. The criteria used to evaluate each station and the metric used to evaluate the area are as follows:

- Housing cost burden – Percent of households with housing cost burden
- Rental availability – Rental vacancy rate
- Employment access – Number of jobs accessible via proposed HCT corridors
- Transit options – Number of HCT lines serving station area
- Transit usage – Percent of residents currently using transit

Housing Cost Burden

Housing cost burden is calculated as the proportion of a household’s income that goes toward housing costs. If housing costs take up 30 percent or more of a household’s income, the household is considered to have a high housing cost burden, with inadequate income left for other living expenses. Housing cost burden is measured for the Census tracts encompassing the area within a half-mile of each candidate station site, based on five-year American Community Survey (ACS) data for the 2008 to 2012 period. Since neighborhoods and cities with high housing cost burdens have a demonstrable need for additional affordable housing, station areas with a higher proportion of households with housing cost burden are given a higher priority for affordable housing development.

Rental Availability

Low vacancy rates are indicative of a tight rental market, with limited availability and rising rents as demand outstrips supply. Since lower income households tend to be renters, the analysis here focuses on rental vacancy rates as measured based on the 2010 Census for Census Tracts encompassing the area within a half mile of each candidate station. Station areas with low rental vacancy rates are given a higher priority for affordable housing development.
**Employment Access**
Proposed stations with higher numbers of jobs accessible via the existing and proposed HCT corridors are given a higher priority for affordable housing development, since access to jobs is key to allowing lower-income households to reduce their auto-related transportation costs. Greater access should lead to more employment options and greater job retention opportunities for low-income workers. Employment is measured based on businesses and government entities reporting more than 50 employees as surveyed for the Pima Association of Governments’ Travel Reduction Program (TRP) in 2012. For a given station, the accessible jobs consist of TRP employment within one mile of the proposed HCT lines directly accessible from the candidate station.

**Transit Options**
The greater the number of proposed HCT lines serving a proposed station, the greater the accessibility to jobs, shopping, educational institutions, medical facilities, entertainment, and other regional amenities. Higher priority for affordable housing development is given to stations with more directly accessible HCT lines. In cases where short-term lines (e.g., BRT indicated as near- and/or mid-term) are ultimately replaced by longer-term solutions (light rail indicated as mid- and/or long-term), the route is only counted once in calculating the number of lines that serve to proposed station.

**Transit Usage**
A higher proportion of residents currently using transit to get to work is an indicator that transit options provide a relatively good connection between the area and job centers and other regional amenities. Such areas are assumed to have a character suitable for additional transit oriented development, including affordable housing, especially when proposed HCT options become available. Higher priority is given to stations with higher per capita transit usage. The metric used is the percent of workers commuting by bus (the primary transit option available in the area) for a one-mile radius around each candidate station, based on ESRI data derived from the 2005-2009 American Community Survey.

**Ranking Procedure**
To apply the above metrics as measures of the potential for affordable or mixed-income TOD housing in each proposed station area, BAE developed a simple system where for each variable, the 24 proposed station areas of this study were ranked from one to three, with one being the ranking for higher potential. As a first pass, the top eight in each category were given a “1” score, the middle eight given a “2” score, and the lowest eight given a “3” score. For some variables where there are tie scores, ranks with one or more stations have been changed based on natural breaks in the distribution (e.g., all station areas with zero percent bus ridership are given a score of “3” for that metric). As a final step, the scores for each station area for the five metrics are summed to provide an overall ranking and then categorized as having “Near-term,” “Mid-term,” or “Long-term” potential for affordable or mixed-income TOD housing development. Details on the ranking can be found in Appendix D.
Prioritization of Opportunity Sites

Table 14 indicates the rank and priority level assigned to each proposed station, based on the evaluation methodology described above. Of the 24 proposed stations included in this study, seven were ranked as near-term priority stations for TOD affordable and mixed-income housing development. Eight stations were ranked as mid-term priorities for development, while nine stations received long-term priority designation.

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>City</th>
<th>Rank</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>6</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>6</td>
<td>Near-term</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>8</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>8</td>
<td>Near-term</td>
</tr>
<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>11</td>
<td>Mid-term</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>11</td>
<td>Mid-term</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
<td>13</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>13</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>14</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>14</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>15</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>15</td>
<td>Long-term</td>
</tr>
</tbody>
</table>

Sources: ESRI; American Community Survey; 2010 Decennial Census; PAG Travel Reduction Program; Drachman Institute; BAE.

All seven near-term priority stations are located in Tucson or South Tucson, while two additional Tucson stations – at Wetmore & Stone and Wetmore & Oracle were ranked as mid-term priorities. All five Marana stations were ranked as mid-term priority areas, while all four Sahuarita stations were ranked as long-term priorities. One Oro Valley station area was ranked as a mid-term development priority, at Magee & Oracle, while the remaining Oro Valley stations were ranked as long-term priorities.

5 The proposed HCT Station at Speedway & Campbell (Station T-5) is located in an area with a significant number of student residents due to its proximity to the University of Arizona campus. A significant presence of student residents in a given area generally increases the portion of households that appear to be cost-burdened. This analysis did not control for the presence of student residents in any station area, so the housing cost burden profile for this Station T-5 may be somewhat inflated.
Figure 10: TOD Housing Development Priority for Proposed HCT Station Areas

Source: BAE, 2014.
As illustrated in Figure 10, prioritizing proposed HCT stations in consideration of employment and transit access and housing market constraints suggests a high priority for near-term TOD affordable and mixed-income housing development at the region’s center. This prioritization is not intended to suggest that proposed HCT stations in outlying areas are less viable TOD development sites. Rather, the priority rankings presented here serve to indicate where the region might most effectively target constrained resources in support of affordable and mixed-income housing development at TOD sites at different stages of development. TOD housing development at these near-term priority stations would be the most effective in addressing the demand for affordable TOD housing options demonstrated in this report in the near term.
RECOMMENDATIONS

Focus housing resources to support affordable rental housing. More than two-thirds of the 30-year TOD housing demand projected in this report will come from renter households. Between 60 and 80 percent of these households will not be able to afford apartments at or above the market rental rate. This constitutes a 30-year demand for affordable TOD rental housing of between 38,400 and 50,800 households. By comparison, demand for affordable TOD for-sale housing is projected at 14,000 owner households over 30 years.

Assess the availability of publicly-owned land to support affordable housing development. Developers cited the high cost of land acquisition for viable and attractive sites as a key impediment to affordable housing development in Pima County. By definition, affordable housing cannot support the same land cost as market rate housing or other uses that achieve higher rents or sale prices. Publicly-owned land can be a key tool, either through sales or public-private partnership, in supporting new affordable housing development.

Review zoning, parking, and other regulations for opportunities to support affordable housing development. Density and flexibility with zoning standards – particularly parking requirements – are key considerations for developers when pursuing a project. For affordable housing development, these considerations become all the more important. Finding opportunities to revise the zoning code and other regulations, such as allowing for a density-bonus to affordable housing project or parking requirement reduction for projects near transit, can be an important, no-cost tool for jurisdictions seeking to support affordable housing development.

Prioritize “near-term” TOD development sites for dense, multifamily affordable housing. The proposed station areas ranked as near-term priorities are the best suited to meet the affordable TOD housing demand demonstrated in this report. Special consideration should be given as development is proposed for these sites to ensure that these high priority sites are used to effectively support the region’s affordable TOD housing goals.

Conduct a study of specific development sites at proposed HCT station areas to develop an affordable TOD housing development strategy. Evaluation of specific potential development sites to determine housing unit capacity and financial feasibility would further inform the HCT planning process by identifying the portion of the affordable TOD housing need that could be accommodated at various sites under different density and development scenarios.
## Table A-1: Population and Household Trends, 2000-2014 (a)

<table>
<thead>
<tr>
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<tbody>
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<td><strong>Pima County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>843,746</td>
<td>980,263</td>
<td>999,461</td>
<td>18.5%</td>
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<tr>
<td>Households</td>
<td>332,350</td>
<td>388,660</td>
<td>396,111</td>
<td>19.2%</td>
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<tr>
<td>Avg. household size</td>
<td>2.47</td>
<td>2.46</td>
<td>2.46</td>
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</tr>
<tr>
<td><strong>Tucson</strong></td>
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</tr>
<tr>
<td>Population</td>
<td>486,699</td>
<td>520,116</td>
<td>524,264</td>
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<tr>
<td>Households</td>
<td>192,891</td>
<td>205,390</td>
<td>208,167</td>
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<tr>
<td>Avg. household size</td>
<td>2.42</td>
<td>2.43</td>
<td>2.41</td>
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<tr>
<td><strong>Oro Valley</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>29,700</td>
<td>41,011</td>
<td>42,391</td>
<td>42.7%</td>
<td>2.6%</td>
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<td>Households</td>
<td>12,249</td>
<td>17,804</td>
<td>18,201</td>
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<td>Avg. household size</td>
<td>2.41</td>
<td>2.30</td>
<td>2.32</td>
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<tr>
<td><strong>Marana</strong></td>
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<td></td>
</tr>
<tr>
<td>Population</td>
<td>13,556</td>
<td>34,961</td>
<td>38,925</td>
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<td>7.8%</td>
</tr>
<tr>
<td>Households</td>
<td>4,944</td>
<td>13,073</td>
<td>14,232</td>
<td>187.9%</td>
<td>7.8%</td>
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<tr>
<td>Avg. household size</td>
<td>2.66</td>
<td>2.63</td>
<td>2.71</td>
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<tr>
<td><strong>Sahuarita</strong></td>
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</tr>
<tr>
<td>Population</td>
<td>3,242</td>
<td>25,259</td>
<td>28,619</td>
<td>782.8%</td>
<td>16.8%</td>
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<tr>
<td>Households</td>
<td>1,155</td>
<td>9,020</td>
<td>9,883</td>
<td>755.7%</td>
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</tr>
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<td>Avg. household size</td>
<td>2.78</td>
<td>2.79</td>
<td>2.89</td>
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<tr>
<td><strong>South Tucson</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>5,490</td>
<td>5,652</td>
<td>5,499</td>
<td>0.2%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Households</td>
<td>1,810</td>
<td>1,827</td>
<td>1,772</td>
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<td>-0.2%</td>
</tr>
<tr>
<td>Avg. household size</td>
<td>2.94</td>
<td>2.93</td>
<td>2.91</td>
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</table>

**Notes:**

(a) Figures for 2014 reflect estimate provided by Nielsen; figures may not correspond precisely with population projection figures generated by other sources.

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<tbody>
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<td>1,022,079</td>
<td>1,100,021</td>
<td>1,172,515</td>
<td>1,243,099</td>
<td>1,312,101</td>
<td>1,447,403</td>
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<td>1.2%</td>
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<tr>
<td>Tucson</td>
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<td>537,129</td>
<td>572,636</td>
<td>610,374</td>
<td>647,118</td>
<td>683,038</td>
<td>753,472</td>
<td>40.3%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Oro Valley</td>
<td>42,259</td>
<td>42,259</td>
<td>44,811</td>
<td>47,405</td>
<td>49,784</td>
<td>52,072</td>
<td>56,453</td>
<td>33.6%</td>
<td>1.0%</td>
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<tr>
<td>Marana</td>
<td>41,019</td>
<td>41,019</td>
<td>48,324</td>
<td>55,287</td>
<td>61,988</td>
<td>68,859</td>
<td>82,714</td>
<td>101.6%</td>
<td>2.4%</td>
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<tr>
<td>Sahuarita</td>
<td>28,483</td>
<td>28,483</td>
<td>34,529</td>
<td>41,276</td>
<td>45,403</td>
<td>48,527</td>
<td>54,729</td>
<td>92.1%</td>
<td>2.2%</td>
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<tr>
<td>South Tucson</td>
<td>5,670</td>
<td>5,670</td>
<td>5,637</td>
<td>5,585</td>
<td>5,550</td>
<td>5,544</td>
<td>5,727</td>
<td>1.0%</td>
<td>0.0%</td>
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### Table A-3: Household Income, Pima County, 2014

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<tr>
<th>Annual Household Income</th>
<th>Pima County</th>
<th>Tucson</th>
<th>Oro Valley</th>
<th>Marana</th>
<th>Sahuarita</th>
<th>S. Tucson</th>
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<tr>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>Less than $15,000</td>
<td>64,887</td>
<td>16.4%</td>
<td>44,790</td>
<td>16.4%</td>
<td>1,364</td>
<td>7.5%</td>
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<tr>
<td>$15,000-$24,999</td>
<td>51,657</td>
<td>13.0%</td>
<td>32,042</td>
<td>15.4%</td>
<td>1,424</td>
<td>7.8%</td>
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<tr>
<td>$25,000-$34,999</td>
<td>47,148</td>
<td>11.9%</td>
<td>27,715</td>
<td>13.3%</td>
<td>1,455</td>
<td>8.0%</td>
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<td>$35,000-$49,999</td>
<td>57,770</td>
<td>14.6%</td>
<td>31,750</td>
<td>15.3%</td>
<td>2,537</td>
<td>13.9%</td>
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<tr>
<td>$50,000-$74,999</td>
<td>70,778</td>
<td>17.9%</td>
<td>33,991</td>
<td>16.3%</td>
<td>3,169</td>
<td>17.4%</td>
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<tr>
<td>$75,000-$99,999</td>
<td>42,374</td>
<td>10.7%</td>
<td>17,951</td>
<td>8.6%</td>
<td>2,694</td>
<td>14.8%</td>
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<td>$100,000-$149,999</td>
<td>39,256</td>
<td>9.9%</td>
<td>14,104</td>
<td>6.8%</td>
<td>3,063</td>
<td>16.8%</td>
</tr>
<tr>
<td>$150,000-$199,999</td>
<td>11,641</td>
<td>2.9%</td>
<td>3,468</td>
<td>1.7%</td>
<td>1,195</td>
<td>6.6%</td>
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<tr>
<td>$200,000-$249,999</td>
<td>3,920</td>
<td>1.0%</td>
<td>1,028</td>
<td>0.5%</td>
<td>470</td>
<td>2.6%</td>
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<tr>
<td>$250,000 or more</td>
<td>6,680</td>
<td>1.7%</td>
<td>1,328</td>
<td>0.6%</td>
<td>830</td>
<td>4.6%</td>
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<tr>
<td>Total</td>
<td>396,111</td>
<td>100.0%</td>
<td>208,167</td>
<td>100.0%</td>
<td>18,201</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

| Median HH Income        | $43,922     | $34,833 | $68,306 | $67,577 | $69,105     | $22,955 |

Sources: Nielsen, 2014; BAE, 2014.
<table>
<thead>
<tr>
<th>Pima County</th>
<th>Tucson</th>
<th>South Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Means of Transportation</strong></td>
<td><strong>Employed Persons</strong></td>
<td><strong>Means of Transportation</strong></td>
</tr>
<tr>
<td>Car, Truck or Van</td>
<td>363,885</td>
<td>86.7%</td>
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<tr>
<td>Drove Alone</td>
<td>317,862</td>
<td>75.7%</td>
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<tr>
<td>Carpool</td>
<td>46,023</td>
<td>11.0%</td>
</tr>
<tr>
<td>Public Transportation (excluding Taxi)</td>
<td>10,513</td>
<td>2.5%</td>
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<tr>
<td>Walked</td>
<td>11,208</td>
<td>2.7%</td>
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<tr>
<td>Taxi, motorcycle, bicycle, or other</td>
<td>13,755</td>
<td>3.3%</td>
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<tr>
<td>Worked at Home</td>
<td>20,310</td>
<td>4.8%</td>
</tr>
<tr>
<td><strong>Total Workers</strong></td>
<td>419,671</td>
<td>100.0%</td>
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<table>
<thead>
<tr>
<th>Oro Valley</th>
<th>Marana</th>
<th>Sahuarita</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Means of Transportation</strong></td>
<td><strong>Employed Persons</strong></td>
<td><strong>Means of Transportation</strong></td>
</tr>
<tr>
<td>Car, Truck or Van</td>
<td>14,255</td>
<td>89.7%</td>
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<tr>
<td>Drove Alone</td>
<td>12,758</td>
<td>80.3%</td>
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<tr>
<td>Carpool</td>
<td>1,497</td>
<td>9.4%</td>
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<tr>
<td>Public Transportation (excluding Taxi)</td>
<td>42</td>
<td>0.3%</td>
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<tr>
<td>Walked</td>
<td>112</td>
<td>0.7%</td>
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<tr>
<td>Taxi, motorcycle, bicycle, or other</td>
<td>280</td>
<td>1.8%</td>
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<td>Worked at Home</td>
<td>1,129</td>
<td>7.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>15,888</td>
<td>100.0%</td>
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Notes:
(a) The American Community Survey (ACS) publishes demographic estimates based on statistical sampling conducted between 2006-2010. Sources: ACS 2006-2010; BAE, 2014.
### Table A-5: Household Tenure, 2014

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Pima County</th>
<th>Tucson</th>
<th>Oro Valley</th>
<th>Marana</th>
<th>Sahuarita</th>
<th>South Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>Owners</td>
<td>253,849</td>
<td>64.1%</td>
<td>108,167</td>
<td>52.0%</td>
<td>14,248</td>
<td>78.3%</td>
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<tr>
<td>Renters</td>
<td>142,262</td>
<td>35.9%</td>
<td>100,000</td>
<td>48.0%</td>
<td>3,953</td>
<td>21.7%</td>
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<td>Total Households</td>
<td>396,111</td>
<td>100.0%</td>
<td>208,167</td>
<td>100.0%</td>
<td>18,201</td>
<td>100.0%</td>
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Sources: Nielsen, 2014; BAE, 2014.
Table A-6: Housing Units by Type of Structure, 2014

<table>
<thead>
<tr>
<th>Type of Residence (a)</th>
<th>Pima County</th>
<th>Tucson</th>
<th>Oro Valley</th>
<th>Marana</th>
<th>Sahuarita</th>
<th>South Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>59.1%</td>
<td>51.5%</td>
<td>76.1%</td>
<td>85.7%</td>
<td>87.8%</td>
<td>52.8%</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>7.8%</td>
<td>8.2%</td>
<td>7.7%</td>
<td>1.7%</td>
<td>2.9%</td>
<td>11.4%</td>
</tr>
<tr>
<td>Multifamily 2-4 Units</td>
<td>4.8%</td>
<td>7.4%</td>
<td>1.8%</td>
<td>0.7%</td>
<td>0.4%</td>
<td>12.2%</td>
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<tr>
<td>Multifamily 5-19 Units</td>
<td>9.3%</td>
<td>13.2%</td>
<td>8.3%</td>
<td>4.0%</td>
<td>3.5%</td>
<td>8.4%</td>
</tr>
<tr>
<td>Multifamily 20-49 Units</td>
<td>3.7%</td>
<td>6.0%</td>
<td>1.6%</td>
<td>0.0%</td>
<td>0.3%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Multifamily 50+</td>
<td>4.5%</td>
<td>6.3%</td>
<td>2.5%</td>
<td>1.4%</td>
<td>2.2%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Mobile Home (c)</td>
<td>10.9%</td>
<td>7.3%</td>
<td>2.0%</td>
<td>6.6%</td>
<td>3.1%</td>
<td>4.0%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Multifamily Housing Units | 22.2% | 33.0% | 14.2% | 6.1% | 6.3% | 31.9% |

