

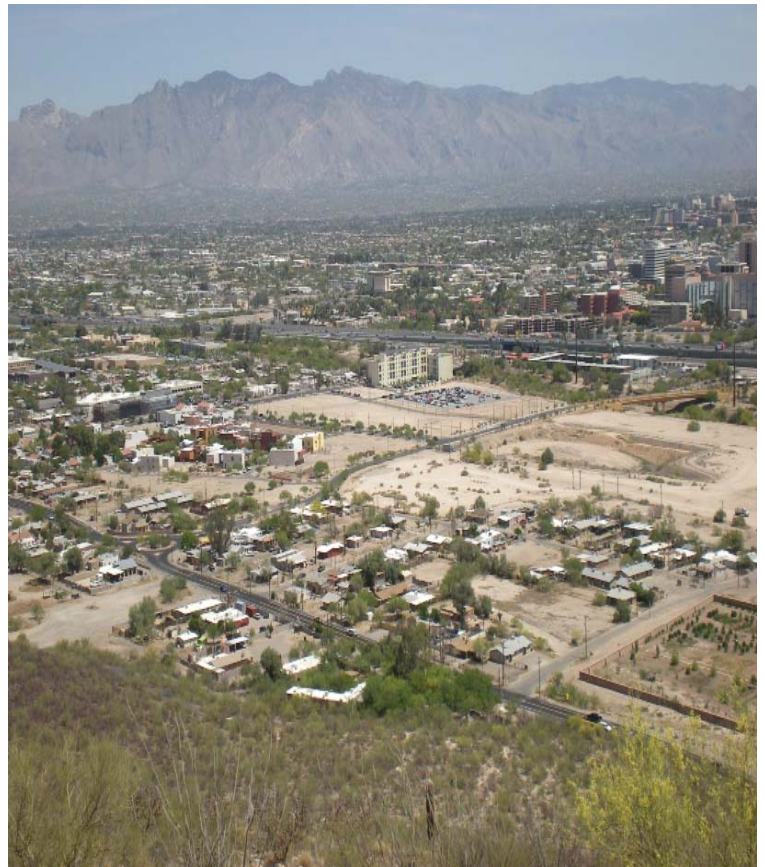
AFFORDABLE AND MIXED-INCOME HOUSING IN TRANSIT ORIENTED DEVELOPMENT FOR EASTERN PIMA COUNTY

JURISDICTION: CITY OF SOUTH TUCSON Background Report and Existing Conditions

Prepared for
The Arizona Department of Housing



Arizona
Department
of Housing



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

August 2014

Drachman Institute

College of Architecture, Planning, and Landscape Architecture
design planning research community outreach
capla.arizona.edu / drachman





Tucson Modern Streetcar, Congress and Granada

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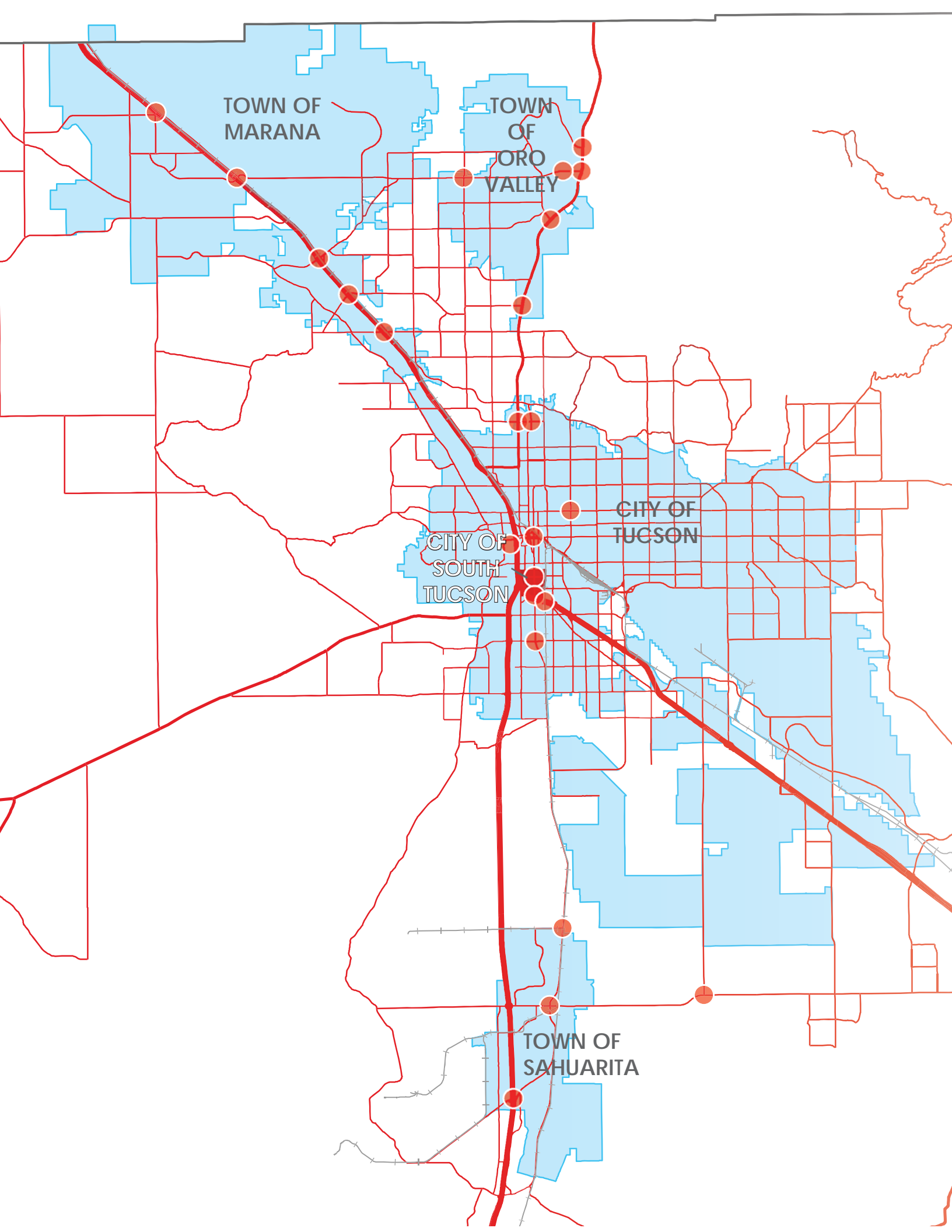
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The Drachman Institute is the research-based outreach arm of the College of Architecture, Planning, and Landscape Architecture (CAPLA) at The University of Arizona. The Institute is dedicated to environmentally-sensitive and resource-conscious planning 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.