Note:
(a) All figures represent percent of total housing units in each category.
Sources: Nielsen, 2014; BAE, 2014.
Table A-7: Building Permits Issued, Pima County, 2000 - 2013

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</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>6,816</td>
<td>6,298</td>
<td>6,114</td>
<td>7,598</td>
<td>9,604</td>
<td>11,166</td>
<td>8,132</td>
<td>4,698</td>
<td>2,743</td>
<td>1,934</td>
<td>1,726</td>
<td>1,388</td>
<td>2,175</td>
<td>2,329</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>963</td>
<td>1,174</td>
<td>1,033</td>
<td>312</td>
<td>917</td>
<td>478</td>
<td>390</td>
<td>539</td>
<td>478</td>
<td>195</td>
<td>212</td>
<td>854</td>
<td>666</td>
<td>690</td>
</tr>
<tr>
<td>Two to Four Family</td>
<td>337</td>
<td>165</td>
<td>179</td>
<td>195</td>
<td>321</td>
<td>212</td>
<td>142</td>
<td>55</td>
<td>195</td>
<td>212</td>
<td>854</td>
<td>666</td>
<td>690</td>
<td>32</td>
</tr>
<tr>
<td>Five or More Family</td>
<td>626</td>
<td>1,009</td>
<td>854</td>
<td>117</td>
<td>720</td>
<td>157</td>
<td>178</td>
<td>397</td>
<td>423</td>
<td>167</td>
<td>206</td>
<td>828</td>
<td>628</td>
<td>658</td>
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<tr>
<td>Total</td>
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<td>7,472</td>
<td>7,147</td>
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<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>100.0%</td>
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<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>% Change, 2000-11</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>312.9%</td>
<td>-3.7%</td>
<td>-22.7%</td>
<td>-32.9%</td>
<td>-11.7%</td>
<td>-31.0%</td>
<td>-40.8%</td>
<td>-38.9%</td>
<td>51.3%</td>
<td>-10.2%</td>
<td></td>
</tr>
<tr>
<td>Multi-Family</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
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</tr>
<tr>
<td>Total</td>
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<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>312.9%</td>
<td>-3.7%</td>
<td>-22.7%</td>
<td>-32.9%</td>
<td>-11.7%</td>
<td>-31.0%</td>
<td>-40.8%</td>
<td>-38.9%</td>
<td>51.3%</td>
<td>-10.2%</td>
<td></td>
</tr>
</tbody>
</table>

### South Tucson

<table>
<thead>
<tr>
<th>Building Type (#) (a)</th>
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<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>11</td>
<td>11</td>
<td>8</td>
<td>18</td>
<td>15</td>
<td>16</td>
<td>8</td>
<td>11</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>11</td>
<td>11</td>
<td>8</td>
<td>18</td>
<td>15</td>
<td>16</td>
<td>8</td>
<td>11</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Type (%)</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
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<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
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<td>100.0%</td>
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<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>% Change, 2000-11</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>0.0%</td>
<td>-27.3%</td>
<td>125.0%</td>
<td>-16.7%</td>
<td>6.7%</td>
<td>-50.0%</td>
<td>37.5%</td>
<td>-54.5%</td>
<td>-80.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>25.0%</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Multi-Family</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Total</td>
<td>0.0%</td>
<td>-27.3%</td>
<td>125.0%</td>
<td>-16.7%</td>
<td>6.7%</td>
<td>-50.0%</td>
<td>37.5%</td>
<td>-54.5%</td>
<td>-80.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>25.0%</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
Sources: U.S. Census Bureau, Building Permit Trends, 2014; BAE, 2014.
Table A-8: Rental Market Overview, Eastern Pima County Sample, 4th Quarter 2013

<table>
<thead>
<tr>
<th></th>
<th>Avg. Rental Rate</th>
<th>Avg. Unit Size (sq. ft.)</th>
<th>Number of Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$437</td>
<td>397</td>
<td>2,087</td>
<td>4.3%</td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>$555</td>
<td>600</td>
<td>21,836</td>
<td>50.8%</td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>$739</td>
<td>917</td>
<td>16,049</td>
<td>37.4%</td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>$918</td>
<td>1,122</td>
<td>2,592</td>
<td>6.0%</td>
</tr>
<tr>
<td>4-Bedroom</td>
<td>$1,310</td>
<td>1,328</td>
<td>394</td>
<td>0.9%</td>
</tr>
<tr>
<td>Total</td>
<td>$647</td>
<td>873</td>
<td>42,958</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Table A-9: Rental Rates, Vacancy, and Absorption Trends, Eastern Pima Co., 2005 - 2013

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avg. rent</td>
<td>$620</td>
<td>$639</td>
<td>$650</td>
<td>$662</td>
<td>$639</td>
<td>$626</td>
<td>$629</td>
<td>$641</td>
<td>$647</td>
</tr>
<tr>
<td>% change</td>
<td>3.1%</td>
<td>3.3%</td>
<td>0.3%</td>
<td>-3.5%</td>
<td>-2.0%</td>
<td>0.5%</td>
<td>1.9%</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Vacancy rate</td>
<td>7.0%</td>
<td>5.0%</td>
<td>6.4%</td>
<td>8.4%</td>
<td>10.9%</td>
<td>10.1%</td>
<td>9.0%</td>
<td>9.7%</td>
<td>9.2%</td>
</tr>
<tr>
<td>% change</td>
<td>-28.6%</td>
<td>28.0%</td>
<td>31.3%</td>
<td>29.8%</td>
<td>-7.3%</td>
<td>-10.9%</td>
<td>7.8%</td>
<td>-5.2%</td>
<td></td>
</tr>
<tr>
<td>Net absorption (units)</td>
<td>338</td>
<td>844</td>
<td>-591</td>
<td>-844</td>
<td>-1,055</td>
<td>295</td>
<td>741</td>
<td>167</td>
<td>215</td>
</tr>
<tr>
<td>% change</td>
<td>149.7%</td>
<td>-170.0%</td>
<td>42.8%</td>
<td>25.0%</td>
<td>-128.0%</td>
<td>151.2%</td>
<td>-77.5%</td>
<td>28.7%</td>
<td></td>
</tr>
</tbody>
</table>

Note: Figures reflect data from the fourth quarter of 2013 for a sample of 43,000 existing rental apartment units in Eastern Pima County provided by RealFacts.
Sources: RealFacts, 2014; BAE, 2014.
### Table A-10: Recent Market Comparables, Eastern Pima County Sample, 2011-2013

<table>
<thead>
<tr>
<th></th>
<th>Avg. Rental Rate ($/mo)</th>
<th>Avg. Unit Size (sq. ft.)</th>
<th>Number of Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>$898</td>
<td>761</td>
<td>394</td>
<td>38%</td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>$1,117</td>
<td>1,048</td>
<td>540</td>
<td>52%</td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>$1,356</td>
<td>1,253</td>
<td>108</td>
<td>10%</td>
</tr>
<tr>
<td>4-Bedroom</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Total/Avg.</td>
<td>$1,124</td>
<td>1,021</td>
<td>1042</td>
<td>100%</td>
</tr>
</tbody>
</table>

Notes:

Figures reflect projects completed between 2011 and 2013 in Eastern Pima County according to RealFacts. In this period, no studios or 4-bedroom apartments were built.

Sources: RealFacts 2014; BAE 2014
### Table A-11: Sale Price Distribution, Eastern Pima County, 2013 (a)

<table>
<thead>
<tr>
<th></th>
<th>Single-Family Residence</th>
<th>Condominium/Townhouse</th>
<th>Total Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $99,999</td>
<td>1,445</td>
<td>784</td>
<td>2,229</td>
<td>18%</td>
</tr>
<tr>
<td>$100,000-$199,999</td>
<td>5,002</td>
<td>726</td>
<td>5,728</td>
<td>45%</td>
</tr>
<tr>
<td>$200,000-$299,999</td>
<td>2,482</td>
<td>205</td>
<td>2,687</td>
<td>21%</td>
</tr>
<tr>
<td>$300,000-$399,999</td>
<td>981</td>
<td>53</td>
<td>1,034</td>
<td>8%</td>
</tr>
<tr>
<td>$400,000-$499,999</td>
<td>442</td>
<td>25</td>
<td>467</td>
<td>4%</td>
</tr>
<tr>
<td>$500,000-$749,999</td>
<td>370</td>
<td>6</td>
<td>376</td>
<td>3%</td>
</tr>
<tr>
<td>$750,000 or more</td>
<td>173</td>
<td>0</td>
<td>173</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,895</strong></td>
<td><strong>1,799</strong></td>
<td><strong>12,694</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**Average Sale Price**  
- Single-Family Residence: $218,715  
- Condominium/Townhouse: $157,485  
- Total: $195,953

**Notes:**
(a) All figures represent sales reported to the Tucson Multiple Listing Service (MLS) in the submarket areas corresponding to the Eastern Pima County Market Area; MLS sales data do not include all real estate activity and do not include unrepresented sales or a substantial portion of new home sales.

**Sources:**  
Table A-12: Sale Price Distribution, Eastern Pima County, March 2013 – March 2014 – New Units (a)

<table>
<thead>
<tr>
<th></th>
<th>Single-Family Residence</th>
<th>Condominium/ Townhouse</th>
<th>Total Units</th>
<th>% Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $99,999</td>
<td>7</td>
<td>1</td>
<td>8</td>
<td>3%</td>
</tr>
<tr>
<td>$100,000-$199,999</td>
<td>114</td>
<td>0</td>
<td>114</td>
<td>43%</td>
</tr>
<tr>
<td>$200,000-$299,999</td>
<td>102</td>
<td>3</td>
<td>105</td>
<td>39%</td>
</tr>
<tr>
<td>$300,000-$399,999</td>
<td>23</td>
<td>0</td>
<td>23</td>
<td>9%</td>
</tr>
<tr>
<td>$400,000-$499,999</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>2%</td>
</tr>
<tr>
<td>$500,000-$749,999</td>
<td>7</td>
<td>1</td>
<td>8</td>
<td>3%</td>
</tr>
<tr>
<td>$750,000 or more</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>261</strong></td>
<td><strong>5</strong></td>
<td><strong>266</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Average Sale Price: $232,961 (b) $233,642

Notes:
(a) All figures represent full and verified sales recorded by the Pima County Assessor between March 1, 2013 and February 28, 2014, as provided by DataQuick
(b) Average is not presented for new condominium sales, due to insufficient recorded sales

Sources: DataQuick, 2014; BAE, 2014.
# Table A-13: Percent of Households with Cost Burden, 2012

<table>
<thead>
<tr>
<th></th>
<th>Pima County</th>
<th>Tucson</th>
<th>Oro Valley</th>
<th>Marana</th>
<th>Sahuarita</th>
<th>S. Tucson</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Owner households w/ cost burden</strong></td>
<td>72,359</td>
<td>32,663</td>
<td>3,436</td>
<td>2,967</td>
<td>1,585</td>
<td>207</td>
</tr>
<tr>
<td><strong>Renter households w/ cost burden</strong></td>
<td>69,284</td>
<td>52,216</td>
<td>1,521</td>
<td>1,023</td>
<td>503</td>
<td>728</td>
</tr>
<tr>
<td><strong>Total cost-burdened households</strong></td>
<td>141,643</td>
<td>84,879</td>
<td>4,957</td>
<td>3,990</td>
<td>2,088</td>
<td>935</td>
</tr>
<tr>
<td><strong>Total owner households (a)</strong></td>
<td>243,444</td>
<td>104,132</td>
<td>12,638</td>
<td>9,804</td>
<td>7,252</td>
<td>535</td>
</tr>
<tr>
<td><strong>Total renter households (a)</strong></td>
<td>129,394</td>
<td>91,862</td>
<td>3,960</td>
<td>2,806</td>
<td>1,522</td>
<td>1,142</td>
</tr>
<tr>
<td><strong>Total households (a)</strong></td>
<td>372,838</td>
<td>195,994</td>
<td>16,598</td>
<td>12,610</td>
<td>8,774</td>
<td>1,677</td>
</tr>
<tr>
<td><strong>% Total owner households w/ cost burden</strong></td>
<td>29.7%</td>
<td>31.4%</td>
<td>27.2%</td>
<td>30.3%</td>
<td>21.9%</td>
<td>38.7%</td>
</tr>
<tr>
<td><strong>% Total renter households w/ cost-burden</strong></td>
<td>53.5%</td>
<td>56.8%</td>
<td>38.4%</td>
<td>36.5%</td>
<td>33.0%</td>
<td>63.7%</td>
</tr>
<tr>
<td>% Total households cost-burdened</td>
<td><strong>38.0%</strong></td>
<td><strong>43.3%</strong></td>
<td><strong>29.9%</strong></td>
<td><strong>31.6%</strong></td>
<td><strong>23.8%</strong></td>
<td><strong>55.8%</strong></td>
</tr>
</tbody>
</table>

**Notes:**

The American Community Survey (ACS) publishes demographic estimates based on statistical sampling conducted continuously between 2008 and 2012.

(a) Total household figures presented represent only those households for which monthly housing costs were computed in published ACS data; for Pima County less than 1 percent of owner households and 7 percent of renter households were not included.

Sources: Table DP04, ACS 2008-2012; BAE, 2014.
APPENDIX B: LIST OF HOUSING DEVELOPER INTERVIEWEES

Table B-1: Regional Housing Developers Interview Summary

<table>
<thead>
<tr>
<th>Completed Telephone Interviews</th>
<th>Active Markets</th>
<th>Interview Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developers:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gorman &amp; Company, Inc.</td>
<td>Maricopa +</td>
<td>2/7/2014</td>
</tr>
<tr>
<td>Doucette Homes</td>
<td>Pima</td>
<td>2/18/2014</td>
</tr>
<tr>
<td>Tofel Construction</td>
<td>Pima</td>
<td>3/7/2014</td>
</tr>
<tr>
<td>Holualoa Companies</td>
<td>Pima</td>
<td>2/11/2014</td>
</tr>
<tr>
<td>Peach Properties</td>
<td>Pima</td>
<td>2/28/2014</td>
</tr>
<tr>
<td>Rancho Sahuarita Companies</td>
<td>Sahuarita</td>
<td>2/20/2014</td>
</tr>
<tr>
<td>Mark-Taylor</td>
<td>Phoenix (also Oro Valley)</td>
<td>2/4/2014</td>
</tr>
<tr>
<td>Non-Profit Developers/Organizations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Habitat for Humanity Tucson</td>
<td>Pima</td>
<td>2/7/2014</td>
</tr>
<tr>
<td>Family Housing Resources</td>
<td>Pima</td>
<td>3/4/2014</td>
</tr>
<tr>
<td>Primavera Foundation</td>
<td>Pima</td>
<td>2/28/2014</td>
</tr>
<tr>
<td>Catholic Community Services</td>
<td>Pima</td>
<td>2/14/2014</td>
</tr>
<tr>
<td>CDP Housing</td>
<td>Pima</td>
<td>2/21/2014</td>
</tr>
<tr>
<td>La Frontera Partners</td>
<td>Pima</td>
<td>2/13/2014</td>
</tr>
</tbody>
</table>

Source: BAE, 2014.
Table C-1: TOD Housing Demand by Tenure and Type, Eastern Pima Co., 2015 - 2045

<table>
<thead>
<tr>
<th>Year</th>
<th>Renter Elderly</th>
<th>Renter Small Related</th>
<th>Renter Large Related</th>
<th>Renter All Other</th>
<th>Owner Elderly</th>
<th>Owner Small Related</th>
<th>Owner Large Related</th>
<th>Owner All Other</th>
<th>Total Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 (a)</td>
<td>7,827</td>
<td>14,880</td>
<td>3,144</td>
<td>18,035</td>
<td>4,661</td>
<td>10,927</td>
<td>2,331</td>
<td>2,631</td>
<td>20,549</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>1,644</td>
<td>780</td>
<td>165</td>
<td>946</td>
<td>979</td>
<td>573</td>
<td>122</td>
<td>138</td>
<td>1,812</td>
</tr>
<tr>
<td>2025</td>
<td>1,748</td>
<td>790</td>
<td>167</td>
<td>958</td>
<td>1,041</td>
<td>580</td>
<td>124</td>
<td>140</td>
<td>1,884</td>
</tr>
<tr>
<td>2030</td>
<td>1,400</td>
<td>830</td>
<td>175</td>
<td>1,005</td>
<td>833</td>
<td>609</td>
<td>130</td>
<td>147</td>
<td>1,719</td>
</tr>
<tr>
<td>2035</td>
<td>749</td>
<td>1,095</td>
<td>231</td>
<td>1,327</td>
<td>446</td>
<td>804</td>
<td>171</td>
<td>194</td>
<td>1,615</td>
</tr>
<tr>
<td>2040</td>
<td>580</td>
<td>1,175</td>
<td>248</td>
<td>1,425</td>
<td>345</td>
<td>863</td>
<td>184</td>
<td>208</td>
<td>1,600</td>
</tr>
<tr>
<td>2045</td>
<td>427</td>
<td>1,263</td>
<td>267</td>
<td>1,531</td>
<td>254</td>
<td>927</td>
<td>198</td>
<td>223</td>
<td>1,603</td>
</tr>
<tr>
<td>Total</td>
<td>14,375</td>
<td>20,812</td>
<td>4,398</td>
<td>25,225</td>
<td>8,560</td>
<td>15,283</td>
<td>3,260</td>
<td>3,680</td>
<td>30,783</td>
</tr>
</tbody>
</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population forecast
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast
Table C-2: TOD Housing Demand by AMI level, Eastern Pima Co., 2015 – 2045

<table>
<thead>
<tr>
<th>Income Level (All Households)</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
<th>Total TOD Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30%</td>
<td>30 to 50%</td>
<td>50 to 80%</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>19,534</td>
<td>11,746</td>
<td>12,004</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>1,671</td>
<td>1,148</td>
<td>978</td>
</tr>
<tr>
<td>2025</td>
<td>1,736</td>
<td>1,198</td>
<td>1,014</td>
</tr>
<tr>
<td>2030</td>
<td>1,594</td>
<td>1,070</td>
<td>941</td>
</tr>
<tr>
<td>2035</td>
<td>1,528</td>
<td>939</td>
<td>932</td>
</tr>
<tr>
<td>2040</td>
<td>1,523</td>
<td>911</td>
<td>937</td>
</tr>
<tr>
<td>2045</td>
<td>1,534</td>
<td>895</td>
<td>952</td>
</tr>
<tr>
<td>Total</td>
<td>29,119</td>
<td>17,906</td>
<td>17,757</td>
</tr>
<tr>
<td>% total</td>
<td>30.5%</td>
<td>18.7%</td>
<td>18.6%</td>
</tr>
</tbody>
</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population forecast
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast

Table C-3: Pima County and Market Area Households by Household Type and Income Level, 2015

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Total County Households</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>5,327</td>
<td>11,256</td>
<td>3,020</td>
</tr>
<tr>
<td>Household Income &gt;30% MFI</td>
<td>4,675</td>
<td>9,120</td>
<td>2,128</td>
</tr>
<tr>
<td>Household Income &gt;50% MFI</td>
<td>4,165</td>
<td>16,690</td>
<td>2,258</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI</td>
<td>1,776</td>
<td>5,938</td>
<td>1,043</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI</td>
<td>1,507</td>
<td>4,457</td>
<td>786</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>3,266</td>
<td>10,501</td>
<td>1,991</td>
</tr>
<tr>
<td>Total Households</td>
<td>20,716</td>
<td>52,953</td>
<td>10,636</td>
</tr>
</tbody>
</table>

All Households in Market Area

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Total Households</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>3,188</td>
<td>6,659</td>
<td>3,698</td>
</tr>
<tr>
<td>Household Income &gt;30% MFI</td>
<td>26,594</td>
<td>52,953</td>
<td>10,636</td>
</tr>
<tr>
<td>Household Income &gt;50% MFI</td>
<td>4,147</td>
<td>11,435</td>
<td>2,097</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI</td>
<td>1,877</td>
<td>5,913</td>
<td>857</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI</td>
<td>1,475</td>
<td>4,479</td>
<td>795</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>3,435</td>
<td>10,068</td>
<td>1,112</td>
</tr>
<tr>
<td>Total Households</td>
<td>7,827</td>
<td>14,880</td>
<td>3,144</td>
</tr>
</tbody>
</table>

Transit Demand Households in Market Area

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Transit Demand Households in Market Area</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>3,055</td>
<td>4,500</td>
<td>962</td>
</tr>
<tr>
<td>Household Income &gt;30% MFI</td>
<td>1,050</td>
<td>2,686</td>
<td>706</td>
</tr>
<tr>
<td>Household Income &gt;50% MFI</td>
<td>1,279</td>
<td>3,298</td>
<td>673</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI</td>
<td>506</td>
<td>1,502</td>
<td>202</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI</td>
<td>451</td>
<td>849</td>
<td>301</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>486</td>
<td>2,057</td>
<td>300</td>
</tr>
<tr>
<td>Total Households</td>
<td>7,827</td>
<td>14,880</td>
<td>3,144</td>
</tr>
</tbody>
</table>

Transit Demand Households in Market Area

<table>
<thead>
<tr>
<th>Housing Cost Burden &gt; 30%</th>
<th>Transit Demand Households in Market Area</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>2,100</td>
<td>3,813</td>
<td>818</td>
</tr>
<tr>
<td>Household Income &gt;30% MFI</td>
<td>1,829</td>
<td>2,204</td>
<td>527</td>
</tr>
<tr>
<td>Household Income &gt;50% MFI</td>
<td>693</td>
<td>1,084</td>
<td>207</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI</td>
<td>272</td>
<td>230</td>
<td>15</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI</td>
<td>260</td>
<td>34</td>
<td>-</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>166</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Households</td>
<td>5,319</td>
<td>7,331</td>
<td>1,599</td>
</tr>
</tbody>
</table>
Table C-4: Pima County and Market Area Households by Household Type and Income

<table>
<thead>
<tr>
<th>Total County Households</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Household by Type and Income</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>6,429</td>
<td>11,804</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>5,643</td>
<td>9,565</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>5,027</td>
<td>12,249</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>2,143</td>
<td>6,228</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>1,819</td>
<td>4,674</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>3,942</td>
<td>11,012</td>
</tr>
<tr>
<td>Total Households</td>
<td>25,003</td>
<td>55,532</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Level, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All Households in Market Area</strong></td>
</tr>
<tr>
<td><strong>Household by Type and Income</strong></td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
</tr>
<tr>
<td>Total Households</td>
</tr>
</tbody>
</table>

| **Transit Demand Households in Market Area** |       |       |
| **Household by Type and Income** |       |       |
| Household Income <=30% MFI | 2,697  | 4,736  | 1,013 | 8,453 | 14,668 | 1,268 | 666 | 191 | 661 | 2,786 | 21,205 |
| Household Income >30 to <=50% MFI | 2,213  | 2,827  | 743  | 3,934 | 5,988 | 1,268 | 1,268 | 311 | 329 | 3,308 | 12,894 |
| Household Income >50 to <=80% MFI | 1,547  | 3,458  | 708  | 2,966 | 10,963 | 1,268 | 1,268 | 671 | 329 | 3,308 | 12,894 |
| Household Income >80% MFI to <=100% MFI | 612   | 1,581  | 212  | 2,583 | 2,243 | 1,268 | 1,268 | 307 | 293 | 2,464 | 5,707 |
| Household Income >100% MFI to <=120% MFI | 546   | 893    | 317  | 1,140 | 1,140 | 1,268 | 1,268 | 219 | 317 | 4,400 |
| Household Income >120% MFI | 588   | 2,136  | 316  | 1,454 | 4,520 | 1,268 | 1,268 | 736 | 805 | 8,073 | 12,975 |
| Total Households | 9,471 | 15,660 | 3,309 | 18,980 | 47,421 | 5,640 | 11,500 | 2,453 | 2,769 | 22,361 | 69,782 |

| **Transit Demand Households in Market Area** |       |       |
| **Household by Type and Income** |       |       |
| Housing Cost Burden > 30% |       |       |
| Household Income <=30% MFI | 2,541  | 4,013  | 861  | 7,253 | 14,688 | 930 | 516 | 124 | 517 | 2,087 | 16,755 |
| Household Income >30 to <=50% MFI | 2,213  | 2,320  | 554  | 2,875 | 8,062 | 856 | 534 | 239 | 183 | 1,813 | 9,875 |
| Household Income >50 to <=80% MFI | 838   | 1,141  | 217  | 1,168 | 3,342 | 265 | 844 | 273 | 184 | 1,998 | 9,408 |
| Household Income >80% MFI to <=100% MFI | 329   | 242    | 14   | 213  | 709  | 102 | 555 | 93  | 43  | 794  | 1,502 |
| Household Income >100% MFI to <=120% MFI | 315   | -      | 36   | -    | 351  | -   | 210 | 63  | 43  | 317  | 668 |
| Household Income >120% MFI | 200   | -      | -    | -    | 200  | -   | 116 | 440 | 47 | 57  | 661 |
| Total Households | 6,436 | 7,716  | 1,683 | 11,497 | 27,332 | 2,271 | 3,099 | 840 | 1,028 | 7,238 | 34,569 |
Table C-5: Pima County and Market Area Households by Household Type and Income

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>7,546</td>
<td>12,273</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>6,622</td>
<td>9,495</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>5,900</td>
<td>12,736</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>2,515</td>
<td>6,475</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,135</td>
<td>4,860</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>4,626</td>
<td>11,450</td>
</tr>
<tr>
<td>Total Households</td>
<td>29,346</td>
<td>57,738</td>
</tr>
</tbody>
</table>

Level,

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>7,844</td>
<td>12,570</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>6,771</td>
<td>10,237</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>5,944</td>
<td>12,642</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>2,690</td>
<td>6,357</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,114</td>
<td>4,861</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>4,923</td>
<td>11,131</td>
</tr>
<tr>
<td>Total Households</td>
<td>30,286</td>
<td>58,068</td>
</tr>
</tbody>
</table>

2025

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>4,479</td>
<td>4,975</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>2,939</td>
<td>2,970</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>1,833</td>
<td>3,633</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>725</td>
<td>1,660</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>647</td>
<td>939</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>696</td>
<td>2,274</td>
</tr>
<tr>
<td>Total Households</td>
<td>11,219</td>
<td>16,450</td>
</tr>
</tbody>
</table>

Transit Demand Households in Market Area

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elderly</td>
<td>Small Related</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>3,009</td>
<td>4,215</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>2,621</td>
<td>2,437</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>993</td>
<td>1,198</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>390</td>
<td>255</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>373</td>
<td>139</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>237</td>
<td>-</td>
</tr>
<tr>
<td>Total Households</td>
<td>7,624</td>
<td>8,105</td>
</tr>
</tbody>
</table>
### Table C-6: Pima County and Market Area Households by Household Type and Income

#### Total County Households

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Household</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>8,442</td>
<td>12,815</td>
<td>4,349</td>
<td>20,298</td>
<td>44,993</td>
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<td>5,427</td>
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<tr>
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<td>10,384</td>
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<td>11,312</td>
<td>31,539</td>
<td>19,268</td>
<td>7,039</td>
<td>2,634</td>
<td>6,272</td>
<td>15,212</td>
<td>64,752</td>
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<td></td>
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<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
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<td>13,298</td>
<td>2,571</td>
<td>14,950</td>
<td>37,420</td>
<td>27,459</td>
<td>13,715</td>
<td>3,720</td>
<td>7,563</td>
<td>52,456</td>
<td>89,876</td>
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<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>2,814</td>
<td>6,761</td>
<td>1,187</td>
<td>6,683</td>
<td>17,445</td>
<td>15,292</td>
<td>9,761</td>
<td>1,725</td>
<td>3,309</td>
<td>26,594</td>
<td>51,055</td>
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<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,389</td>
<td>5,075</td>
<td>895</td>
<td>4,764</td>
<td>13,222</td>
<td>13,222</td>
<td>7,563</td>
<td>3,720</td>
<td>7,563</td>
<td>41,737</td>
<td>45,315</td>
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<tr>
<td>Household Income &gt;120% MFI</td>
<td>5,175</td>
<td>11,956</td>
<td>1,584</td>
<td>11,929</td>
<td>30,644</td>
<td>53,565</td>
<td>75,672</td>
<td>9,405</td>
<td>19,819</td>
<td>158,461</td>
<td>189,105</td>
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Total Households 32,830 60,288 12,110 69,936 175,164 140,011 124,021 22,026 46,992 333,051 508,215

#### Level, 2030

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<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Household</th>
<th>Renter</th>
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<th>Owner</th>
<th>Total</th>
<th>Renter</th>
<th>Owner</th>
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<tbody>
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<td>Household Income &lt;=30% MFI</td>
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<td>13,204</td>
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<td>10,252</td>
<td>4,295</td>
<td>1,100</td>
<td>4,907</td>
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<td>10,753</td>
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<td>33,012</td>
<td>16,817</td>
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<td>3,678</td>
<td>28,850</td>
<td>61,863</td>
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<td>2,435</td>
<td>16,423</td>
<td>38,823</td>
<td>24,127</td>
<td>11,987</td>
<td>3,177</td>
<td>7,303</td>
<td>46,594</td>
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<td>6,867</td>
<td>995</td>
<td>7,145</td>
<td>18,033</td>
<td>13,346</td>
<td>9,761</td>
<td>1,725</td>
<td>4,777</td>
<td>29,609</td>
<td>47,642</td>
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<td>5,201</td>
<td>895</td>
<td>3,963</td>
<td>13,439</td>
<td>13,439</td>
<td>11,093</td>
<td>10,734</td>
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<td>41,685</td>
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<tr>
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<td>1,584</td>
<td>12,634</td>
<td>31,154</td>
<td>53,565</td>
<td>75,672</td>
<td>9,405</td>
<td>19,819</td>
<td>158,461</td>
<td>189,105</td>
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Total Households 34,064 60,997 11,144 75,072 181,276 154,011 114,745 18,667 43,603 301,596 482,872

#### Transit Demand Households in Market Area

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Household</th>
<th>Renter</th>
<th>Owner</th>
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<th>Owner</th>
<th>Total</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
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<tbody>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>4,926</td>
<td>5,226</td>
<td>1,118</td>
<td>9,901</td>
<td>21,170</td>
<td>1,689</td>
<td>735</td>
<td>211</td>
<td>729</td>
<td>3,365</td>
<td>24,535</td>
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<td>Household Income &gt;30 to &lt;=50% MFI</td>
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<td>3,119</td>
<td>820</td>
<td>3,900</td>
<td>11,144</td>
<td>2,135</td>
<td>1,176</td>
<td>343</td>
<td>363</td>
<td>4,017</td>
<td>15,162</td>
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<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>2,061</td>
<td>3,816</td>
<td>782</td>
<td>3,717</td>
<td>10,376</td>
<td>1,502</td>
<td>1,809</td>
<td>740</td>
<td>529</td>
<td>4,560</td>
<td>14,936</td>
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<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>816</td>
<td>1,744</td>
<td>234</td>
<td>714</td>
<td>18,033</td>
<td>665</td>
<td>1,506</td>
<td>339</td>
<td>324</td>
<td>2,833</td>
<td>6,551</td>
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<tr>
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<td>727</td>
<td>986</td>
<td>350</td>
<td>897</td>
<td>2,960</td>
<td>226</td>
<td>1,330</td>
<td>282</td>
<td>241</td>
<td>2,059</td>
<td>5,019</td>
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<tr>
<td>Household Income &gt;120% MFI</td>
<td>783</td>
<td>2,389</td>
<td>348</td>
<td>1,604</td>
<td>5,124</td>
<td>1,298</td>
<td>6,133</td>
<td>812</td>
<td>889</td>
<td>9,131</td>
<td>14,256</td>
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Total Households 12,619 17,280 3,651 20,943 54,493 7,514 12,689 2,707 3,055 25,965 80,458

#### Transit Demand Households in Market Area

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Household</th>
<th>Renter</th>
<th>Owner</th>
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<th>Owner</th>
<th>Total</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>3,385</td>
<td>4,428</td>
<td>950</td>
<td>8,004</td>
<td>16,766</td>
<td>1,239</td>
<td>569</td>
<td>137</td>
<td>570</td>
<td>2,516</td>
<td>19,282</td>
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<td>Household Income &gt;30 to &lt;=50% MFI</td>
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<td>590</td>
<td>263</td>
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<td>2,197</td>
<td>11,599</td>
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<td>931</td>
<td>302</td>
<td>203</td>
<td>1,789</td>
<td>5,668</td>
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<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>439</td>
<td>267</td>
<td>15</td>
<td>136</td>
<td>857</td>
<td>136</td>
<td>613</td>
<td>103</td>
<td>48</td>
<td>899</td>
<td>1,757</td>
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<td>-</td>
<td>40</td>
<td>-</td>
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<td>-</td>
<td>232</td>
<td>70</td>
<td>48</td>
<td>350</td>
<td>809</td>
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<tr>
<td>Household Income &gt;120% MFI</td>
<td>267</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>267</td>
<td>155</td>
<td>485</td>
<td>52</td>
<td>63</td>
<td>756</td>
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Total Households 8,575 8,514 1,857 12,686 31,632 3,026 3,420 927 1,134 8,506 40,138
Table C-7: Pima County and Market Area Households by Household Type and Income

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
<th>Total</th>
<th>Total</th>
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<tr>
<td></td>
<td>Small</td>
<td>Large</td>
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<td>Total</td>
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<td>47,498</td>
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<tr>
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<td>18,766</td>
<td>32,878</td>
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<td>21,245</td>
<td>39,505</td>
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<td>7,875</td>
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<tr>
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<td>63,689</td>
<td>98,241</td>
<td>184,914</td>
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<table>
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<th>Total</th>
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<td>All Households in Market Area</td>
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<td></td>
<td></td>
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<tr>
<td>Household by Type and Income</td>
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<td></td>
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<tr>
<td>Elderly Related</td>
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<td>23,011</td>
<td>49,744</td>
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<td>11,434</td>
<td>13,472</td>
<td>35,073</td>
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<td>21,204</td>
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2035

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<th>Total</th>
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<tr>
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<tr>
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<td>1,829</td>
<td>3,810</td>
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<td>3,370</td>
<td>5,446</td>
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<td>13,368</td>
<td>18,374</td>
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<td>52,895</td>
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<th>Total</th>
<th>Total</th>
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<tr>
<td>Household by Type and Income</td>
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<td></td>
<td></td>
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<td>17,815</td>
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<td>2,722</td>
<td>5,845</td>
<td>9,986</td>
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<td>1,338</td>
<td>2,521</td>
<td>4,121</td>
</tr>
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<td>Elderly Other</td>
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<td>284</td>
<td>769</td>
<td>1,419</td>
</tr>
<tr>
<td>Elderly Other</td>
<td>283</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Households</td>
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<td>9,053</td>
<td>18,138</td>
<td>33,601</td>
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<td>Household Income Type and Income</td>
<td>Total County Households</td>
<td>All Households in Market Area</td>
<td>Transit Demand Households in Market Area</td>
<td>Transit Demand Households in Market Area (Housing Cost Burden &gt; 30%)</td>
</tr>
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<td>---------------------------------</td>
<td>-------------------------</td>
<td>-------------------------------</td>
<td>----------------------------------------</td>
<td>---------------------------------------------------------------</td>
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<tr>
<td></td>
<td>Renter</td>
<td>Owner</td>
<td>Renter</td>
<td>Owner</td>
</tr>
<tr>
<td></td>
<td>Elderly</td>
<td>Related</td>
<td>Large Related</td>
<td>All Other</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>9,200</td>
<td>14,297</td>
<td>3,837</td>
<td>49,980</td>
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<td>Household Income &gt;30 to &lt;=50% MFI</td>
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<td>11,585</td>
<td>2,716</td>
<td>12,621</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
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<td>14,837</td>
<td>2,868</td>
<td>16,680</td>
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<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
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<td>7,543</td>
<td>1,325</td>
<td>19,391</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,604</td>
<td>5,662</td>
<td>998</td>
<td>14,579</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>5,640</td>
<td>13,339</td>
<td>1,767</td>
<td>34,055</td>
</tr>
</tbody>
</table>

Total Households 35,779 67,263 13,511 78,028 194,580 152,586 138,371 24,574 52,429 367,960 562,541

Household Income <=30% MFI      | 9,752                   | 14,939 | 3,560         | 24,483   | 52,734       | 11,332 | 4,859   | 1,244         | 5,552     | 22,986       | 75,720          |
| Household Income >30 to <=50% MFI| 8,418                   | 12,165 | 2,660         | 13,907   | 43,750       | 26,669 | 13,561  | 3,594         | 8,262     | 52,087       | 95,836          |
| Household Income >50 to <=80% MFI| 7,390                   | 15,024 | 1,126         | 18,580   | 41,686       | 14,752 | 11,044  | 3,594         | 8,262     | 52,087       | 95,836          |
| Household Income >80% MFI to <=100% MFI| 3,344                  | 7,769 | 1,126         | 18,580   | 41,686       | 14,752 | 11,044  | 3,594         | 8,262     | 52,087       | 95,836          |
| Household Income >100% MFI to <=120% MFI| 2,628                  | 5,884 | 1,044         | 18,580   | 41,686       | 14,752 | 11,044  | 3,594         | 8,262     | 52,087       | 95,836          |
| Household Income >120% MFI      | 6,120                   | 13,228 | 1,461         | 35,103   | 54,103       | 81,285 | 12,913  | 2,790         | 4,766     | 84,427       | 209,463         |