TOWN OF
MARANA

TOWN
OF
ORO
VALLEY

CITY OF
SOUTH
TUCSON

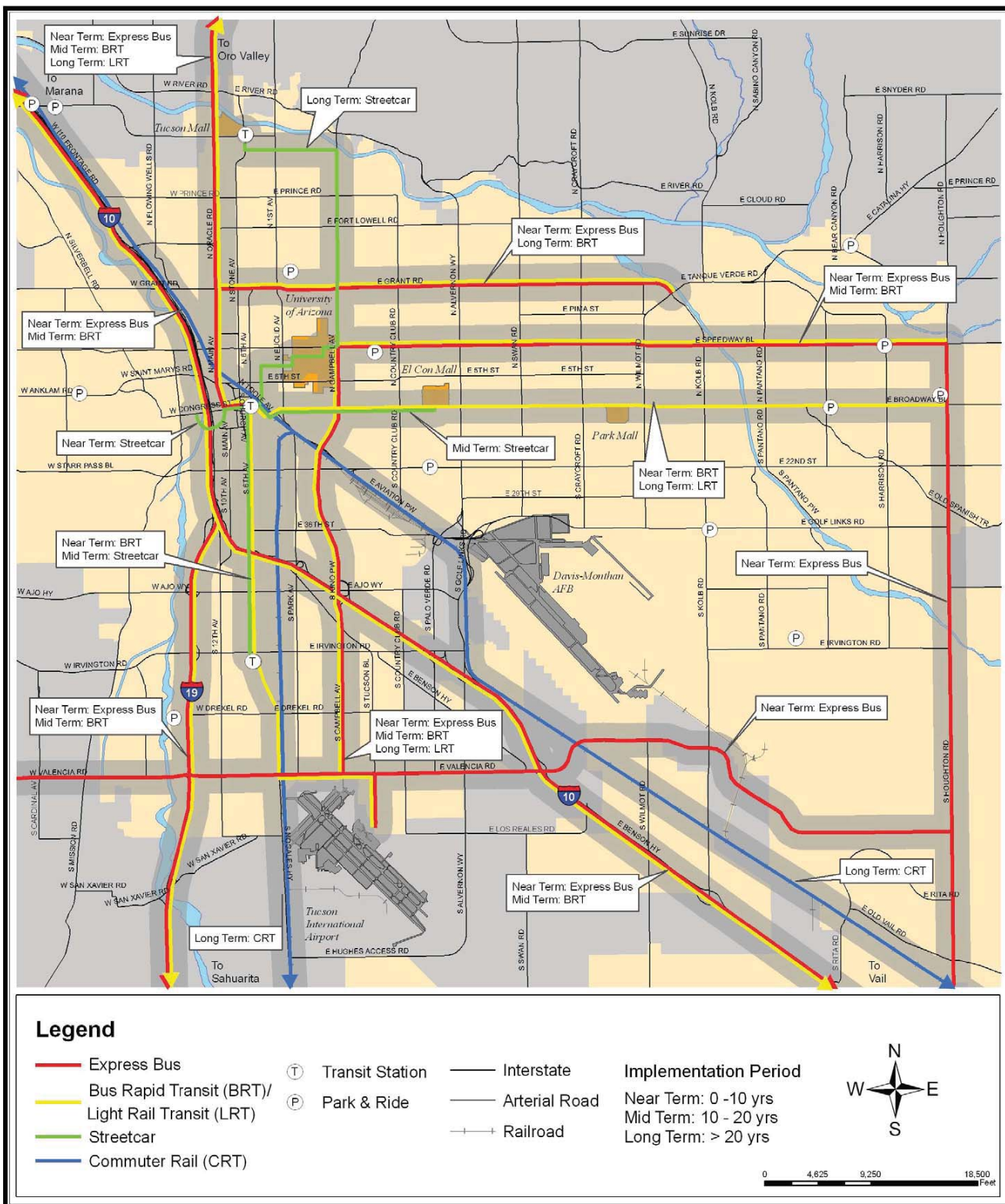
CITY OF
TUCSON

TOWN OF
SAHUARITA



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High Capacity Transit Implementation Plan



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.



Tucson Modern Streetcar, 2014

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 PAG High Capacity Transit System Plan, 2009. Online: <http://www.pagnet.org/documents/transportation/PAGHCTSP-2009-09-FullReport.pdf>.

² Enterprise, The National Housing Trust, and Reconnecting America, 2010. Leo Quigley (ed.). *Preserving Affordable Housing Near Transit: Case Studies from Atlanta, Denver, Seattle and Washington, D.C.* Online: <http://www.reconnectingamerica.org/news-center/reconnecting-america-news/2010/preserving-affordable-housing-near-transit-case-studies-from-atlanta-denver-seattle-and-washington-d-c/>.

Scope of Work-Process

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:

POTENTIAL HIGH CAPACITY TRANSIT STOPS By JURISDICTION	
TOWN OF MARANA	
I-10 & West Marana	
I-10 & West Tangerine	
I-10 & West Twin Peaks	
I-10 & West Cortaro	
I-10 & West Ina	
TOWN OF ORO VALLEY	
West Tangerine & North La Cholla	
East Tangerine & East Innovation Park	
North Oracle & East Tangerine	
North Oracle & East Rancho Vistoso	
North Oracle & North 1st	
North Oracle & West Magee	
CITY OF TUCSON	
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	
CITY OF SOUTH TUCSON	
South 6th & East 29th	
South 6th & East 39th	
I-10 & Intercity Rail	
TOWN OF SAHUARITA	
South Nogales Highway & East Pima Mine	
South Nogales Highway & East Sahuarita	
East Sahuarita & South Wilmot	
I-19 & West Duval Mine	

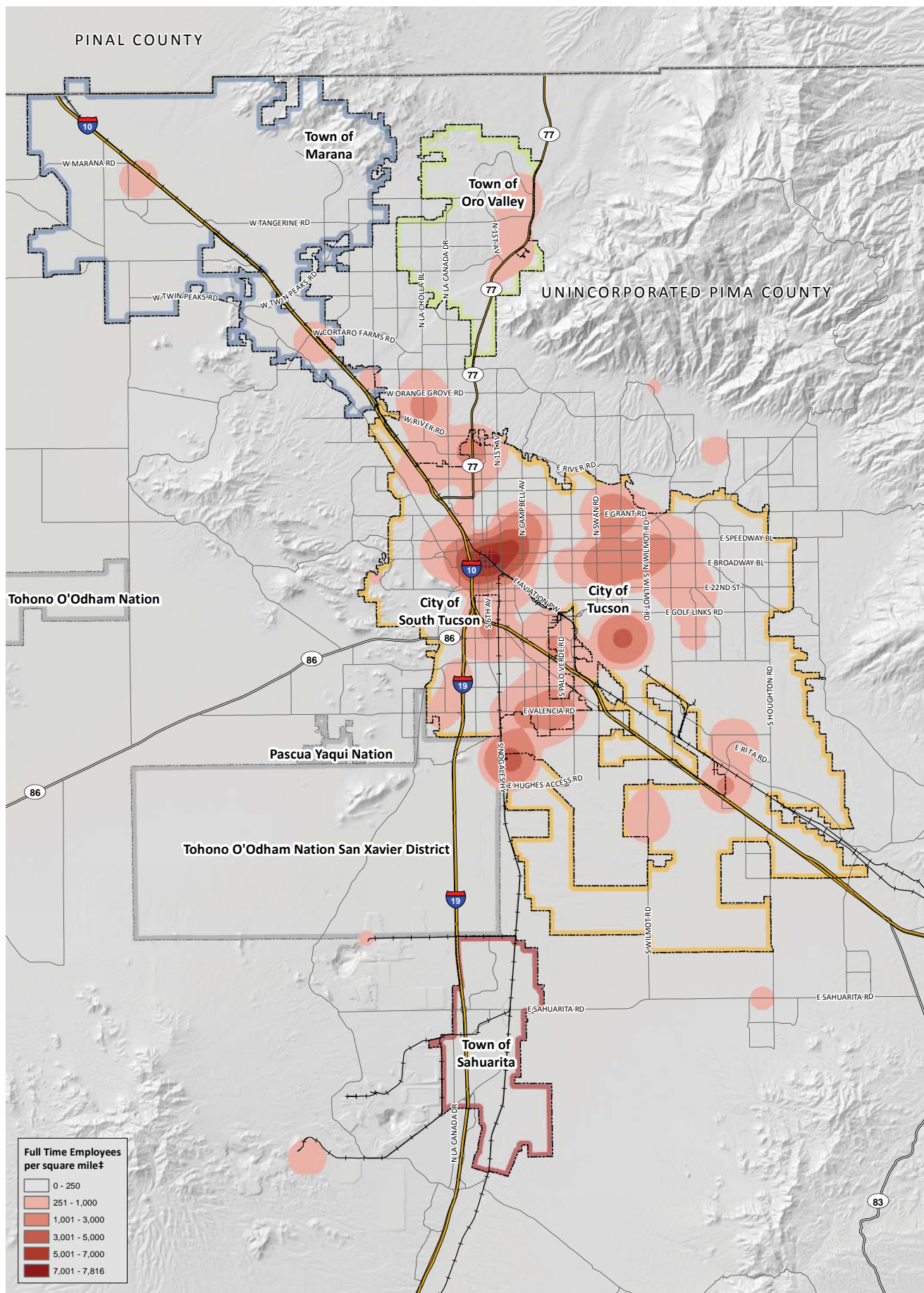
2. Sub-Contract with BAE Urban Economics for a market study of housing demand. The purpose of this task is to quantify the demand and potential development opportunities for affordable and mixed-income housing - new construction or acquisition with rehabilitation - within a half-mile radius of planned 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.

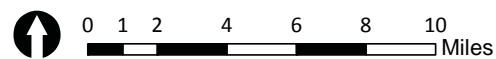
4. Compile existing conditions. For each proposed HCT stop, Drachman Institute compiled data on demographics, housing characteristics, zoning, land use, amenities, and other items to identify opportunities for and barriers to affordable and mixed-income housing in TOD. Existing conditions were gathered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

- South 6th & East 29th
- South 6th & East 39th
- I-10 & Intercity Rail

5. Propose recommendations for TOD with affordable and mixed income housing. A TOD concept is provided in chapter 5 of this report.



Eastern Pima County Employment Density



Date: 10/29/2013
 Source: Pima County GIS Library (2013)
 † Pima Association of Governments (PAG) Travel Reduction Program Employers (2012)