Total Households 37,653 69,009 12,607 84,933 204,203 137,706 129,819 21,119 49,331 337,975 542,178

Household Income <=30% MFI      | 3,742                   | 5,455 | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |
| Household Income >30 to <=50% MFI| 3,259                   | 5,893 | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |
| Household Income >50 to <=80% MFI| 1,234                   | 1,424 | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |
| Household Income >80% MFI to <=100% MFI| 485                    | 303   | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |
| Household Income >100% MFI to <=120% MFI| 464                    | 303   | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |
| Household Income >120% MFI      | 295                     | 303   | 928           | 12,821   | 22,646       | 12,213 | 5,697   | 1,539         | 6,055     | 25,504       | 75,484          |

Total Households 9,479 9,632 2,100 14,353 35,564 3,344 3,869 1,049 1,283 9,545 45,109
<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly</td>
<td>Small</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>9,409</td>
<td>15,108</td>
</tr>
<tr>
<td>Household Income &gt;30 to &lt;=50% MFI</td>
<td>8,257</td>
<td>12,242</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>7,357</td>
<td>15,678</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>3,136</td>
<td>7,971</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,663</td>
<td>5,983</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>8,768</td>
<td>14,096</td>
</tr>
<tr>
<td>Total Households</td>
<td>36,590</td>
<td>71,078</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly</td>
<td>Small</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>10,051</td>
<td>15,904</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>7,617</td>
<td>15,995</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>3,447</td>
<td>8,271</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>2,709</td>
<td>6,264</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>6,307</td>
<td>14,082</td>
</tr>
<tr>
<td>Total Households</td>
<td>38,806</td>
<td>73,468</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Household by Type and Income</th>
<th>Renter</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly</td>
<td>Small</td>
<td>Large</td>
</tr>
<tr>
<td>Household Income &lt;=30% MFI</td>
<td>5,611</td>
<td>6,294</td>
</tr>
<tr>
<td>Household Income &gt;50 to &lt;=80% MFI</td>
<td>3,348</td>
<td>2,117</td>
</tr>
<tr>
<td>Household Income &gt;80% MFI to &lt;=100% MFI</td>
<td>829</td>
<td>1,187</td>
</tr>
<tr>
<td>Household Income &gt;100% MFI to &lt;=120% MFI</td>
<td>829</td>
<td>1,187</td>
</tr>
<tr>
<td>Household Income &gt;120% MFI</td>
<td>892</td>
<td>2,877</td>
</tr>
</tbody>
</table>
Table C-10: TOD Housing Demand by AMI Level, 2015 – 2045 – Renter Households

<table>
<thead>
<tr>
<th>AMI Level (Renter Households)</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
<th>Total TOD Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30% AMI</td>
<td>30 to 50% AMI</td>
<td>50 to 80% AMI</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>17,044</td>
<td>8,801</td>
<td>8,439</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>1,375</td>
<td>785</td>
<td>644</td>
</tr>
<tr>
<td>2025</td>
<td>1,425</td>
<td>816</td>
<td>666</td>
</tr>
<tr>
<td>2030</td>
<td>1,326</td>
<td>743</td>
<td>628</td>
</tr>
<tr>
<td>2035</td>
<td>1,322</td>
<td>693</td>
<td>649</td>
</tr>
<tr>
<td>2040</td>
<td>1,331</td>
<td>685</td>
<td>660</td>
</tr>
<tr>
<td>2045</td>
<td>1,354</td>
<td>685</td>
<td>677</td>
</tr>
<tr>
<td>Total</td>
<td>25,177</td>
<td>13,207</td>
<td>12,363</td>
</tr>
</tbody>
</table>

Notes:
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population.
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast.

### Table C-11: TOD Housing Demand by AMI Level, 2015 – 2045 – Owner Households

<table>
<thead>
<tr>
<th>Year</th>
<th>Extremely Low, Very Low, and Low Income</th>
<th>Moderate Income</th>
<th>Total TOD Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>below 30% AMI</td>
<td>30 to 50% AMI</td>
<td>50 to 80% AMI</td>
</tr>
<tr>
<td>2015 (a)</td>
<td>2,491</td>
<td>3,565</td>
<td>2,279</td>
</tr>
<tr>
<td>2020 (b)</td>
<td>296</td>
<td>334</td>
<td>185</td>
</tr>
<tr>
<td>2025</td>
<td>311</td>
<td>348</td>
<td>191</td>
</tr>
<tr>
<td>2030</td>
<td>268</td>
<td>313</td>
<td>178</td>
</tr>
<tr>
<td>2035</td>
<td>206</td>
<td>283</td>
<td>177</td>
</tr>
<tr>
<td>2040</td>
<td>192</td>
<td>277</td>
<td>178</td>
</tr>
<tr>
<td>2045</td>
<td>180</td>
<td>274</td>
<td>181</td>
</tr>
<tr>
<td>Total</td>
<td>3,943</td>
<td>5,394</td>
<td>3,369</td>
</tr>
<tr>
<td>% total</td>
<td>12.8%</td>
<td>17.5%</td>
<td>10.9%</td>
</tr>
</tbody>
</table>

**Notes:**
(a) Figures for 2015 represent the existing pent-up demand based on 2008 - 2012 PUMS and adjusted according to State population forecast.
(b) Figures for 2020 and all subsequent years represent the additional TOD housing demand from new households for each five-year increment based on State population forecast.

Table C-12: Table X: Arizona Low Income Housing Tax Credit Program - Allowable Rents, Pima County, 2013

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Studio</th>
<th>1 Bdrm</th>
<th>2 Bdrm</th>
<th>3 Bdrm</th>
<th>4 Bdrm</th>
<th>5 Bdrm</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% AMI (a)</td>
<td>$796</td>
<td>$853</td>
<td>$1,024</td>
<td>$1,184</td>
<td>$1,320</td>
<td>$1,458</td>
</tr>
<tr>
<td>60% AMI</td>
<td>$598</td>
<td>$641</td>
<td>$789</td>
<td>$889</td>
<td>$993</td>
<td>$1,095</td>
</tr>
<tr>
<td>50% AMI</td>
<td>$498</td>
<td>$534</td>
<td>$641</td>
<td>$741</td>
<td>$827</td>
<td>$912</td>
</tr>
<tr>
<td>40% AMI</td>
<td>$399</td>
<td>$427</td>
<td>$513</td>
<td>$593</td>
<td>$662</td>
<td>$730</td>
</tr>
<tr>
<td>30% AMI</td>
<td>$299</td>
<td>$320</td>
<td>$384</td>
<td>$444</td>
<td>$496</td>
<td>$547</td>
</tr>
<tr>
<td>20% AMI</td>
<td>$199</td>
<td>$213</td>
<td>$256</td>
<td>$296</td>
<td>$331</td>
<td>$365</td>
</tr>
</tbody>
</table>

Notes:
(a) Because ADOH reported rent limits only up to the 60% AMI level, the 80% AMI rent limit presented is an estimate produced by BAE based on a comparison of published HUD and ADOH income levels and rent limits.

Table C-13: Affordable and Market Rents, Pima County, 2014

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Studio</th>
<th>1 Bdrm</th>
<th>2 Bdrm</th>
<th>3 Bdrm</th>
<th>4 Bdrm</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$498 - $796</td>
<td>$534 - $853</td>
<td>$641 - $1,024</td>
<td>$741 - $1,184</td>
<td>$827 - $1,320</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$299 - $498</td>
<td>$320 - $534</td>
<td>$384 - $641</td>
<td>$444 - $741</td>
<td>$496 - $827</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $299</td>
<td>&lt; $320</td>
<td>&lt; $384</td>
<td>&lt; $444</td>
<td>&lt; $496</td>
</tr>
</tbody>
</table>

**Market Data (b)**

<table>
<thead>
<tr>
<th></th>
<th>Studio</th>
<th>1 Bdrm</th>
<th>2 Bdrm</th>
<th>3 Bdrm</th>
<th>4 Bdrm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market rental rates</td>
<td>$437</td>
<td>$555</td>
<td>$739</td>
<td>$818</td>
<td>$1,310</td>
</tr>
<tr>
<td>Share Mkt. Area units</td>
<td>4.9%</td>
<td>50.8%</td>
<td>37.4%</td>
<td>6.0%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Notes:

(a) Represents the maximum rent deemed affordable to households in each income band, as defined by ADOH based on HUD rent limits. Because ADOH reported rent limits only up to the 60% AMI level, the 80% AMI rent limit presented is an estimate produced by BAE based on a comparison of published HUD and ADOH income levels and rent limits.

(b) Represents 4th quarter 2013 data from a sample of 43,000 rental units in Pima County, provided by RealFacts. Shaded cells indicate unit types for which the market rental rate is affordable to households at each income level.

Sources: ADOH, 2013; RealFacts, 2014; BAE, 2014.
Table C-14: Arizona Low Income Housing Tax Credit Program - Imputed Incomes, Pima County, 2013

<table>
<thead>
<tr>
<th>Income Level</th>
<th>1-person HH</th>
<th>2-person HH</th>
<th>3-person HH</th>
<th>4-person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% AMI (a)</td>
<td>$31,870</td>
<td>$36,447</td>
<td>$41,023</td>
<td>$45,600</td>
</tr>
<tr>
<td>60% AMI</td>
<td>$23,940</td>
<td>$27,360</td>
<td>$30,780</td>
<td>$34,200</td>
</tr>
<tr>
<td>50% AMI</td>
<td>$19,950</td>
<td>$22,800</td>
<td>$25,650</td>
<td>$28,500</td>
</tr>
<tr>
<td>40% AMI</td>
<td>$15,960</td>
<td>$18,240</td>
<td>$20,520</td>
<td>$22,800</td>
</tr>
<tr>
<td>30% AMI</td>
<td>$11,970</td>
<td>$13,680</td>
<td>$15,390</td>
<td>$17,100</td>
</tr>
<tr>
<td>20% AMI</td>
<td>$7,980</td>
<td>$9,120</td>
<td>$10,260</td>
<td>$11,400</td>
</tr>
</tbody>
</table>

Notes:
(a) Because ADOH reported income levels only up to the 60% AMI level, the 80% AMI income level presented is an estimate produced by BAE based on a comparison of published HUD and ADOH income levels.
Table C-15: Affordable Housing Sale Price Calculator, Pima County, 2014

<table>
<thead>
<tr>
<th>Household Income (a)</th>
<th>Sale Price</th>
<th>Down Payment (b)</th>
<th>Total Mortgage (b)</th>
<th>Monthly Payment (b)</th>
<th>Monthly Property Tax (c)</th>
<th>Homeowner’s Insurance (d)</th>
<th>Total Monthly PITI (e)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>30% AMI</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Person HH</td>
<td>$11,970</td>
<td>$50,112</td>
<td>$10,022</td>
<td>$40,090</td>
<td>$222.37</td>
<td>$59.34</td>
<td>$17.54</td>
</tr>
<tr>
<td>2 Person HH</td>
<td>$13,680</td>
<td>$57,271</td>
<td>$11,454</td>
<td>$45,817</td>
<td>$254.14</td>
<td>$67.82</td>
<td>$20.04</td>
</tr>
<tr>
<td>3 Person HH</td>
<td>$15,390</td>
<td>$64,430</td>
<td>$12,886</td>
<td>$51,544</td>
<td>$285.90</td>
<td>$76.30</td>
<td>$22.55</td>
</tr>
<tr>
<td>4 Person HH</td>
<td>$17,100</td>
<td>$71,588</td>
<td>$14,318</td>
<td>$57,271</td>
<td>$317.67</td>
<td>$84.77</td>
<td>$25.06</td>
</tr>
<tr>
<td><strong>50% AMI</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Person HH</td>
<td>$19,950</td>
<td>$83,520</td>
<td>$16,704</td>
<td>$66,816</td>
<td>$370.62</td>
<td>$98.90</td>
<td>$29.23</td>
</tr>
<tr>
<td>2 Person HH</td>
<td>$22,800</td>
<td>$95,451</td>
<td>$19,090</td>
<td>$76,361</td>
<td>$423.56</td>
<td>$113.03</td>
<td>$33.41</td>
</tr>
<tr>
<td>3 Person HH</td>
<td>$25,650</td>
<td>$107,383</td>
<td>$21,477</td>
<td>$85,906</td>
<td>$476.51</td>
<td>$127.16</td>
<td>$37.58</td>
</tr>
<tr>
<td>4 Person HH</td>
<td>$28,500</td>
<td>$119,314</td>
<td>$23,863</td>
<td>$95,451</td>
<td>$529.45</td>
<td>$141.29</td>
<td>$41.76</td>
</tr>
<tr>
<td><strong>80% AMI (f)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Person HH</td>
<td>$31,870</td>
<td>$133,423</td>
<td>$26,685</td>
<td>$106,738</td>
<td>$592.06</td>
<td>$157.99</td>
<td>$46.70</td>
</tr>
<tr>
<td>2 Person HH</td>
<td>$36,447</td>
<td>$152,583</td>
<td>$30,517</td>
<td>$122,066</td>
<td>$677.08</td>
<td>$180.68</td>
<td>$53.40</td>
</tr>
<tr>
<td>3 Person HH</td>
<td>$41,023</td>
<td>$171,742</td>
<td>$34,348</td>
<td>$137,394</td>
<td>$762.10</td>
<td>$203.37</td>
<td>$60.11</td>
</tr>
<tr>
<td>4 Person HH</td>
<td>$45,600</td>
<td>$190,902</td>
<td>$38,180</td>
<td>$152,722</td>
<td>$847.12</td>
<td>$226.06</td>
<td>$66.82</td>
</tr>
</tbody>
</table>

Notes:

(a) Income limits published by Arizona Department of Housing (ADOH) based on HUD Income Limits, 2013.
(b) Mortgage terms:
   - Annual Interest Rate (fixed): 5.29% Freddie Mac historical monthly Primary Mortgage Market
   - Term of mortgage (years): 30
   - Percent of sale price as down payment: 20%
   - Initial property tax (annual): 14.2% Annual rate applied to 1% of assessed value.
   - Annual homeowner’s insurance rate as % of sale price: 0.42% AZ Dept of Insurance 2014 Premium Comparison Guide, based on average of all quotes, assuming $100,000 of coverage.
   - PITI = Principal, Interest, Taxes, and Insurance
   - Percent of household income available for PITI: 30%
(f) Because ADOH reported income levels only up to the 60% AMI level, the 80% AMI income level presented is an estimate produced by BAE based on a comparison of published HUD and ADOH income levels.

Table C-16: Affordable and Market Home Sale Prices, Eastern Pima County, 2014

<table>
<thead>
<tr>
<th>Household Incomes by Percent of AMI (a)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$19,950 - $31,870</td>
<td>$22,800 - $36,447</td>
<td>$25,650 - $41,023</td>
<td>$28,500 - $45,600</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$11,970 - $19,950</td>
<td>$13,680 - $22,800</td>
<td>$15,390 - $25,650</td>
<td>$17,100 - $28,500</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $11,970</td>
<td>&lt; $13,680</td>
<td>&lt; $15,390</td>
<td>&lt; $17,100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Affordable Home Sale Price (b)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>$83,520 - $133,423</td>
<td>$95,451 - $152,583</td>
<td>$107,383 - $171,742</td>
<td>$119,314 - $190,902</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>$50,112 - $83,520</td>
<td>$57,271 - $95,451</td>
<td>$64,430 - $107,383</td>
<td>$71,588 - $119,314</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>&lt; $50,112</td>
<td>&lt; $57,271</td>
<td>&lt; $64,430</td>
<td>&lt; $71,588</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Share of Recent Sales by Household Price Range (c)</th>
<th>1 Person HH</th>
<th>2 Person HH</th>
<th>3 Person HH</th>
<th>4 Person HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 to 80% AMI</td>
<td>25%</td>
<td>32%</td>
<td>37%</td>
<td>36%</td>
</tr>
<tr>
<td>30 to 50% AMI</td>
<td>8%</td>
<td>9%</td>
<td>10%</td>
<td>18%</td>
</tr>
<tr>
<td>below 30% AMI</td>
<td>5%</td>
<td>7%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>subtotal</td>
<td>38%</td>
<td>48%</td>
<td>57%</td>
<td>64%</td>
</tr>
</tbody>
</table>

Notes:
(a) Represents annual income levels published by ADOH, based on HUD income limits. Because ADOH reported income limits only up to the 60% AMI level, the 80% AMI income limit was estimated by BAE based on a comparison of published HUD and ADOH income levels.
(b) Represents home price amount affordable to households at each income level assuming standard mortgage terms and prevailing interest rates, average homeowner's insurance premium as reported by Arizona Department of Insurance, and average property tax payment for urban Pima County based on data provided by the Pima County Board of Supervisors.
(c) Represents sales price distribution for 13,000 single family residential, townhouse, and condominium sales in Eastern Pima County based on Multiple Listing Service (MLS) data for 2013 reported by the Tucson Realtors Association.
Table C-17: New Housing Unit Production Trend, Eastern Pima County, For-Sale Units, 2004 - 2013

<table>
<thead>
<tr>
<th>Year</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
<th>New Units Sold (a)</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>1,950</td>
<td>n/a</td>
<td>2005</td>
<td>2,603</td>
<td>33.5%</td>
<td>-1.0%</td>
<td>2006</td>
<td>2,383</td>
<td>-7.5%</td>
<td>-18.2%</td>
<td>2007</td>
<td>1,950</td>
<td>-7.2%</td>
<td>-18.8%</td>
</tr>
<tr>
<td>2008</td>
<td>2,090</td>
<td>7.2%</td>
<td>2009</td>
<td>1,697</td>
<td>-18.8%</td>
<td>-43.7%</td>
<td>2010</td>
<td>956</td>
<td>-15.6%</td>
<td>-57.6%</td>
<td>2011</td>
<td>807</td>
<td>-15.6%</td>
<td>-57.6%</td>
</tr>
<tr>
<td>2012</td>
<td>342</td>
<td>-18.8%</td>
<td>2013</td>
<td>10-yr Avg.</td>
<td>1,735</td>
<td>units per year</td>
<td>Avg. since 2010</td>
<td>951</td>
<td>units per year</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
(a) New units refer to housing units built in the three years prior to the year of sale or in the year of sale.
Sources: DataQuick, 2014; BAE, 2014.
### Table C-18: Projected New Housing Unit Sales by Affordability

**New Unit Sales**

<table>
<thead>
<tr>
<th></th>
<th>10-year annual average (a):</th>
<th>30-year projected new unit sales:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,735</td>
<td>52,062</td>
</tr>
</tbody>
</table>

**New Unit Affordability**

<table>
<thead>
<tr>
<th></th>
<th>Extremely/Very Low-Income HHs (&lt; 50% AMI)</th>
<th>Low to Moderate Income HHs (50 - 80% AMI)</th>
<th>Total Below Moderate Income HHs (&lt; 80% AMI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Sales Affordable (b)</td>
<td>20.0%</td>
<td>37.0%</td>
<td>57.0%</td>
</tr>
<tr>
<td>Projected Affordable Sales, 30-yrs</td>
<td>10,412</td>
<td>19,263</td>
<td>29,675</td>
</tr>
</tbody>
</table>

**New Unit Affordability**

<table>
<thead>
<tr>
<th></th>
<th>Extremely/Very Low-Income HHs (&lt; 50% AMI)</th>
<th>Low to Moderate Income HHs (50 - 80% AMI)</th>
<th>Total Below Moderate Income HHs (&lt; 80% AMI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30-yr TOD Demand (Households) (c)</td>
<td>8,642</td>
<td>5,394</td>
<td>14,036</td>
</tr>
<tr>
<td>TOD Demand as % of Aff. Sales</td>
<td>83.0%</td>
<td>28.0%</td>
<td>47.3%</td>
</tr>
</tbody>
</table>

**Notes:**

(a) Represents the 10-year annual average number of new unit sales from 2003 to 2013 that were built in the three years prior to the year of sale or in the year of sale, according to Assessors data provided by DataQuick.

(b) Represents the percent of recent home sales in Eastern Pima County that closed at a price affordable to a 3-person household, according to MLS sales data and ADOH income limits as presented in Table 12 of this report.

(c) Projected TOD demand based on PUMS dataset, as presented in Table 11 of this report.

Sources: DataQuick, 2014; BAE, 2014.
# APPENDIX D: OPPORTUNITY SITES

## PRIORITY TABLES

### Table D-1: TOD Housing Development Priority for Proposed HCT Station Areas

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>City</th>
<th>Rank</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>6</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>6</td>
<td>Near-term</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>7</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>8</td>
<td>Near-term</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>8</td>
<td>Near-term</td>
</tr>
<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>9</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>10</td>
<td>Mid-term</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>11</td>
<td>Mid-term</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>11</td>
<td>Mid-term</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>12</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
<td>13</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>13</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>14</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>14</td>
<td>Long-term</td>
</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>15</td>
<td>Long-term</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>15</td>
<td>Long-term</td>
</tr>
</tbody>
</table>

Sources: ESRI; American Community Survey; 2010 Decennial Census; PAG Travel Reduction Program; Drachman Institute; BAE.
### Table D-2: Ranking by Housing Cost Burden

<table>
<thead>
<tr>
<th>TOD Code</th>
<th>Location &amp; Code</th>
<th>City</th>
<th>% of HH with High Housing Cost Burden</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>50.4%</td>
<td>1</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>49.6%</td>
<td>1</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>46.0%</td>
<td>1</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>45.1%</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>44.7%</td>
<td>1</td>
</tr>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>44.0%</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>41.9%</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>40.1%</td>
<td>1</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>38.4%</td>
<td>2</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>34.9%</td>
<td>2</td>
</tr>
<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>33.8%</td>
<td>2</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>33.1%</td>
<td>2</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>32.2%</td>
<td>2</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>30.6%</td>
<td>2</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>30.2%</td>
<td>2</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>29.3%</td>
<td>2</td>
</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>28.3%</td>
<td>3</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>27.2%</td>
<td>3</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>27.2%</td>
<td>3</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>26.8%</td>
<td>3</td>
</tr>
<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
<td>26.3%</td>
<td>3</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>26.1%</td>
<td>3</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>19.7%</td>
<td>3</td>
</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>19.2%</td>
<td>3</td>
</tr>
</tbody>
</table>

**Note:** High housing cost burden is defined as spending 30% or more of income on housing costs.

**Sources:** American Community Survey 2008-2012; 5-year data Drachman Institute; BAE.
Table D-3: Ranking by Rental Vacancy Rate

<table>
<thead>
<tr>
<th>TOD Code</th>
<th>Location</th>
<th>City</th>
<th>Rental Vacancy Rate</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>4.6%</td>
<td>1</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>4.9%</td>
<td>1</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>5.3%</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>5.7%</td>
<td>1</td>
</tr>
<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>6.9%</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>7.7%</td>
<td>1</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>7.9%</td>
<td>1</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>8.0%</td>
<td>1</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>8.4%</td>
<td>2</td>
</tr>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>9.0%</td>
<td>2</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>9.6%</td>
<td>2</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>9.6%</td>
<td>2</td>
</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>9.7%</td>
<td>2</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>9.7%</td>
<td>2</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>10.1%</td>
<td>2</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>10.2%</td>
<td>2</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>10.7%</td>
<td>3</td>
</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>10.8%</td>
<td>3</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>10.9%</td>
<td>3</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>11.0%</td>
<td>3</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>11.5%</td>
<td>3</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>11.6%</td>
<td>3</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>13.8%</td>
<td>3</td>
</tr>
<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
<td>14.7%</td>
<td>3</td>
</tr>
</tbody>
</table>

Sources: 2010 Decennial Census; BAE.
Table D-4: Ranking by Job Accessibility

<table>
<thead>
<tr>
<th>TOD Code</th>
<th>Location</th>
<th>City</th>
<th>Number of Accessible Jobs</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>64,309</td>
<td>1</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>49,482</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>41,706</td>
<td>1</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>39,678</td>
<td>1</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>39,678</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>39,678</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>39,678</td>
<td>1</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>38,059</td>
<td>1</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>32,266</td>
<td>2</td>
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<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>29,465</td>
<td>2</td>
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<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>28,322</td>
<td>2</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>28,322</td>
<td>2</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>28,322</td>
<td>2</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>28,322</td>
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<tr>
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<tr>
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<td>Oro Valley</td>
<td>20,511</td>
<td>2</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>20,511</td>
<td>2</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>20,511</td>
<td>2</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>1,143</td>
<td>3</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>1,143</td>
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</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
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</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
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</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>0</td>
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</tr>
</tbody>
</table>

Sources: PIMA Association of Governments Travel Reduction Program; BAE.
## Table D-5: Ranking by Number of High Capacity Transit Lines

<table>
<thead>
<tr>
<th>TOD Code</th>
<th>Location</th>
<th>City</th>
<th>Number of HCT Lines</th>
<th>Rank</th>
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<tbody>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>M-5</td>
<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
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<td>2</td>
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<tr>
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<td>Pima Mine &amp; Nogales Hwy</td>
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<td>1</td>
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</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>T-1</td>
<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>0</td>
<td>3</td>
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</tbody>
</table>

Source: BAE.
### Table D-6: Ranking by Percent of Workers Commuting by Bus

<table>
<thead>
<tr>
<th>TOD Code</th>
<th>Location</th>
<th>City</th>
<th>Percent Commuting by Bus</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-2</td>
<td>39th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>13.4%</td>
<td>1</td>
</tr>
<tr>
<td>ST-1</td>
<td>29th &amp; 6th Ave</td>
<td>South Tucson</td>
<td>11.3%</td>
<td>1</td>
</tr>
<tr>
<td>T-7</td>
<td>RR &amp; I-10</td>
<td>Tucson</td>
<td>11.2%</td>
<td>1</td>
</tr>
<tr>
<td>T-3</td>
<td>Mercado Streetcar Stop</td>
<td>Tucson</td>
<td>8.2%</td>
<td>1</td>
</tr>
<tr>
<td>T-4</td>
<td>Ronstadt Transit Center</td>
<td>Tucson</td>
<td>8.2%</td>
<td>1</td>
</tr>
<tr>
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<td>Wetmore &amp; Oracle</td>
<td>Tucson</td>
<td>6.7%</td>
<td>1</td>
</tr>
<tr>
<td>T-5</td>
<td>Speedway &amp; Campbell</td>
<td>Tucson</td>
<td>5.5%</td>
<td>1</td>
</tr>
<tr>
<td>T-6</td>
<td>Laos Transit Center</td>
<td>Tucson</td>
<td>5.5%</td>
<td>1</td>
</tr>
<tr>
<td>T-2</td>
<td>Wetmore &amp; Stone</td>
<td>Tucson</td>
<td>5.0%</td>
<td>2</td>
</tr>
<tr>
<td>M-2</td>
<td>Tangerine &amp; I-10</td>
<td>Marana</td>
<td>4.4%</td>
<td>2</td>
</tr>
<tr>
<td>M-1</td>
<td>Marana Rd &amp; I-10</td>
<td>Marana</td>
<td>2.3%</td>
<td>2</td>
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<td>Ina &amp; I-10</td>
<td>Marana</td>
<td>1.6%</td>
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<tr>
<td>OV-5</td>
<td>Magee &amp; Oracle</td>
<td>Oro Valley</td>
<td>1.2%</td>
<td>2</td>
</tr>
<tr>
<td>M-4</td>
<td>Cortaro &amp; I-10</td>
<td>Marana</td>
<td>0.5%</td>
<td>2</td>
</tr>
<tr>
<td>M-3</td>
<td>Twin Peaks &amp; I-10</td>
<td>Marana</td>
<td>0.5%</td>
<td>2</td>
</tr>
<tr>
<td>S-3</td>
<td>Pima Mine &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>0.0%</td>
<td>3</td>
</tr>
<tr>
<td>S-1</td>
<td>Sahuarita Rd &amp; Nogales Hwy</td>
<td>Sahuarita</td>
<td>0.0%</td>
<td>3</td>
</tr>
<tr>
<td>S-2</td>
<td>Sahuarita Rd &amp; Wilmot</td>
<td>Sahuarita</td>
<td>0.0%</td>
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<tr>
<td>S-4</td>
<td>Duval Mine &amp; I-10</td>
<td>Sahuarita</td>
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<tr>
<td>OV-1</td>
<td>La Cholla &amp; Tangerine</td>
<td>Oro Valley</td>
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</tr>
<tr>
<td>OV-6</td>
<td>Innovation &amp; Tangerine</td>
<td>Oro Valley</td>
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<tr>
<td>OV-3</td>
<td>Tangerine &amp; Oracle</td>
<td>Oro Valley</td>
<td>0.0%</td>
<td>3</td>
</tr>
<tr>
<td>OV-2</td>
<td>Rancho Vistoso &amp; Oracle</td>
<td>Oro Valley</td>
<td>0.0%</td>
<td>3</td>
</tr>
<tr>
<td>OV-4</td>
<td>1st &amp; Oracle</td>
<td>Oro Valley</td>
<td>0.0%</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: ESRI, based on 2005-2009 5-year American Community Survey; BAE.
APPENDIX B:
OPEN-ENDED SURVEY RESULTS
APPENDIX B: Open-Ended Survey Results

1. Top Three Reasons I don’t live closer to work

NOTE: Answered by those that stated they were not satisfied with their commute time to work, all responses verbatim: (n=262).

• 1- Safety in surrounding areas / 2- Housing Quality in surrounding area / 3- too expensive to move now that I have a place

• My house is north. / I don’t want to live in south tucson. / I like my house.

• My work is not in an area I would like to live / My current house is underwater / I like where I live

• The area around the Casino is a shit-hole.

• Hard to find house / Kids school / Still pay on current house

• My wife has a similar commute in the opposite direction so our home is a balanced location. / Still live close to family in Tucson. / More and better family resources are available in Tucson (child care, medical facilities, etc.)

• I love where I live and I love my job. I wouldn’t want to live in any of the places closer to my job.

• Higher costs of rentals

• I live in the Flowing Wells School District to give my two children a better education.

• Just bought my house. Like my neighborhood. Don’t like the housing area near work

• I like where I live (north east Tucson valley). My job is in a remote location that I would NOT want to live in.

• 1. Like where I live now (University area) / 2. Don’t like area around work / 3. Not far from work just no easy path to freeway

• I am currently living with parents to help take care of my father who is ill.

• 1.) School District / 2.) Quality of Housing / 3.) Community

• House around here they are to expensive /

• I do not prefer to live in South Tucson.

• I like and live in central Tucson. / I like my house better than the new housing developments. / Close to the U of A and downtown.

• 1. Found a house I could afford in newer neighborhood. / 2. House near Interstate 10

• 1. I love the area of the city in which I live. / 2. All my friends and family are located within a mile or two of where I currently live. / 3. Although I’m not happy with the amount of time it takes to commute, my unhappiness is not sufficient to warrant moving.

• area preference / accessability to freeway

• -Currently live close to where my wife works so she is able to ride her bike / -All our friends and entertainment options are in Tucson / - Like living in Tucson, really only time I’m on the road a lot is to and from work. Feel we would drive more if we

• (1) Already owned house I love near downtown Tucson, (2) Fiancee’s commute is under 5 minutes from current location, (3) Do not want to live in or near the area where current job is located.

• 1. I like having the distance from the town in which I work. I don’t come across people I’ve arrested at the grocery store. / 2. I really like my neighborhood. Lots of kids for my kids to socialize with. / 3. The area is peaceful and safe.

• Cost of housing increases as distance to central municipal region decreases. The crime rate is higher in city neighborhoods as opposed to rural
Top Three Reasons I don’t live closer to work, cont’d

1) My wife works in the opposite direction. Our commutes are about equal. / 2) Finding suitable housing. / 3) Costs associated with moving—costs of selling and buying and physical move.

Lack of services / Not near family / Needs to develop its character

The cost of moving is too high (no equity in our house due to the downturn of the economy) / My wife’s employment is less than 10 minutes from our home / Too much trouble to move

Can’t afford to sell my house and move closer. / Also, there aren’t one-acre lots with houses near Marana, except in really crummy neighborhoods.

1. Spouse Employment / 2. Area that family wanted to live / 3. Work will require commute to Phoenix in the future

I own my home, and the job refuses to move closer to my home.

I like Oro Valley / I don’t want to sell my house / My church is in Oro Valley

Have owned our home for 40 years. / Location of home has everything close to it. / My wife only drives one mile to work each day.

new to Tucson, staying with relatives, do not make enough to move closer to work.

Kids School / To far away from family / Wife works close to current home

1. education, school district much better in Vail. / 2. Housing, much better in Vail. / 3. don’t want to live near work.

Wife and kids work and go to school in Sierra Vista at this time.

we live close to where our kids go to school, the elementary and middle school choices are not great downtown. Not as much housing and space available downtown.

I lived in the house before I gained employment with El Rio. / I would not want to live closer to the El Rio clinic. / The commute would not be so bad if the roads and travel conditions in Tucson were reasonable.

~I have children in the Marana school system. / ~

rent. money. money

Like living in Oro Valley

I’m CURRENTLY BUYING MY HOME, CAN’T AFFORD TO, COMFORTABLE IN MY HOME FOR THE LAST 5 YEARS.

Multiple work sites, I live in middle point / Housing at worksite locations not good neighborhoods / Schools near worksites not high quality

I like the house I live in

I love where I live and would not want to live in a different location. / The community I live in at Marana is unique and would not have the same attractions of other neighborhoods. / I like the job I have and would not change. /

- Because it is on the bad side of town (poverty, high incidence of crime, low quality of schools) / -lack of safety feeling / -my children are now used to living in Sahuarita past 8 years.

I’m not going to move to where my job is, it’s in a shitty part of town. / Tucson lacks most of the amenities found in a modern American city such as sidewalks, streetlights, storm drains, mass transit worth the name, jobs, an economy of scale.

I live very close to work already but it still takes me long to get to work. The traffic lights wait time is ridiculous, they seem to take to long in my area. Traffic is always backed up on Grant Rd since that’s pretty much the main road we have to get everywhere it seems so I take the back roads and if I’m lucky it will shave 2-3 minutes off my travel time.

not able to sale house / do not want to live in green valley / job is temporary

1. I own the home I am living in. / 2. I do not want to move into tucson / 3. I want to continue
Top Three Reasons I don’t live closer to work, cont’d

- Living close to my family.
- I own my home, could not afford a home closer to my work or city.
- Moved in with boyfriend due to being pregnant and he lives in Marana / lease of house is 15 months.
- Needed to live closer to family / Schools are better where I live / Neighborhood is better where I live.
- I like my neighborhood / I like my house.
- I like where I live / I recently bought my house / Too expensive to live near my place of employment (also unsafe - too many transients in the area).
- Current school district is great. / The community I currently live in feels safe and secure / The current community is quite and calm.
- Because the area in which I work is not safe, dirty, lots of homeless people and substance abusers on the streets.
- 1. Don’t like the area / 2. Too far from family / 3. Too far from everything else, too.
- 1. High crime / 2. Lack of Community resources and services / 3. Disorganized neighborhoods / Location / Privacy / Location.
- Kids are in school in Marana district / do not want to disrupt kids routine and placements / do not like this area of Tucson.
- 1. I’ve changed my place of employment. / 2. I plan to go back to school soon (at a school very close to my home). / 3. I am in a year-long lease currently.
- I don’t feel like moving / this was the closest available, appropriate job at the time that I was looking for work.
- Own my home, work where job was available.
- CHILDREN’S SCHOOL / FAMILY CLOSE BY / FAMILIAR AREA.
- Do not want to change case load. / Convenience. / Do not want to learn new routine.
- Availability of Affordable Housing / Do not want to be in the TUSD school district. / Family in the current area.
- Don’t care for the area.
- Own our own home / Crime stats / Cost of living in green valley.
- Bought house before I found the job. House is close to husband’s work.
- Location / housing / budget.
- I have owned my home for 22 years and do not want to move, cannot qualify for another mortgage, my spouse does not want to move, and I prefer to live closer in town where I can walk or ride my bicycle to stores and restaurants.
- 1. We need to live near the freeway so my husband can get to his job which is even further than mine. / 2. We wanted a newer neighborhood and my work is in an older area. / 3. Houses cost more closer to my job.
- I am currently trying to buy a house that is closer to work.
- Lack of affordable housing in Oro Valley for my income. / I like the energy of central Tucson.
- I love living in downtown Tucson. / The freeways are out of the way & I have to take oracle. / Stop & go-so many traffic lights.
- Fellow co workers / stability / like school.
- I would not live in Marana!
- I own my house, I like my neighborhood, I like my kids schools.
- I live relatively close to work. My problem with the commute begins at the outlet from my neighborhood which is often congested with traffic accessing the I-19.
- I haven’t found a place reasonably priced, or roommates yet.
Top Three Reasons I don’t live closer to work, cont’d

• 1. I was able to build my own home without interference from [then] Pima County Inspectors. / 2. Vehicular traffic on the three or four routes to work seemed to be timed [traffic signals] better. / 3. After being annexed into the City there seemed to be more restrictions on what I could build.

• The housing near to my work is old, under maintained and over priced. The lot size is too small and the HOA’s are over regulating the housing.