2 HOUSING DEMAND MARKET STUDY: SUMMARY

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

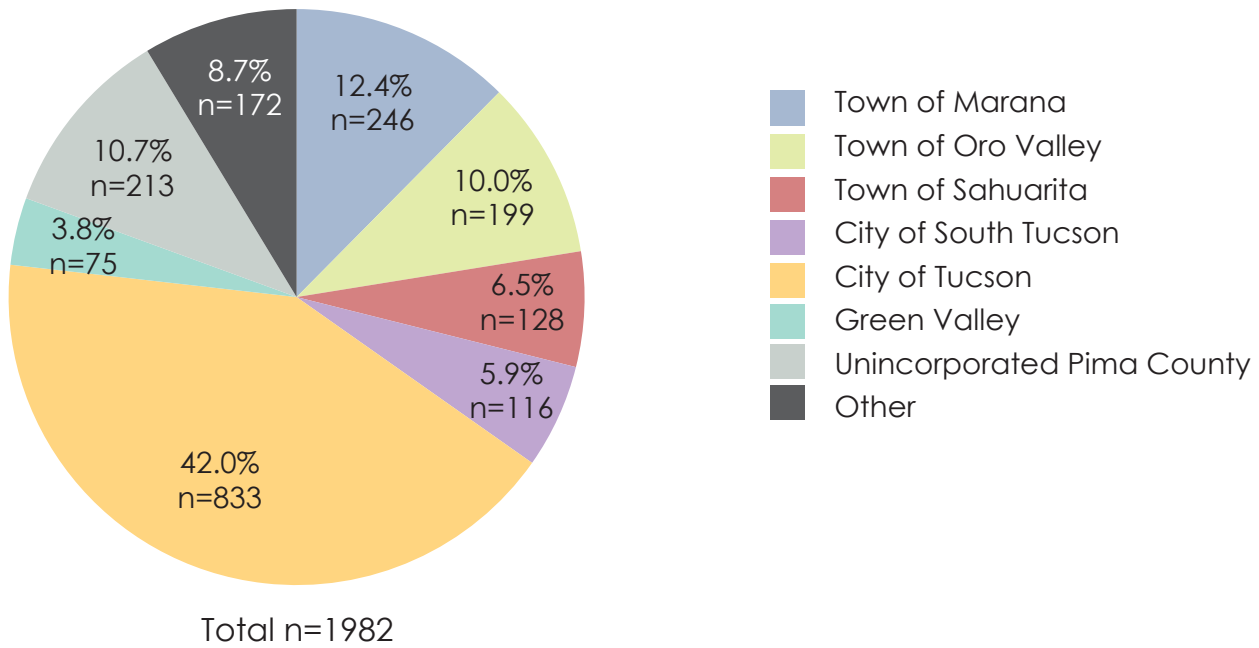
SURVEY METHOD	NUMBER OF RESPONDENTS
Paper Version (English)	404
Paper Version (Spanish)	64
Online Survey	1514
TOTAL	1982

TOTAL RESPONDENTS BY EMPLOYER LOCATION

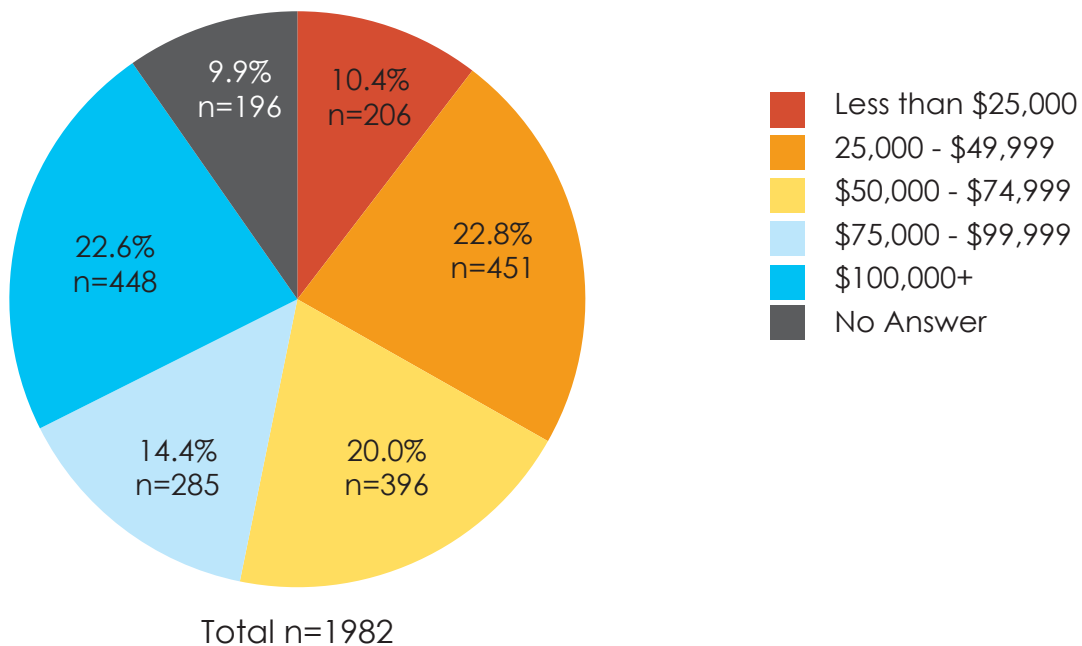
PARTICIPATING EMPLOYERS BY JURISDICTION	NUMBER OF RESPONDENTS
TOWN OF MARANA	
Town of Marana	109
Marana Unified School District	144
TOWN OF ORO VALLEY	
Canyon Del Oro High School	73
Cross/Harelson Schools	35
Ventana Medical Center	406
CITY OF TUCSON	
City of Tucson	430
4th Avenue Businesses	31
El Rio Health Center	54
CITY OF SOUTH TUCSON	
City of South Tucson	15
La Frontera	81
TOWN OF SAHUARITA	
Desert Diamond Casinos	317
La Posada	287

Survey Results-Demographics

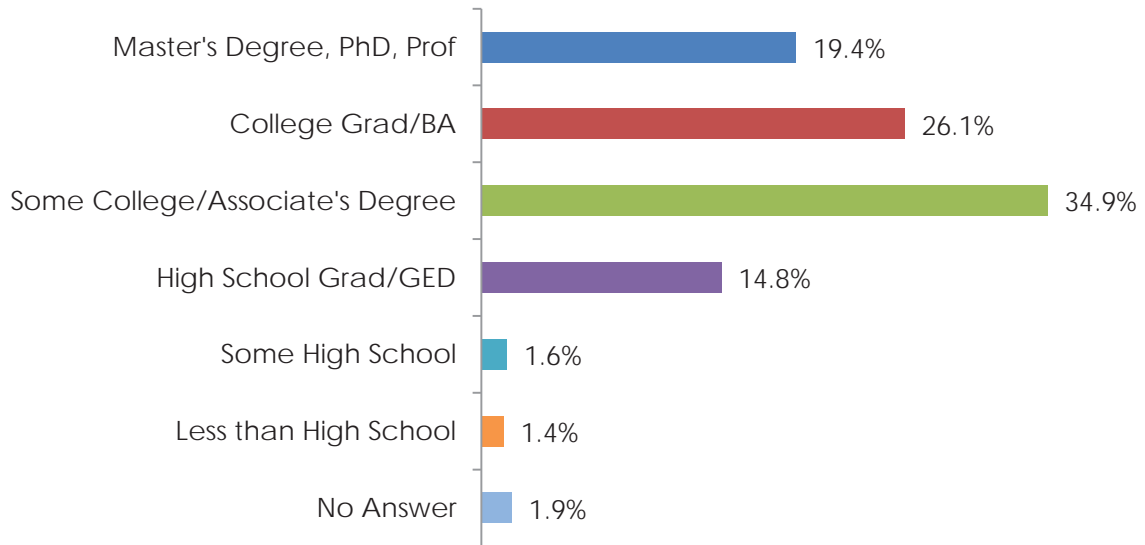
WHERE RESPONDENTS LIVE



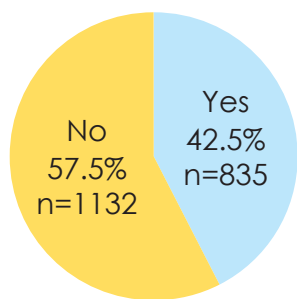
HOUSEHOLD INCOME



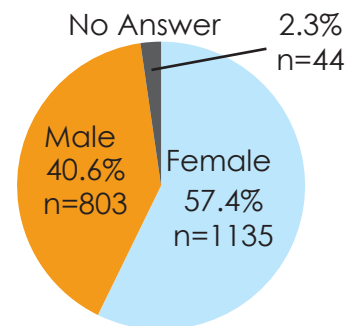