• I own my home and I’m not moving so that it takes less time to get to work / It takes so long because of the freeway construction / I use the company vehicle

• Am only seven miles away / Home owner and not selling / I feel the city should rework our road infrastructure /

• Housing Cost / Neighborhood / existing lease

• I would not live in that part of town

• Unwilling to move

• Enjoy living downtown /

• Good school district where I live. / Like the area

• Cost of living is higher, Cannot afford living alone, single plus a dog is pricey

• 1. cost / 2. distance from the rest of town / 3. cost

• Children’s school, child care, house.

• Friends live in Tucson / Wife works at the University of Arizona / Oro Valley is far away from activities my family likes to do

• I’m moving in two months closer to work.

• Cost / Closer to family and other responsibilities / Don’t want to move

• I like living in Tucson. Our house is in between where I work and where my fiance works. I don’t want to live in Oro Valley.

• Cost of available housing / Age of available housing / Style of available housing /

• Spouse works in Phoenix. no suitable two good jobs available in Tucson.

• Bad Credit cant get Home loan

• I purchased a house in an affordable area, but I am saving for a home closer to my work. / I don’t want to live in the town of Oro Valley. /

• -Purchased house years before got new job / -Daughter still in high school / -Not ready to go through the ‘pain’ of looking for a new house, moving, etc...

• too expensive to move / our home is more convenient to other places in town / kids in school

• I moved into my home prior to working at my current company. /

• Couldn’t afford housing closer to work, I had not planned on staying with this job for so long, I like being out in Marana I can see the stars.

• 1) Can not sell house b/c its value to loan is upside down. / 2) Other ppl live in the house that have to commute to work/school in a different direction / 3) Not ready to buy a new house closer to work b/c job location of me or other ppl in house might change again.

• Price of rent

• 1) I owned my house prior to accepting my current position. / 2) Due to the current housing market, I am unable to sell my house. / 3) The current living location is closer to my husband’s work.

• 1) I like where I live. / / 2) I dislike where I work. / / 3) I don’t know how long I’ll work at my current position.

• 1. My fiancee and I got a great deal on renting one of my fathers’ houses located near the University, I had lived there while in college. / 2. My father has implied that this house may be a wedding gift, which would be an incredible asset for my fiancee and myself. / 3. My fiancee’s commute would be much longer / 4. Too many old people live in Oro Valley

• I do not want to live in Oro Valley.
Top Three Reasons I don’t live closer to work, cont’d

- I am happy in Vail (own my home/land, great neighbors, rural area) / Family considerations
- Oro Valley sucks / Too many old people / Too far away from Tucson (and things to do) / Locations in between are out of my price range
- I am closer to work, just all slow drivers are on the left side of the road. They don’t know that this is the passing lane.
- Bought house before getting this job. / Spouses Job is close to our residence. / Do not want to change schools for our kids.
- 1. Live close to spouse’s work place. / 2. Cheaper housing costs south of town. / 3. Living in current house for 7 years, and I enjoy it.
- Location / / Spouse has shorter commute / / Schools
- Accessibility to Malls, Groceries and points of Interest. / / Cost of Real Estate / / The unknown
- Parents, Childcare, School.
- I wanted to be near U of A.
- My girlfriend owns this house and I rent it from her. No other reasons.
- We can not sell our current house to move closer
- 1) Cost/affordability of housing / 2) Ties to school in area currently living / 3) Proximity of I-10 to current residence
- Financial / Affordable Housing / Lease not up
- Children school and therapists.
- Entertainment time spent in the City of Tucson.
- 1. My husband commute time is about the same as mine but in the opposite direction. / 2. We like to live in Rancho Sahuarita. / 3. It will be difficult to sell our current house to buy another one to live closer.
- I am working towards building credit to purchase a new home closer to work.
- 1. Fiance (who I live with) works close to our present residence / 2. Not financially ready to re-locate and buy another house
- Can’t afford to move right now / Family very close currently / Possible marital status change coming
- 1. Location of work to the rest to Tucson - I am 28 years old and most of people a see during the weekends are in Tucson so leaving so far north (Oro Valley) is not what I want. / / 2. Location of home - Foothills very nice place to live. / / 3. Spouse - Our home is a 2 minute drive to her work.
- My children’s school and family members watch my kids after school / My elderly mother / I like my side of town
- My house mortgage is under water. / Housing near my employment is too expensive.
- Tangerine needs to be 2 lanes all the way from I-10 to Oracle. Construction trucks and Semi-trucks are using Tangerine to cut across town. Either expand Tangerine or ban trucks from using it. The inability of these vehicles to go the speed limit causes a slow and frustrating commute. This is the only street available for my commute.
- Current house is underwater
- Expense of moving, available housing, property is overpriced.
- Family / Church / Shopping Areas
- Need to be centrally located for children’s schools.
- 1) I don’t want to. 2) Don’t like marana.
- Commute time is not driven by distance - commute time is driven by the number of traffic lights that have been added in the last 5 years along Oracle Road.
- Own house, market poor / Can’t find alternate job closer to home
- I cannot sell my current home, as I owe more than what is worth.
- Not able to buy a house closer to work. Too
Top Three Reasons I don’t live closer to work, cont’d

- Don’t want to live in Oro Valley
- Own a house
- My house is paid for. / I like the east side of town / Cost of Living, husband attends University of Arizona, like central Tucson
- Like the area I live in. / Could not afford to replace my current residence in Oro Valley
- 1) Don’t want to live in this area (Oro Valley) / 2) We are closer to my husband’s job now. If we moved up here, he’d have a very long commute. / 3) Too expensive to move
- Can not afford to live closer / I like the area where I live /
- cant afford a house in Oro Valley
- We like where we live. / Wife doesn’t want to move. / Too much hassle to move
- 1. Cost of living is steeper where I work / 2. Cannot get a loan to buy a house closer because the banks require at least 2 years of employment with your employer. / 3. Even if I move closer to where I can afford, it would be a move into the TUSD school district and I don’t like the school district. I don’t have any help to transport my children to non-public schools because I am a working single parent.
- 1) Balance with wife’s work / 2) Balance with family/friends / 3) Home desirability
- Too expensive to move / I enjoy where I live / I will be graduating from school shortly
- from July 2009 to February 2014 i lived separate from my family because I wanted to be closer to work and did not like the house my wife lived in which she and her sister had inherited from their mother. The house is too old and too small. Also it is not functional - small rooms only 1 bathroom. But I had to move back due to the fact I owe back taxes and this would enable me to save more money to make the payments.
- No jobs available in my pay scale or field closer to home
- I’ve always live on the northwest side of town
- Affordable housing / Quality of schools /
- Renting currently. In one month will buy a home closer to work so I may bike daily.
- location / privacy horse property
- - I own a house that I like in an area that I like / - To live in a comparable type area nearer to downtown would probably cost me more / - It’s hard to move :) / / However, I am actually getting my house ready to sell (for other reasons) and I will be
- I want to stay on the East side for multiple reasons - schools, near family. / / I can’t afford the time and expenses to move. / / Place of employment is not well developed and does not have alot of the conveniences on the east side. While I would be closer to work, I will be further away from my
- favorite stores, shopping centers, etc...Area where I work is not well developed.
- We actually do live relatively close to where I am employed. I love the size of our property. We live close to town, but feel like we live in a rural area. The traffic and traffic light timing on my commute is what I don’t like about my travel to work. I would never live directly in the outskirts of downtown due to safety concerns and neighborhood blight. I would however live in a loft right in downtown if it weren’t for the fact that you don’t get a yard with that type of property.
- 1. School district / 2. Less traffic / 3. Shopping
- Daughter’s school is in Oro Valley / Too expensive / Too expensive /
- 1) I want my young daughter to go to school at my church, which has a K through 8 school. / 2) I used to live on the West side of Tucson, which was a 45 minute drive to her new school on the East side, then a 25 minute drive back to work in downtown. I moved to the East side to be near her school. / 3) I want to keep my job as an attorney,
Top Three Reasons I don’t live closer to work, cont’d

and the location is in downtown Tucson.

• Road Construction in every direction I can go to get to work.

• 1. schools / 2. neighborhoods / 3. proximity to outdoor activities

• child in Vail School District / Own home /

• I love the quality of life in the Northwest Side, and selected this area when my son was becoming ready to attend public school, we wanted him in the Amphi district.

• Buying home on the Eastside. / Home close to elderly mother. / Husband’s job is at DMAFB. /

• Don’t like the surroundings of what I could afford.

• I own the home I live in. Inexpensive area to live in Tucson.

• Availability of affordable housing. / Size of available housing within Tucson city limits. / Price of available housing within Tucson city limits.

• I own my home and like the area I live in

• Silly question isn’t it?

• Rental prices

• I am not moving

• I do not want to live next to my work place downtown. My life does not revolve around my office/work. I would not like my house located in a crowded, noisy, light-polluted area. I would like less traffic issues when I commute; improvements to, or new cross city transport projects (adjust light timing at intersections, do overpass intersections, Aviation parkway like projects, etc) should be looked at and then implemented by the City Engineers to provide a system of faster major routes scattered within the City to accommodate and improve travel for commuters to the downtown, University, hospitals, southern Tucson area business parks, and other large Tucson work hubs.

• I live centrally (Country Club & Prince) and would like to take the bus, but there is no direct bus line. I would have to take 2 buses which would increase my commute from 25 minutes by car to one hour by bus. I don’t live closer to my place of employment for the following reasons: / 1. the job is new and I am unsure of continued employment due to the City budget issues / 2. I purchased my home because of its central location and am surprised that there is not direct bus line to downtown / 3. I

• cannot purchase a new home given the reduced value of my home since the recession.

• Excellent question. I get asked that a lot. / / My main office is downtown, and currently my main projects are out on Houghton Road. At any given time, these could change. / / My husband used to work downtown, they closed that office and now he works it out of our house. His current projects are in Phoenix, Sahuarita and Washington State. His main offices are in Kansas. / / Exactly where would I pick to live that would be compatible with the ever changing and diverse job locations? / / So, we picked a location to live that provided the lifestyle we are looking for, for now, and for our upcoming retirement. This was not near my place of employment or our current projects. /  

• 1. We choose to live closer to my husband’s place of employment / / 2. Schools are better in Oro Valley then in the City of Tucson / / 3. The home has been upgraded with the intention of retiring there (home is 100% solar) / /

• Buying a house. Already made sizeable down payment. Have already set up home.

• I only live 4 miles away. University traffic is the reason for my long commute time. Students and employees do not use crosswalks. Constant construction is a nuisance.

• Had just moved a few weeks prior to getting my job at the City of Tucson.

• Didn’t like the school districts around work. / Couldn’t find suitable housing in a desirable school system any closer. / More home for the
Top Three Reasons I don’t live closer to work, cont’d

price in OV.
• 1) Need to be closer to parents / 2) Anywhere you live in Tucson, it is hard to travel from one end of the city to the other. /
• cost prohibited / don’t want to live downtown / like where I live
• Housing affordability / Proximity to kids school / Proximity to other family
• 1. Cost of housing / 2. Upside down on house / 3. Limited supply of housing downtown

Schools, Schools, Schools
• 1) I love the house I live in, and it’s location. That’s really the only reason.

Owned house before job
• 1) Don’t want to live in Marana.

Risk of layoff (would mean I may have to move to be closer to other job) / Expensive housing closer to downtown area / I am centrally located now

I can’t sell my house. It’s valued at half it’s last appraisal from 2005. / I wouldn’t live downtown. / I’m too old to get another job.

Unable to find a larger property inside city limits with larger distance away from close neighbors, does not have an HOA, and is not within an area recorded with more crime, or floodplain and within affordable cost.

• 1. Family housing availability in the downtown area. / 2. Housing cost in the downtown area. /
• I OWN MY HOME / I LIKE THE LOCATION / IT IS QUIET

Housing type / Schools / community
• Unacceptable location for having pets and too expensive otherwise.
• Once my son goes to college, I will be 20 minutes from work, but if they had an express from my house to downtown, I would be willing to take bus. / Crime is much higher by work. / Housing is a lot more expensive near downtown. Could not afford a yard for my dogs either. / Too much noise and traffic. /

• 1. I live in a quiet neighborhood without sirens, shootings, helicopters at night. / 2. I do not want to live in town. / 3. I own my home.

• 1. Quality of life in the city limits is less than favorable. / 2. Parking is limited near my workplace. / 3. City is not well maintained, too much crime.

location of schools for kids. Like my neighborhood. Closer to parents.

• 1. Who wants to live in midtown? It is crime ridden and poor. 2. Living outside the city is nicer - quieter, better environment, less crime, etc. 3. That would be where I purchased my house...

Horses / Dogs / Acreage
• 1) One area is too expensive for a City employee. / 2) Other areas are mostly for the elderly or residents that have lived there for generations / 3) I like my neighborhood.

public school choice
• Because it is too dangerous to live closer to downtown.

• Cost of suitable urban housing / Urban crime / Poor urban schools
• I live close enough, 6 miles, but traffic and red lights make the commute longer than it should be and the roads are in terrible condition.

Location / Schools / Congestion
• I own my home and do not want to move.

• downtown does not offer space/land / family is not located downtown / all of my contacts are on the east side - doctor, dentist, vet, etc.

location, away from city traffic , school district
• Oro Valley is a much safer city to live in than Tucson proper. Also, the schools are much better schools than in Tucson. Finally, Oro Valley is a much quieter city than Tucson!!!
Top Three Reasons I don’t live closer to work, cont’d

• I live in home owned by a bank which is upside down and I am not able to. I like the neighborhood I live in; everything I need is within 1 mile. And I will not be working for long.

• I would not live in the City of Tucson under any circumstances. The city government is inept and incompetent. The city has ridiculous priorities and is a horrible place to live.

• 1. Most of my family activities are school and church-related, which are nearby in Marana. 2. I like

• our family home, and would be unable to replace it at current housing costs. 3. Employment is always uncertain, and would maybe have to move again for another job.

• Neighborhoods I would consider living in that are closer are out of my price range at this time.

• The City offers none of the amenities in living areas that I want. I hate crowds, I hate being 2 feet from the neighboring house, I don’t like urban noise and the TUSD school system stinks, and I would never allow my child to attend school there.

• I don’t want to move.

• Housing in town is more expensive / It would be difficult to sell my home right now /

• live close to aging parents / Very close to owning current residence / Like open space

• 1.) I enjoy the location/ area of town I live in / 2.) The immediate area around my place of work does not have great housing opportunities. / 3.) I choose to live close to my family and friends.

• 1. New to job / 2. Moving expense: cost to improve house to sell, sale costs, move in costs. / 3. Do not want to live downtown.

• 1 I like my neighborhood / 2. Wouldn’t be able to sell my house for enough money / 3. Dislike moving

• Financial, Safety and Family

• I own my home and find it difficult to get it ready for the housing market / I don’t feel other areas are safe to live in the closer the area gets to downtown. / The stop and go with all the traffic lights causes the flow of the traffic to continually slow down. / 1. Expensive / 2. Prefer NOT to drive in the city / 3. Wasn’t aware of the SLOW travel for commute.

• We purchased as central of a home as we could afford while still meeting our housing needs.

• Don’t want to live in South Tucson; Prefer a more central location; Prefer to be closer to school

• South Tucson is not a place I want to live. Sahuarita is expensive. Green Valley is too far from Tucson

• Like area of town

• live with parents; no housing near work; no good jobs near home

• no car; no money to buy car; paying other bills

• take care of my mother; grew up at current home; house is paid for

• because of the price of housing

• 1. Opportunity to work at home 2. Love where I live

• Not moving again

• Couldn’t find a place closer

• If I have to take the bus it takes 60 minutes

• Don’t want to live on south side, daughters school at Butterfield

• Own property is paid for, own home is paid for, don’t want to raise my five children in the city

• Rent, gas, car

• 1) House with reasonable rent price, 2) Big background for pets, 3) Nice Community.

• Eviction

• 1) Bought land, 2) Lived there before job. 3) Has
Top Three Reasons I don’t live closer to work, cont’d

- Too long
- 1) I can’t move out, 2) Don’t make enough money, 3) I live in Tucson.
- Live closer to parents, affordable housing
- Gas money, too far, I don’t get gas mileage
- Boyfriend works in Tucson
- It would be nice to live closer but I own the house in Sahuarita and like the area
- Can’t afford to move out
- Gas, far, car
- Can’t afford it
- Already lived there, good living arrangement
- House prices, apt rent
- Cant afford a new home
2. Additional Comments on the Bus System

NOTE: All responses verbatim.

- Hordes of the unwashed use the Bus as a motorhome.
- Need to be able to go on sales calls and meet with clients..a bus just won’t work for my position/needs
- I come in and leave at different times during each day.
- I believe the busses start running too late for me to arrive at work on time..
- Need to drop off child at school and there is no bus service to that area.
- Live to far out for SunTran to travel
- own vehicle
- transport children to 2 different locations prior to coming to work
- would like to have wait times made available
- live out of county
- no parking lots for Park and ride.
- I have a take home work truck. I am "On Call" so I have to use this vehicle.
- Only drive personnal vehicle maybe a hundred miles a month, need work vehicle for work.
- Not available where I live
- A bit of complacency, just need to try it
- job requires business travel and emergency call outs
- I prefer to drive my own vehicle. And always will.
- I take kids to school each day.
- There is o sun trans in santacruz county where i commute from.
- Must have car seats for my two young children. Need to drop at school and parents house. Bus is not an option.
- I have a town take home car
- I own a car.
- Too many transfers from my house to work
- I DONT WANT TO
- having to transfer buses and all the stops that have to be made
- Have 3 children at different schools
- I have to take my daughter to school across town
- My job expects that I travel from site to site
- I have to travel between clinics daily
- Bus is not available for my times
- none in green valley
- they don't have suntran in Sahuarita. Tucson definitely needs the light rail.
- Might see clients from work, i.e. the majority of people on SunTran busses seem Severely Mentally Ill (SMI)
- Prefer the peace and quiet of my own vehicle. No need to worry about bedbugs or other other nasty things.
- prefer freedom of movement using my own vehicle
- My grandchildren go to Daycare , elementary school/aftercare. I take them to school and pick them up as schools convenient to where I work.
- use my own transportation for my job
- Not sure of bus hours/routes/usually get out of work around 8pm
- morning and afternoon commute going to different location child’s school, work and then home
- Smelly, germy, folks asking for $
- Times of bus service do not go with my work schedule.
- Haven’t looked into it too deeply because in the
Appendix B: Open-Ended Survey Results

Additional Comments on the Bus System, cont’d

past it has not been easy to get through to public transit staff

• I have a vehicle most of the time
• I take my daughter to school, and I also travel to other clinics during my work day.
• Automobile
• I live where this mode of transportation is not available
• I go to work at 4:20 am for I need to be there by 4:45 am the clinic opens at 5:00 am. So I need to drive their do to work hours
• Concerned with cleanliness, exposure to illness, ie flu, colds etc.
• I try to bike. If the route is direct, I will take it. I use the bus when biking is too far and our car is used by another family member
• Already paying for car insurance (don’t want to waste money/benefit).
• Own Vehicle
• I go to work at different times of the day and stay until different times.
• For the most part, my travel throughout the work week is a 4 mile radius.
• I prefer more remote locations.
• Usually not necessary, as I live 3 minutes from work, and when I go downtown, it takes too long.
• I would have to wake up at 5am, transfer, walk, and travel for over an hour.
• Would only ride in bus if armed and cant have gun at work.
• I have a take home Police vehicle
• I use a police car to get to work
• no sidewalk from my home to speedway and harrison
• I walk or bike most places I go.