EDUCATION



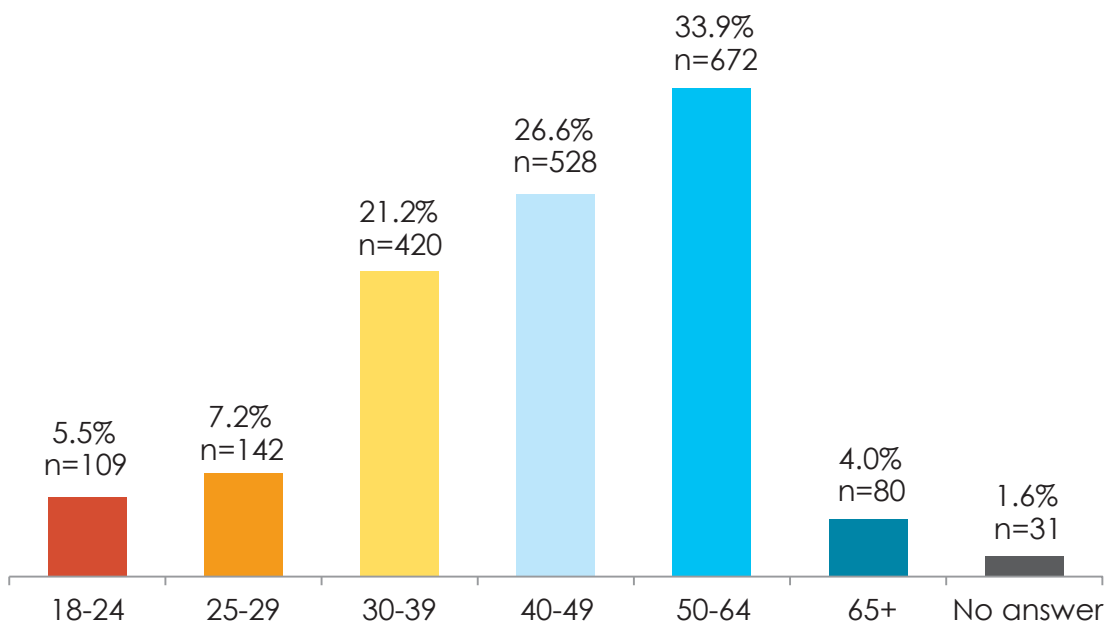
CHILDREN UNDER 18 LIVING IN THE HOME



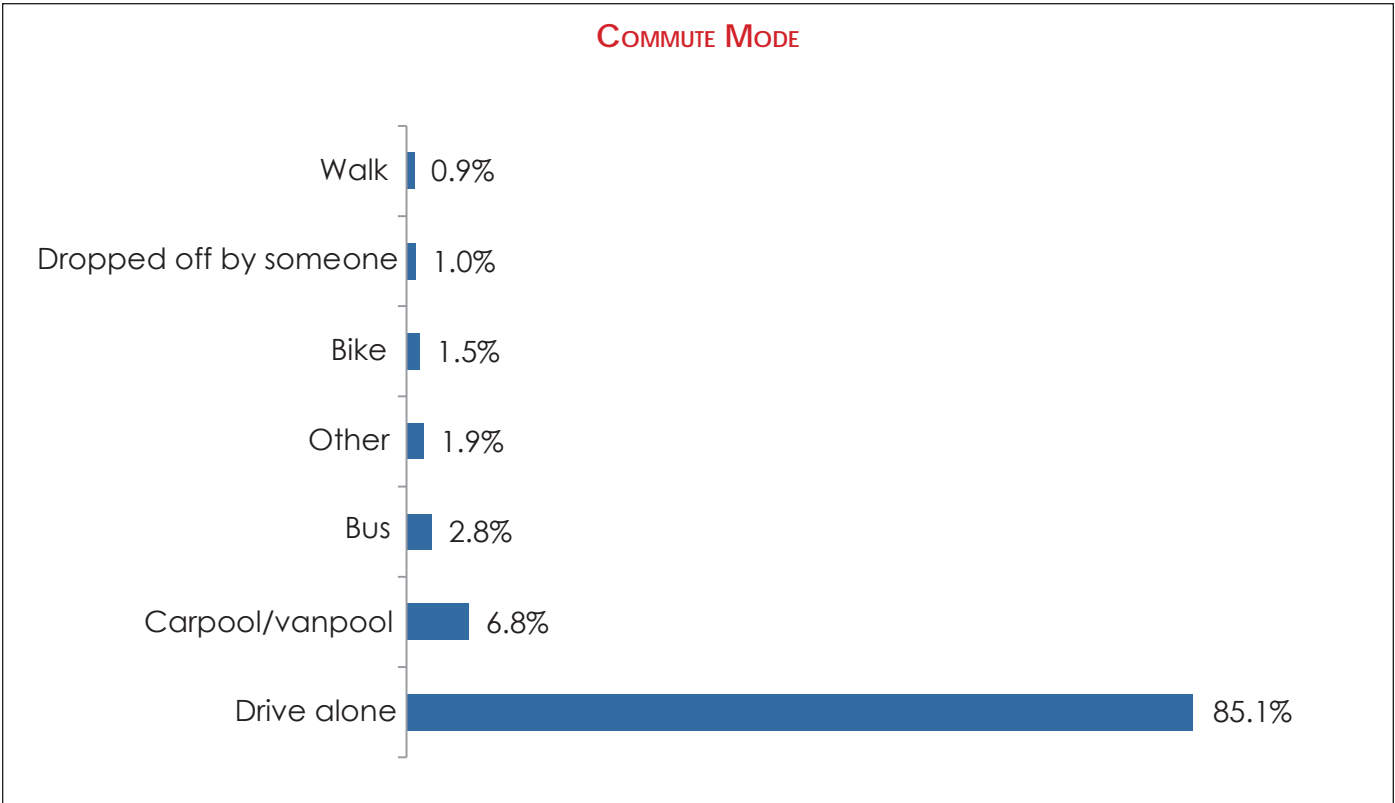
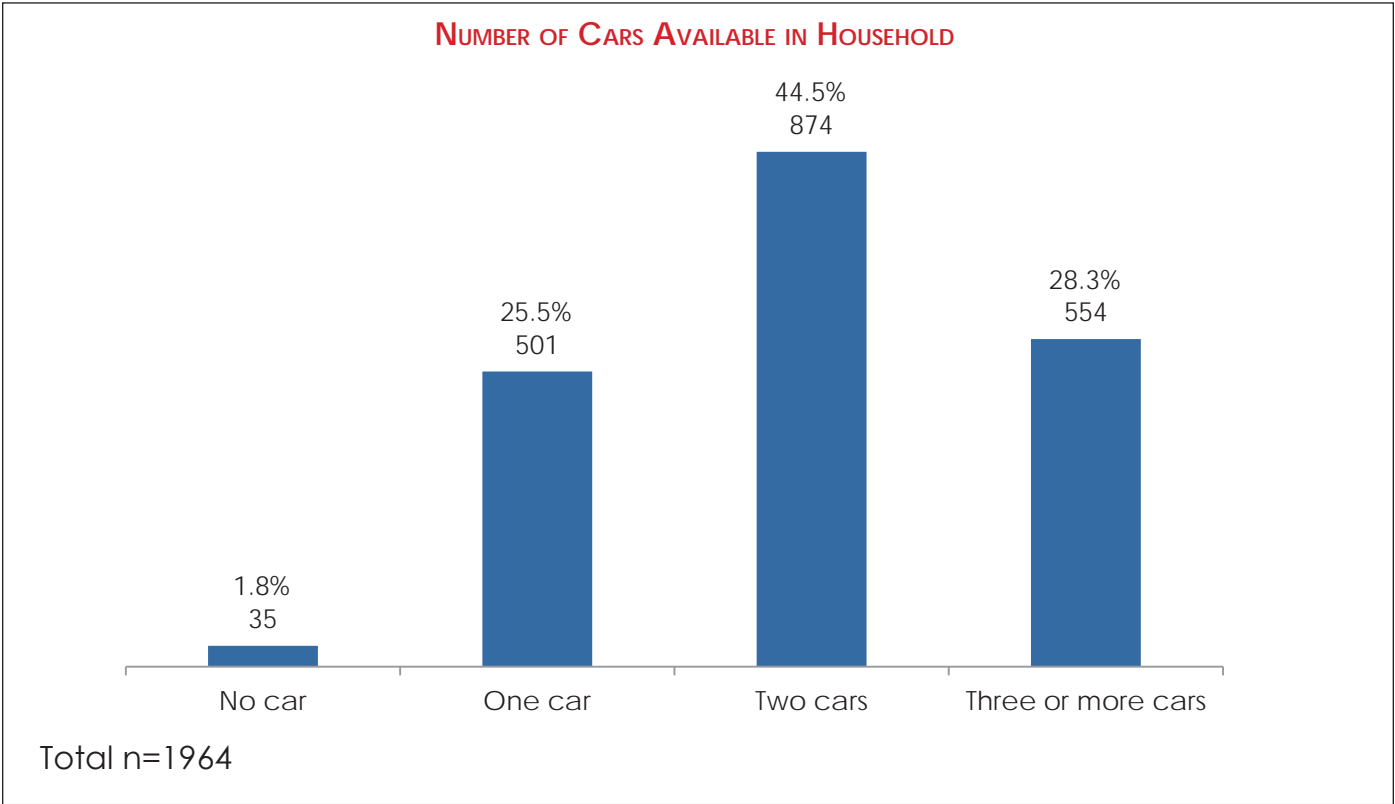
GENDER



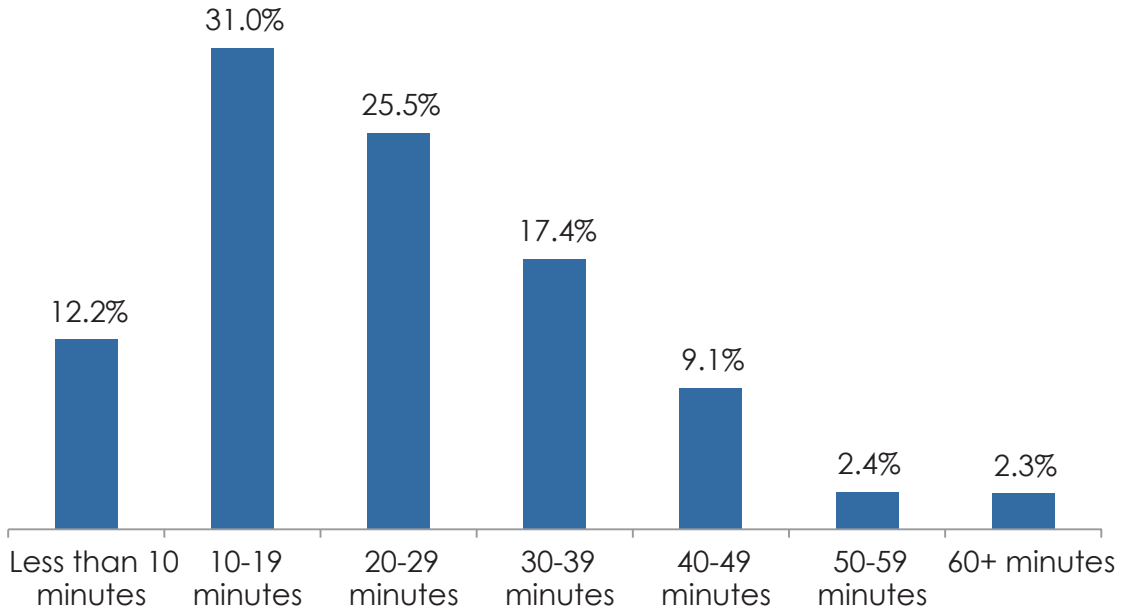
AGE



Survey Results-Work & Transportation



COMMUTE TIME



Total n=1968

Mean = 22.79 minutes

Median = 20 minutes

Minimum = 0 (police officer); Maximum = 150 minutes

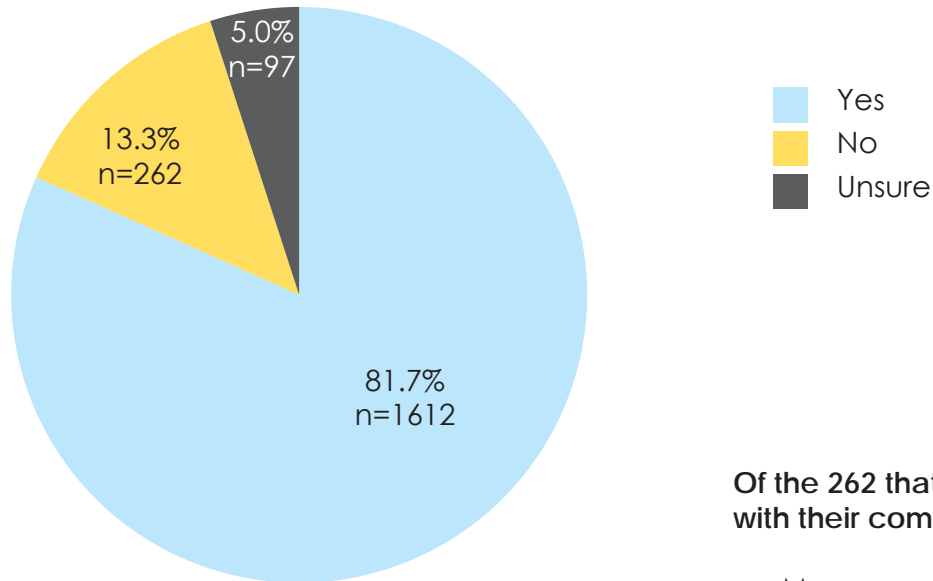
93 commute more than 50 minutes

10 are "extreme commuters" = 90+ minutes

94.9% are full-time workers

48% have been at their job for 6 or more years

I AM SATISFIED WITH MY COMMUTE TIME

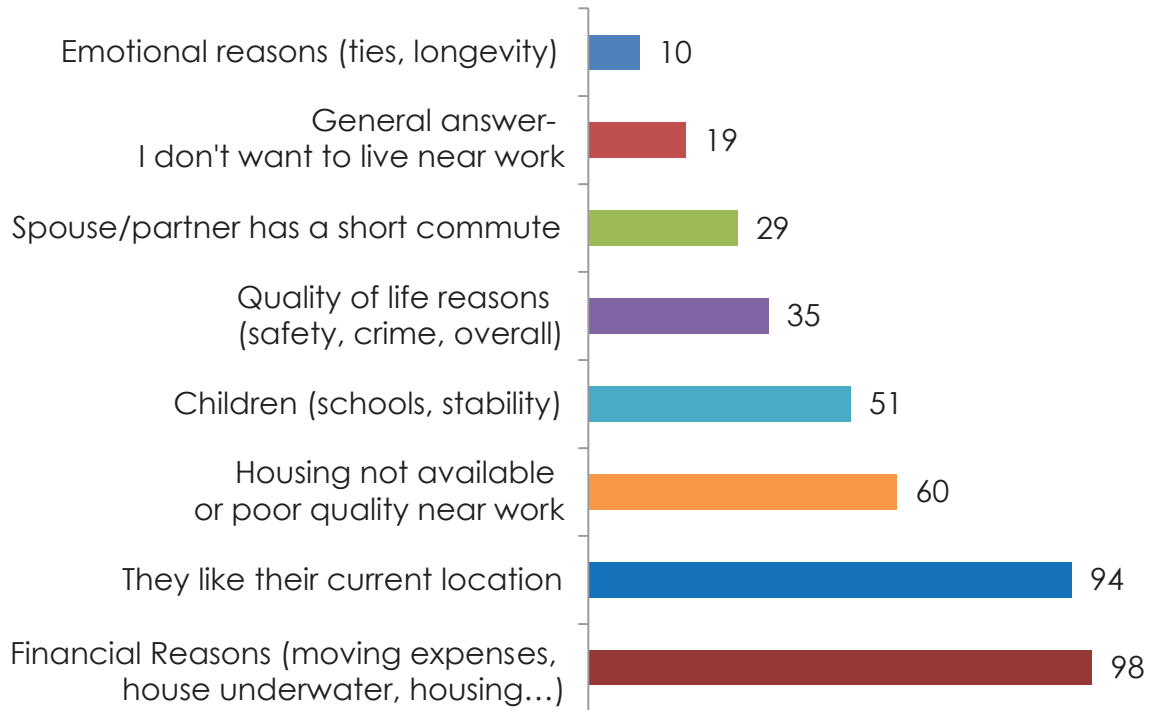


Total n=1971

Of the 262 that are not satisfied with their commute time:

- Mean commute time is 35.71 minutes
- Median commute time is 35 minutes

TOP THREE REASONS I DON'T LIVE CLOSER TO WORK



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](#).