• I usually need more carrying capacity than available on the bus.
• The busses are always dirty inside. The drivers are not friendly.
• Have multiple deliveries of some heavier items.
• I live in the desert away from services by choice - public transportation access means more people - stay away.
• I have to leave my house at 6am to catch a bus to be to work at 7:15 not worth the hassle
• I travel and work all over AZ
• I live in a very rural location and go into town only2-3 days a week. When I do go in I run several errands as well as work.
• not interested
• I would have to travel 4 miles to catch a bus and then worry where I was being dropped off at
• there were so many times in Tucson I’ve wanted to take the bus, but they stop running too early, they don’t run frequently enough, or there were no stops within 10 miles of my house
• drop off and pick up children in addition to daily commute to work
• Just not a option from where I live
• Have to drop kids off at two different schools
• Cannot pick the kids up from school by bus
• I live out of town to get away from city life, including public transportation
• I would like to take the bus to work, but it would require 3 different buses and over 2 hours each direction.
• Have never heard of this system. In addition, I am not sure if the bus system offers the same route from my home to work.
• Live outside of service area
• I enjoy driving (my car)
Additional Comments on the Bus System, cont’d

- Its just not convenient.
- make other stops on way to work
- I’ve never looked into it
- no need for going to work since I walk
- I live closer to my work site than the bus stop. Would take me longer to use the bus.
- There is no bus north of of Oracle and Tangerine (there is one that stops at the Bashas), then how I am going to get home?
- Need the ability to pick up children from school if called to do so
- I only live approximately 4 miles from work, so it is much more convenient just to drive.
- I am a single mom and need to be able to leave to pick up children in an emergency
- Times I need are not available
- I can’t ride the bus each day. I need my dollar to take me as far as possible. I wish to be charged when I ride. Not by the month. If I buy a pass and find I can not ride then I loose the travel time by default.
- Much quicker to drive the 4 minutes
- Don’t wish to leave a car at a bus terminal
- Don’t want to deal with other passengers
- Only one route per day between work and home, and vice versa. My schedule at work is variable and does not adjust to the bus route.
- No bus service at the time I need to be at work.
- I work 2 pm to 11pm
- Take kids to daycare for infants (car seats needed), school, doctor appointments in various areas. This doesn’t work
- Would still have to drive 20+ minutes to the Express stop to ride the bus longer than it takes me to get to work now
- Need to transport my son to and from daycare
- Bus schedule not always on time
- Have to be to work to early for buses
- Drop kid(s) off at school, go to kids’ sporting events all over town after work
- I have small children and I believe it would be difficult to transport via car seat on the bus
- I have a 14 yr old that I have to take and pick up from school and school functions
- Very unreliable schedules
- My wife is disabled. If I am not at home, I need a means to get home asap should the need arise.
- My own car and the fact i work extra hours and can do personal business on my time
- Looking for a modern, progressive alternative to bus (scooter program)
- Have to transfer buses
- I want to use the bus but with connections, 2 hours to go 6 miles is just a little ridiculous
- Cannot walk long distances
- Frequency of buses is too low; wait time between buses is too long
- thugs ride the bus, I can’t haul groceries home on it or bales of hay and chicken feed.
- we start before buses route times
- Handicap
- Not sure to be honest. I could. The bus system goes right down Speedway to Downtown.
- I carpool with other City of Tucson Employees
- Need to drop daughter off at school before driving to work.
- Stopping for errands on way home is very inconvenient when riding bus.
- No Route to my area. No connectivity or conve-
nient schedule to where I need to go.

- Smelly, rude people on the bus. The police tried to have commanders ride the bus and they were attacked.

- I start work at 5:45 am.

- No stops near my work

- Lack of frequency - 20, 30 minute headway is too long. - bike is often much quicker

- I prefer to limit the time I spend with the dregs of society.

- I rode the bus daily for many years until I started going to work @5am. The closest park & ride is just a little to late.

- I get up too late to catch the bus to make it in to work on time.

- Express Buses don’t have early or long enough pickup times or early drop off times

- Need car to pick up grandkids and nieces during lunch and or after work

- multiple child care locations for drop off and pick up, make bus riding during the week impossible.

- Schedule is also very limited

- SunTran doesn’t get me to work in time in the morning. If I have to be to work at 6am coming from the westside it is not convenient.

- the bus stop on Prince near Country Club does not have shade or a bench.

- i would bike if showers were provided at work

- Have too many errands to run during my lunch hour.

- USED EXPRESS BUS TO & FROM WORK WHEN I WORKED DOWNTOWN

- usually have errands to do after work on my way home

- Hours at work can run late, my area only has the express bus with limited afternoon times.

- I drop off my two kids at two different schools on way into work

- No other modes of public transporation in Three Points area.

- It is not a subway.

- I have children and need to drop them off and pick them up on my way to and from work.

- Need to pick up kids at several locations

- SunTran is a waste of money

- bus stop near my home but I have mobility issues and prefer to drive

- inefficient way to run my day...I have far two few hours each day for my family time and issues

- Wart virus. Uncleanliness of public transportation

- I have to drive 3 to 4 miles still to get to a bus stop.

- Also: no park and ride nearby to catch a commuter bus; would ABSOLUTELY take the bus if routes were available

- Buses break down frequently.

- Need an Northbound Express from downtown for my son in the morning and Southbound Express to downtown at night.

- I am a bicycle commuter, but want to start taking the bus. Can’t wait for the Streetcar!

- I live so close to everything, it’s easier just to ride my bike or go by car if I have alot to haul

- it would add an hour on to my current 10 min commute time

- Limited times for express route

- I hate the whole idea of being dependent on the government or another party for my transportation needs.

- Working downtown and living east-central, the fastest route is to use SunExpress, however, I do not travel directly home enough days a week to
Additional Comments on the Bus System, cont’d

make the cost of the express pass cheaper than driving my own car.

• Every day is a good day to motorcycle
• Strange people inhabit the buses
• I START WORK AT 6:00 AM
• Bicycle, walk and skateboard to a lot of places
• I prefer riding my bike to work, I can set my own pace and go what ever route I want.
• express routes do not pick up near my place nor drop off/pick up at appropriate times
• Would love a Southside Express Bus downtown
• Express bus not in walking distance
• I’m not interested in being haggled by vagrants and thugs who ride for free while I have to pay.
• Commute is too long on the bus,
• The bus system is largely used by thugs and homeless. I would not ride the bus under any circumstances.
• bike rake on bus not available and no secure place to leave my bike
• Unhygenic/germs on bus
• I road the bus system for 5 years and hated every minute of it due to the lack of common sense from other riders and their God awful body odor. Poverty has nothing to do with cleanliness. One can still wash ones self.
• I have to have a car for my job.
• Demands of job require me to be able to go to various sites throughout city with immediacy.
• prefer to select own traveling companions
• HEALTH ISSUES
• Drive own vehicle
• I am not a person that needs a government program to provide my transportation
• still driving my kiddo to school once she is old enough to drive, i will bus to work
• too long between buses
• I would still have to drive 15 minutes thru the monument to get to where I could use Sun tran to get to work
• no direct route, would have to transfer busses (Craycroft and then Broadway)
• Too far to walk from bus stop to City of Tucson, Information Technology building. Walking within 3 blocks would be better.
• Child care needs are inconsistent with schedule & routes
• Bus doesn’t run at the time I am out of work
• I would take Suntran if they offered it where I live
• Sun’Tran busses come to DDS, only the Vantran, but would like more pick up and drop off times
• In my area don’t going the bus. I want the bus to go through my area.
• not comfortable in my area to ride the bus
• Unfortunately, known to be "sketchy."
• it got more complicated with the new bus pass machine
• The express bus that comes to Marana arrives and leaves too early or late for me
• I have my own car. They are awesome
• Rather drive. Not bad. I’ve used several periods of my life
• Need Sahuarita Casino stop for employees and others
• would use bus or rail system if it was closer to me
• I have to leave early to get to work hour and a half early. Bus has schedule that don’t work with my time it takes to get to my job.
• bus does not run late enough for my job
Additional Comments on the Bus System, cont’d

- Bus fare going up too much.
- Bus 29, too crowded to sit.
- Bus stops at early hour, no bus to take me home.
- It’s a very efficient way of getting around within city limit
- They need more "pull-outs/ins" for the bus so they don’t block or slow down traffic and is safer esp. at an intersection
- Not my thing
- For the most part using money works. I usually have a problem purchasing a bus pass. Not convinced they work properly because of some expiring
- Need to expand more west of Tucson, a transit center on the west side
- No, I think everything is fine. Im fine with the bus routes. Thanks
- yes, try to accommodate more shade to the people that use the bus system at Bus stops. Summers are deadly here
- Not enough flexibility for travel. Routes take a long time if missed. I live 8 minutes (driving) away from work but when I need to take the bus it takes an hour and two transfers.
- Very important for many people to get to school or work
- I think SunTran needs to run later hours everyday of the week.
- Longer hours, more stops.
- Live close to ride.
- A guy had on the bus a permanent black marker and tried drawing on people around him…. Freaked me out to say the least, I don’t go on the bus alone, If I do.
- Where I live we only have 1 express bus and I wouldn’t take it to work its to long of a ride for me, I get out of work at 4:30 pm , by the time I get homw it will be 9pm.
- Need to start early on weekend also should be every 30 minutes also cheaper than a taxi.
- Good if I ever need to take a bus for any reason
- We don’t have public transportation in amado
- No transportation where I live
- Have not explored the possibilities. I am very happy to have suntran working in Green Valley
- Great for people that need to use it
- Not on time at my route.
- No buses at night.
- No buses in my area where I live.
- A need for a route exist.
- Not serving in Nogales.
- No bus service where I live.
- Because I have two jobs.
- Not serving in Nogales.
- Not going to or from La Posada.
- I don’t like it.
- Unsaniitary
- ends at 6pm
- have a car
- It will be nice to have a bus line so that I don’t have to serve as a cab driver to my children because they will have a way to move around
- my oldest son used once- he planned route to college so carefully, but not how to return home. The people at the "bus" phone line were amazingly patient and helpful
- willing to try
- Don’t like busses and waiting for them
- Very good service for those who are HC or sight
Additional Comments on the Bus System, cont’d

impaired

• The amount of stops would make the trip too long and I already work approx 15hrs/day

• Fast, friendly, economically affordable

• It is there

• its great

• routes don’t go where I need

• Don’t need it

• not reliable

• Better opportunities needed for families of Marana

• would like it for Pima College

• Need to use from 3:30-11:30. The routes are not favorable and the hours as well.

• If needed I would use the suntran.

• Very good for people that need transportation but does not work with my daily schedule.

• I have a car!

• Doesn’t run early enough.

• love that I do have the choice, they do come by where I live.

• more routes

• Thank you

• would rather walk

• Just Don’t Want To!!

• have own vehicle

• We need more shuttle runs.

• 2 babies in carseats.

• Think its great.
3. Additional Comments on Housing/Neighborhood

**NOTE: All responses verbatim.**

- Too much helicopters flying around too much police activity happening
- I am satisfied with my neighborhood because we do not have the amount of break-ins / burglary as I am hearing from areas such as the west side.
- Its a new build area and it mainly young families and overall very quiet
- I am neutral on the question of schools even as they are gradually being closed in our area, because our sons are now adults. However, I know that will deter young families moving into the area as part of normal neighborhood aging cycles...unless there are adequate public & school bus alternatives.
- Only one entrance and exit into the neighborhood and streets get flooded.
- The neighborhood is great but there is nothing close to it (shopping, restaurants, etc.)
- Great educational school system. We have 1 child in high school and another in elementary school. Both provide great educational opportunities.
- I live on the rez and unfortunately the neighborhood roads are dirt street. Very dusty when dry or muddy when wet
- Central Tucson is not very safe
- Very nice and quiet
- In DM flight path, very noisy.
- i would like to see more lights down our street, also paved road, sidewalks
- The housing unit is on the San Xavier Indian Reservation.
- I live in a very safe and quite area. Still able to enjoy the wild life and not put up with the noise of boom boxes, police helicopters. We have the best schools in the valley, peace and quite.
- I really enjoy my area, I enjoy that I am able to walk to work but I have lived in this house for a year and I do not know any of my neighbors. Also my area is very dark at night. I think that is due to living so close to the airport.
- As more Hispanics have moved into our neighborhood crime, graffiti, unkempt homes, unkempt yards and barking dogs have increased.
- The neighborhood is crime ridden and law enforcement is severely lacking.
- 1. HOA goes way overboard on writing violations. / 2. No street lights. / 3. Cars parked along narrow streets, making them difficult, if not dangerous to travel down. / 4. Missing stop signs. / otherwise...relatively quiet, and friendly neighborhood to live in.
- I live Gated and love it
- Some people in Three Points/Robles Junction do not care how their property looks to passerbys. Some places are run down or look "junky" because of trash and old vehicles on their properties. Shame because of those who take pride in their property and have to live beside someone who doesn’t take pride.
- I live on a 1 acre lot that is about 20 minutes away from the nearest shopping center. I am not willing to take the bus when it takes an hour to get to work by bus. I can take my car and get there in 15 minutes. I can also decide when I come and go if I take my car. The bus only comes every 2 or 3 hours.
- Wish roads were maintained and would be nice to have sidewalks
- Nice subdivision surrounded by more run-down areas of Menlo Park. Direction of Menlo Park improvements seem in limbo until westside downtown development plans better defined and more economically feasible than previous plans.
- Rent is expensive, local amenities and proximity to services is excellent.
- Home is too large now for husband and I
Additional Comments on Housing/Neighborhood, cont’d

- There are times during the day my street looks like a parking lot. People have so much stuff in their garages and so many people living at their homes that they can’t park their cars in the garages. It makes the neighborhood look less inviting than it is.

- Unfortunately my road was widened, it went from a 2 lane road that no one traveled unless they lived on it, to a 4 lane freeway with non stop speeding traffic. Zoning in my area is being ignored and changed to increase housing, causing the desert to be bulldozed and too many homes built.

- Lacks pedestrian/bike access and infrastructure within neighborhood and along ina (separated path or sidewalk)

- would like shopping closer to home.

- The Town of Marana needs a High School in northern Marana. Marana High School is Picture Rocks (Technically it is not, in reality it is).

- The lot my house is on is too small. Kids have to play in the street because the back yards are so small. The Tucson Basin jurisdictions allow too small of lots on most subdivisions!

- The paved roads in our neighborhood are in a state of gross disrepair and on the verge of failure. It is not only embarrassing but it is a travesty given the amount of property taxes that we pay to Pima County. This condition affects people’s impressions (including my own) of the neighborhood and, I believe, whether or not a commitment will remain to keep up the condition of properties.

- Streets could use some work.

- very convenient to major shopping malls and restaurants

- Less murders and violence would be nice.... 36th / Keno area

- Too much crime.

- I do not like planned communities. Need more space between homes, greens, trees, visual barriers.

- unleashed dogs roaming at will.

- House is too large with too much maintenance. Expensive for utilities.

- major streets have huge pot holes, uneven pavement, ridges or bumps in the asphalt-not well taken care of on the southside

- I live in a senior community and love it.

- I wish we lived in the city limits. Now not so much because children are older.

- Would love sidewalks

- no

- I live in a strictly Senior Community

- Very homogeneous - seniors.

- Love it

- I love living in Rancho Sahuarita

- Age restrictions are antiquated, housing improvements are desperately needed.

- Although I live in a master planned community and can be to grocery, Dr., stores, freeway in minutes, the neighborhood has a country or rural feel that I like.

- Safe

- HOA is not standardized for each housing development within the community and does not include the same features. It is too expensive for one set and really cheap for others. / / Only two ways in and out of the neighborhoods and it takes way to long to get to Nogales Highway from either way, making commute time longer.

- I wish there was a rail train system that was from Sahuarita to Tucson, a quick one. Or one within Sahuarita as I drop my children off on the way to school then come to Tucson with my own car.

- Too many homes for sale

- There was a spate of breakins in my neighborhood in 2009. The modern streetcar is severely limited in the places it serves. Tucson needs to get its shit together, this place is a joke.
Appendix B: Open-Ended Survey Results

Additional Comments on Housing/Neighborhood, cont’d

- Immediately to the north and west of my housing is good quality of life and a safe community. Immediately to the east and southeast of my housing is a neighborhood with poor quality of life and many neighborhood safety concerns. I have not yet moved due to the convenience of the location and the quality of my particular housing unit. Living on this borderline of neighborhood safety/security is dissatisfying, however, and I am considering moving to a better neighborhood. This is a difficult decision, though, as better neighborhoods are either very inconvenient in location or cost is prohibitive.

- I wish that community had more parks.

- Housing: Had termites and water damage and was not notified by reality company before we moved in. Landlord refuses to fix the water damage because of the stucco that lines the duplex which has cracks in it and leaks water when it rains. / Neighborhood: Daytime its peaceful and great. Nighttime: police helicopter every single night. Makes me feel on edge at night when you hear the police helicopter.

- Could use better street lighting and paved sidewalks.

- My child does NOT attend her home school.

- Concern regarding school options for my children and issues of culture/race driven bullying.

- Old kitchen cabinets

- THERE SHOULD BE NO HOA AT ALL. STREETS NEEDS TO BE PAVED IN THE OPPOSITE OF THE NEIGHBORHOOD

- I don’t have children and thus have no emotional investment in the schools serving my neighborhood.

- My house is not energy efficient.

- 3/4 acre suburban ranch with restful desert vegetation

- many of our houses are now being put up for rent and it seems the renters do not care for the houses and landscaping as actual home owners. To many barking dogs left in backyards and not taken care of!!!!!!!

- age restricted subdivision so school question moot

- I think there should be more thought (or signage if there is a plan) for parking for the walking path that is used by so many people along Greasewood between Speedway and Ironwood Hill road.

- There are too many rental homes in my neighborhood- you never know what types of neighbors you are going to get.

- I have lived in the same neighborhood for 38 years, but it has become overrun with noisy students due to the building of many group dwelling homes for students all around me- has totally changed the neighborhood

- I feel comfortable in the area. Large yard for my pets, single family dwelling, live there for 36 years.

- Single head of household.

- the neighborhood could be better but what neighborhood couldn"t?

- One major concern for me is that my apartments allow very large aggressive dogs including pit bulls. Also, some owners walk their dogs and do not clean up after them.

- There are many students around my home. They have loud parties from Thursday night to Saturday night and I work Thursday-Monday early (start at 7AM).

- Live in 55+ neighborhood

- I would like to see more sidewalks and trees in the neighborhood. I would enhance the beauty encouraging more people to walk, take care of their yards, and reduce crime.

- the purchase price years ago vs current value is significantly different

- Cops are recently near the neighborhood. My apartment complex has U of A party students (disturbances/trash).
• Our neighborhood is age restricted
• VERY QUIET HERE. NO TRAFFIC THANK YOU.
• Gated Community
• I am living with my parents so I can’t really say anything about cost.
• My subdivision has sidewalks. That’s why we chose it. I find it very unfriendly towards children and families when subdivisions have no sidewalks. To be blunt, it also looks low-rent. I wish our sidewalks had more space between the sidewalk and the road.
• I am excited that the new street car will be coming about a mile away from my house. I would be even happier if there were plans for the street car to travel along Mountain Avenue.
• Too many people that are too close.
• we love the property and views from our house.
• I love where I live.
• I love where I live and enjoy all of the local stores/shops that are around my neighborhood.
• our schools need to be funded better than they currently are. what our state allocates to K-12 education is terrible
• I am dissatisfied with the the lack of safety in the neighborhood. We and our neighbors have had our houses broken into on one of the busiest intersections in broad day light.
• I live in Winterhaven - a unique neighborhood that is fortunately able to isolate itself from the downward trend of housing and economics in central Tucson. I see the areas around us becoming rent dominated and crumbling as far as care and upkeep, similar to the roadways in Tucson.
• Not enough community space or involvement. Few opportunities for socialization.
• We live where we can afford to a landlord who doesn’t do a credit check.
• I have been a homeowner in Oro Valley. I wanted to stay in Oro Valley but as a single person it is very challenging to find affordable housing.
• Because we’re not in the CITY limits, and we’re considered Pima County, our streets are HORRIBLE!!! People have to drive down the street zigzagging the entire neighborhood due to pot holes. Now and then, they’re filled but it doesn’t last long, the road looks like a puzzle. It causes the entire neighborhood to look ‘run down’, not to mention it’s becoming a dangerous place to drive. I live at 4163 W. Plantation St. Tucson, AZ my road changes names from Bayou to Plantation.
• I love living in Oro Valley.
• Acre homes, not to much vehicle congestion.
• I’m spending too much on rent and just closed on a NEW house. Why not pay $300 more/month and get tax / deductions and no one living above, or sharing a wall.
• needs more street lighting
• I live centrally so I can walk/bike
• There is an HOA in my neighborhood. Which only 7 of the 14 houses are members. If half are members the other half should be as well.
• Do not try to turn the outlying areas into convenient "suburbs" of Tucson. People move to outlying areas for a reason. If someone wants public transportation, they should move where they can get it instead of expecting taxpayers to accommodate them by expanding services.
• re schooling - kids go to private school (Casas Christian School)
• Oro Valley is a nice place to live.
• most of central tucson is dilapidated with old homes and run down structures. crime is rampant. I would not raise a family in tucson. I intend to move to marana or oro valley.
• Wonderful neighborhood, great neighbors, great schools and beautiful desert surroundings
Additional Comments on Housing/Neighborhood, cont’d

- The public, non-charter schools in my neighborhood do not have good scores on www.greatschools.org
- We moved here almost 6 years ago, from Chicago. We live in an Adult Active Community "Saddlebrooke" and really enjoy our home and the community.
- I live in Saddlebrooke, an 'active' 55 or older community. The importance of school(s) access is unimportant to me.
- Too many snow birds that hate kids live in my neighborhood
- Oro Valley is very safe and comfortable. I enjoy it.
- inexpensive, larger lots, less restrictions / no HOA
- I’ll be moving closer to work within the next 4 months
- My kid has not started school yet. Therefore I do not have answer related to the school quality
- There is no zoning. We have a decent living arrangement but then it is in close proximity to a trailer park which feels very unsafe.
- Wish there were more retail and restaurant options within walking distance. Wish strip malls were more pedestrian friendly and more like Casa Adobes
- Wish that we had a basement for overflow of storage/play area for kids. / It seems Tucson homes rarely have basements due to construction. / Would be a nice to have addition.
- Views are amazing, it is peaceful, and proximity to work, school, stores is fantastic
- I would prefer more land around my house.
- HOA does not enforce cleanliness and quality of yards and fences.
- The price may be high but it is worth it given the size, location and local schools.
- People speed on our street. We need a 4 way stop sign installed.
- Oro Valley is a great place to live! It’s a little far from events in Tucson though. I’d like more activities happening locally.
- Still a little too far from work to bike commute daily, but could not afford Oro Valley.
- I live down ~0.5mi of private dirt road - I wish it was paved or at least county maintained.
- I have beautiful views of the Catalina Mountains.
- Neighborhood quality is slowing getting worse. Not able to move b/c home value is less than mortgage. Only option to move to better home, neighborhood, reduce commute is to rent house. Many neighbors in a similar situation to ours have done that and it seems to further degrade the neighborhood as renters move in and homes/property are not adequately taken care of.
- My husband and I are under H2O in our mortgage; however I love my home and our neighbors.
- Too many senior citizens and snow birds in my community. Not diverse enough population relative to age.
- Perfect location between work for my husband and I and close to shopping.
- My housing unit was originally built by my great great grandfather and I am very proud to live where my family originated in the housing development where my mother was born and grew up where me and my siblings played as children. Very near and dear to my heart!!!
- Nice neighborhood, quaint house, great yard, but frequent burglaries and many half-way houses near by.
- Live in an unincorporated area east of Catalina.
- Construction on Oracle; the noise from Oracle was increased
- Tucson is sketchy. There is crime in every neighborhood. There are drugs and lots of strange people. It is a weird dynamic. I feel safe on my street, but if I walk one block North or South it is dangerous. My dog and I were attacked by a pit-
bull walking in the morning in our neighborhood. Pima animal control did not respond till the next day. It is crazy! I like my home and neighbors, but the overall area is not safe.

- My current house is close to Tangerine Road, which is a road with heavy traffic. Because of that: The noise from the traffic should be reduced. The dust from the traffic should be well controlled.

- overall good

- I was very happy with my neighborhood until a Walmart was put in.

- Feel safe in the neighborhood

- Recent years vandalism to property and thefts have decreased my quality of life in my neighborhood.

- Would be nice to see neighbors gathering together more often and visibly interacting

- I like a rural lifestyle

- The neighborhood needs closer convenient stores and fast food options.

- The only thing I am really dissatisfied about our neighborhood is that it is so far from work.

- Our neighborhood and housing district needs street lights

- Lots of development/growth around me, creates noise and traffic problems

- Quiet family neighborhood, great place to live.

- I live on an acre and have livestock.

- We live in Rancho Sahuarita and we love the way this community was developed as family oriented with very nice parks and club house. Unfortunately the cost of HOA, water and sewer are expensive and keep increasing every year.

- I feel that the landlord could be a bit more understanding and possible explain all their rules and regulations better.

- Cost to rent is getting too expensive while incomes do not increase

- Have lived downtown for 36 yrs. Love my neighborhood..... Barrio Viejo.

- The TUSD schools in the region are terrible. It is more the accepted behavior of the student body and parents that is of concern. I sincerely believe that the teachers’ are doing their best with a appalling situation. Accepted classroom deportment does not lend itself to a learning environment. Children run around and speak over their teachers. When kids were sent to the office for misbehavior, the administration would send them right back to the classroom. Children are consistently late to class. The administration removed and added children to classes throughout the year, and my children personally experienced 7 long and short-term substitutes last year. The behavior of the student body is mirrored in the parent population when assemblies are held. We were shocked when we attended school meetings and we couldn’t hear the speaker, either due to parents let their children run around the auditorium during the meetings and/or the parents spoke over the presenter. We found ourselves relieved when we moved our kids into the Amphi school district and one could hear a pin drop in a school assembly that contained >250 people in attendance.

- all comment about my permanent home in Chandler - would not be satisfied with public school systems in Tucson.

- The value of my home has dropped over $75K in the last 3 years. I owe more than the house is worth. Therefore, I am unable to move closer to work.

- Houses are WAY too close together.

- Very satisfied with all the above.

- My son attends Sonoran Science Academy, not the local school district high school.

- My house depreciated in price. Would like it to go up.

- Rent amounts are quite high for the wage amounts in Oro Valley
Additional Comments on Housing/Neighborhood, cont’d

- The State of Arizona K-12 education system is far below national standards. Given the priority in my life, this ranks above any transportation need.
- Very safe and clean
- I like my neighborhood but would like to move a little closer to area where I work.
- Bike lanes in Oro Valley are tremendous. I don’t commute to work by bike only because my children are enrolled in a school that won’t bus them and I have to take them to school (i.e. it’s not the school that serves our neighborhood because we enrolled before we knew where we would be living.) / / Wish there was a sidewalk or even a path on my street; feels a little dangerous to walk sometimes with cars speeding by.
- Nice safe neighborhood.
- I would move if I didn’t loose so much money on my house.
- The main advantage of living in this development of starter homes is how close it is to work.
- There are too many low lifes living in my neighborhood.
- I am concerned about the surge in building (retail and residential) in the immediate area
- My house was built in 1958. It lacks insulation. It is cold in the winter and hot in the summer. Apartment buildings have been built around me making the neighborhood less desirable.
- Home Owners Association costs are way too high for the condominium I live in.
- Quality and cost are inferior to other regions of the country. A premium is paid in this area due to primary occupants being seasonal. This is a quasi-resort community where a significant number of homeowners have the home as a secondary, vacation property. The utility costs and associated taxes/fees for basic utilities is very high (esp. water, sewer) in this area.
- The road maintenance and traffic flow patterns in my neighborhood and around town have not kept up with development and population growth therefore traffic congestion and wear-n-tear on vehicles is high. Focus should be spent on function and long term growth and less on cosmetics.
- I wish the junior high had a better record. I am satisfied with the record of the elementary school.
- It is a literal ghetto.
- Would like to sell but am underwater.
- it’s centrally, and conveniently, located
- Oro Valley is a great community to live in. Very Safe in terms of Police Protectio. The town budget is balanced with cash in the bank
- Too many low income familys in Picture Rocks area. There is not any bus transportation for people to take into town. This causes young teenagers to not be able to take a bus to get to and from work or access to the public library, go shopping at the stores in town.
- Retail, education and services over a mile away. Could walk but there are no pedestrian facilities connecting neighborhood with destinations.
- I own horses, dogs, chickens, cats and other animals. I live next to and ride in the Tucson Mountain Park. I never have wanted to live inside a city - any city.
- Starting to go downhill
- I really dislike the traffic circles and speed tables. I live in the Palo Verde Neighborhood.
- I LIVE IN A HOME THAT BORDERS AN APARTMENT COMPLEX AND COMPLEX IS VERY NOISY, MESSY, RUDE AND INCONSIDERATE. THIS MAKES QUALITY OF LIFE POOR IN MY NEIGHBORHOOD
- I like the fact that it’s an established neighborhood with mature vegetation (and no homeowner’s association!), the neighbors are friendly. However, I am single, and it’s become too much for me to maintain by myself, and it’s too expensive now that I work for the City (I took a significant pay cut from my last job from which I was laid off).
Additional Comments on Housing/Neighborhood, cont’d

• needs some repairs, Air conditioning, landscaping and shade trees.

• We don’t have children, so I can’t comment on the school system.

• My daughter doesn’t have a lot of kids to play with in the neighborhood because lots of people are retired/elderly, with no children. I’m glad we live in a neighborhood that is designed like a huge cul-de-sac, in the sense that there is no drive through traffic. It’s quieter and safer. I think TUSD is having a lot of money problems. We used to live in the Robbins Elementary area on the West side, and they got rid of art, music, gym, library, and computer classes. This was not acceptable to my family. We pay to have our young daughter go to St. Michael’s, an independent Episcopal school associated with our church, on the East side. They have art, music, drama, gym, computer classes, etc., which I think are very beneficial for a third grade child. I wish my house was a little bigger, but I didn’t want to pay extra for the extra room. My neighborhood is nice, quiet, clean, and friendly, and I am glad I live there (River Ranch).

• I live where I live so my son can go to the school he goes too

• High traffic area would like to see speed humps lots of children plying on the streets.. vehicles traveling in high speeds

• We live in the Keen Elementary District which was closed down and now there is no "neighborhood" school

• I love the area I live in and my neighborhood, we made the choice to move to this area about 25 years ago, and the reasons we chose to move still apply. We made a good choice.

• I live in a good neighborhood but city amenities are lacking. Such things as street lights, parks, and public transportation is either greatly lacking or non-existent.

• My neighborhood is ordinarily a quiet place as there are not many children, the young ones have now become teens and that in itself causes a delicate balance between teens and the majority of the area which are older or semi-older persons.

• Light pollution is increased and must be controlled and existing laws enforced, for the betterment of the dark sky for existing and new telescope projects, health reasons, peacefulness of the Tucson area, airline safety, maintaining the night sky view of the stars by residents and visitors with the naked eye, and for nature to function properly. ’Yellow’ lighting should only be used for all road projects - even though the installation cost is slightly higher at construction, the municipalities will save money in the long run since these ’yellow’ lights cost less to replace/maintain over time. Sustainability is applicable here.

• Home is in TUSD area, but schools are generally poor quality.

• Appreciate that my grandparents bought this property for our family, but the neighborhood has gone down. Some houses are unkept, could be such a beautiful neighborhood.

• Currently there is only one main road into our subdivision (Valencia/Wade). Which can get very busy.

• Dunbar/Spring Neighborhood is a fantastic place to live.

• Oro Valley is a wonderful community.

• Friendly neighbors, active neighborhood association

• always in need of better police and st maintenance service

• It’s a nice Eastside neighborhood.

• Clean and safe. Desert wildlife and washes in it yet only two blocks from shopping and transit routes.

• Neighborhood has become worse in the last few year. Possibly due to low income apartments nearby and the high amount of renters in the area.

• House is to large, as the kids move on. In order to sell we need the market conditions to improve.
Appendix B: Open-Ended Survey Results

• would like to see less congestion

• Great neighborhood-close to Sabino Canyon

• Good neighborhood but we have a lot of open land in our area which tends to bring in the homeless. Which cases concern for myself and family.

• rent too high

• We moved from Midtown Tucson to live in the Vail School District boundaries. We chose to drive a little further to work, to ensure our sons education was the best. We couldn’t be happier with our decision. The community is clean, friendly and safe.

• The school is too close and parents dropping off their kids block my driveway. I wonder how many children attending actually come from my neighborhood?

• I live south of I-10 and Wilmot, north of the prison complexes, and east of Wilmot, the nearest bus stop is 1.25 miles away. Although it is in a very new, very small subdivision, the bus routes are not in place to provide a viable alternative to driving my personal vehicle every day.

• Jacobs park is next door which is great for my dog

• I do not like the HOA

• good neighborhood

• I live in Santa Rita Park. Love it.

• Love that it’s historic

• we live in a barrio neighborhood. 50% of the properties in my neighborhood look very uncared for.

• I live in Continental Ranch. A nice community with a town, Marana, that largely minds it’s own business and seems to be able to balance its own books. I like the fact that we aren’t forced to have a fringing train (lite rail) shoved down our throats and that the homeless population seems to have left us alone. I like the fact that Marana government seems to understand that graffiti is not art it is vandalism.

• Wish I could live closer to active urban community. I’d really like to bicycle to work.

• My home is very close to a Sun Tran bus route that runs directly into downtown, where I work. The proximity of my home to a direct bus route into downtown was one of several important factors in my decision to buy there. My home is also very near a city park, and the park helps create "community" in my neighborhood - it’s a fantastic place to live!

• schools terrible. Necessitate driving kids all over town to better schools.

• It is a good neighborhood, I would prefer if we were in the city limits.

• We live in the city but are moving to Oro Valley because the schools nearby are substandard. If the schools were better we would not be moving.

• I wish we did not live within Tucson Unified School District boundaries

• Even though we have a large home, my family of 10 more than fills it.

• road dust is terrible

• I don’t mind living far (far southwest) but the roads do not accommodate the amount of traffic that are trying to go into to the city.

• poor area of town with quite a bit of drug activity.

• I’m sad for the homeless shopping cart street people in my neighborhood

• Very pleased with house and neighborhood

• The neighborhood is nice, quiet and appears to be relatively crime-free.

• I’VE BEEN BURGLARIZED 2X & LOOKING FOR A HOME

• There are alot of homeless young adults and teens in Rita Ranch and Vail school district. Which is very disturbing.

• Public school education does not prepare the students for the real world. The schools focus on
what is currently politically correct and the latest "trend" in teaching methods. We need to focus on the fundamentals of reading and understanding the correct use of the English language, basic math skills (addition, subtraction, multiplication, division), and American History. The local school system is failing our children in all of these areas. It is clear why TUSD is losing students in droves. / 

- Need to downsize.
- I just bought this unit, so I don’t really know but it seems quiet and peaceful it is rather large for a townhome of 1300 sq. ft.
- I have no school age children so I am unaware of the school options.
- safe
- The area definitely needs a way to get around, with better hours, because I would not be able to get to work on time even if I used the SunTran stop at the west Ina location.
- Would prefer a more walkable neighborhood with sidewalks. ROW maintenance and street condition needs improvement. I do like my house but we are underwater.
- Oro Valley is an excellent place to live--there is forward-thinking there & genuine concern for the quality of life of community members. They take care of quality of life/neighborhood concerns immediately.
- We need more police units in the neighborhood
- too much traffic for comfortable bicycle transit (near u of a)
- close to major shopping centers is a plus. Long commute is a negative
- need paved road
- No. all neighbors have been there a very long time and take care of each other’s house.
- Plane noise loud
- no I love it its nice and quiet
- Great neighborhood
- Lots of siren mainly at nights.
- I would like to see more neighborhood watch, too much vandalism and home invasions going on. (Midvale and Irvington)
- kitchen is too small
- housing is good. Neighborhood is okay, nice and quiet, cant complain
- No street lights for nighttime and lots of potholes
- Live in neighborhood for more 40 years and I am very satisfied with where I live.
- The rooms are nice and big but just wish the kitchen and living room were bigger, so tiny neighborhoods is a little noisy but overall it’s great!
- I live on the eastside and I love where I live.
- Quiet
- Should have security on duty.
- Wish all neighborhoods with schools in areas would have lights in neighborhood.
- We need more stores in our area. A shopping plaza
- Age Restricted
- Would think about moving in the next five years.
- It’s nice
- Would like to live closer to more young people and family (community is not age-restricted but is in Green Valley, so it might as well be)
- very nice
- need to get rid of offenders, drug addicts, and trash, better security for kids
- need more low income housing in area
- Neighbors are nosey
- Dogs
- Nice Friendly people in my neighborhood.
Additional Comments on Housing/Neighborhood, cont’d

- Need to reopen the rec center in my neighborhood, there is nothing for the kids to do.
- Streets need to be clean.
- Roads are bad including dirt roads
- Good
- Too busy. People drive too fast.