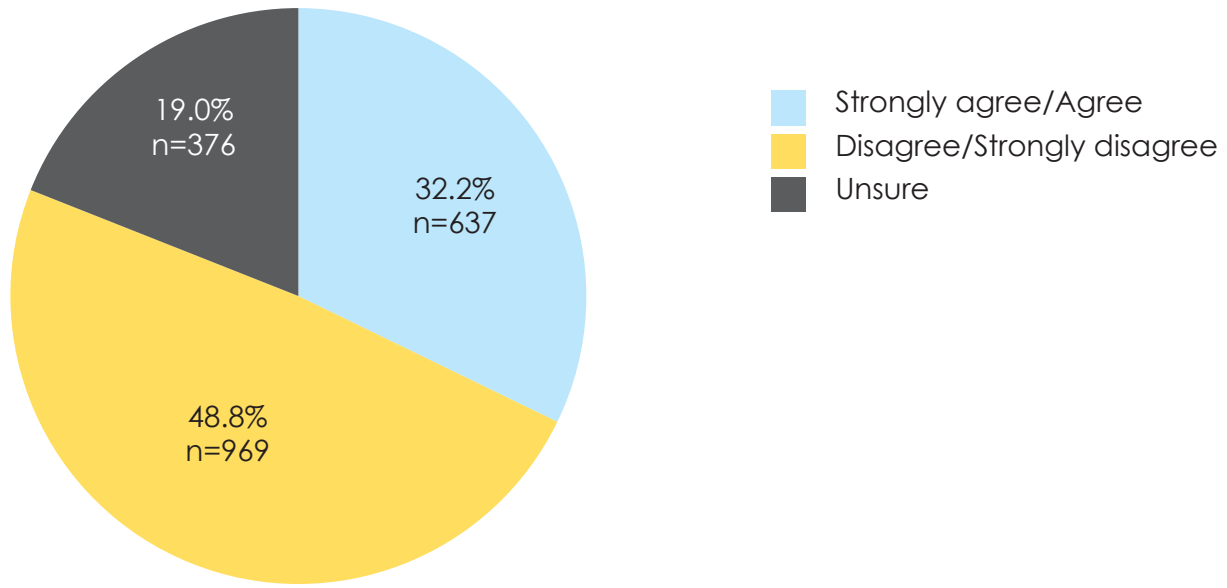
"Have owned our home for 40 years. Location of home has everything close to it. My wife only drives one mile to work each day."

"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."

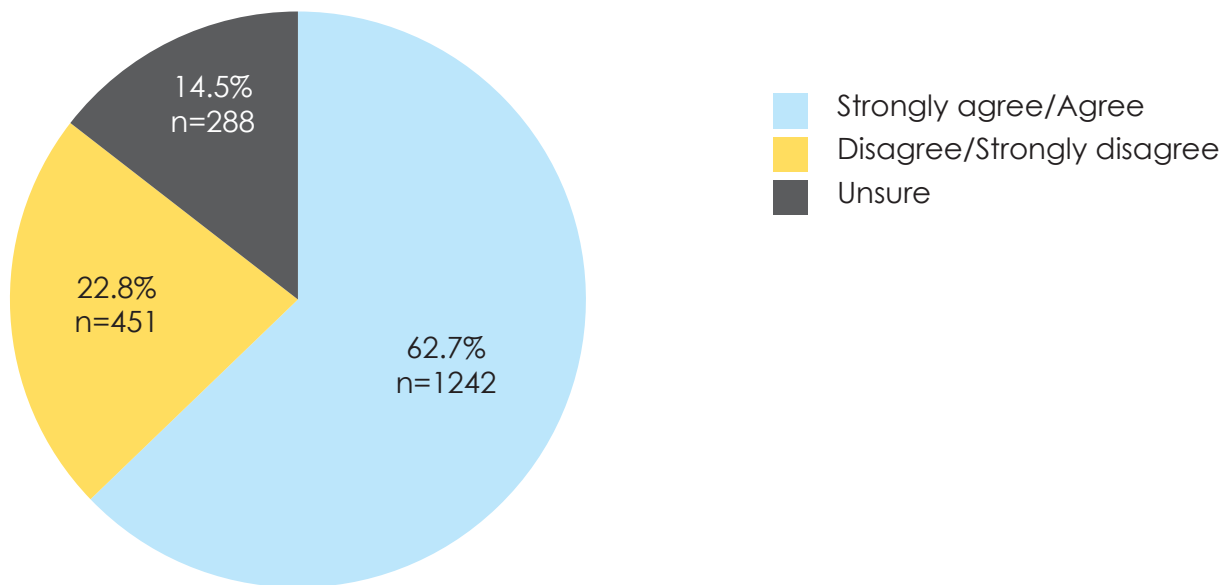
"Availability of affordable housing. Size of available housing within Tucson city limits. Price of available housing within Tucson city limits."

I AM WILLING TO CHANGE HOW I TRAVEL TO WORK



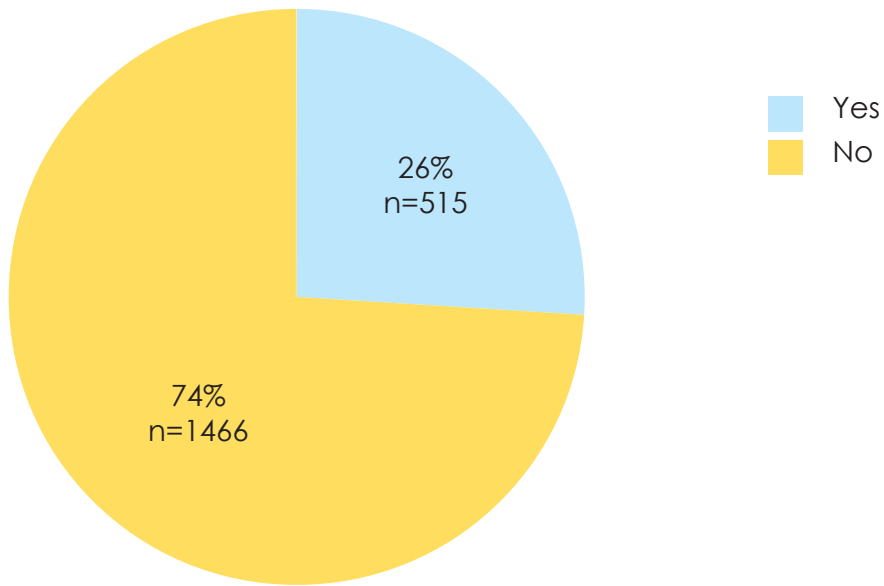
Total n=1982

I WOULD LIKE TO SEE MORE PUBLIC TRANSPORTATION OPTIONS IN MY NEIGHBORHOOD



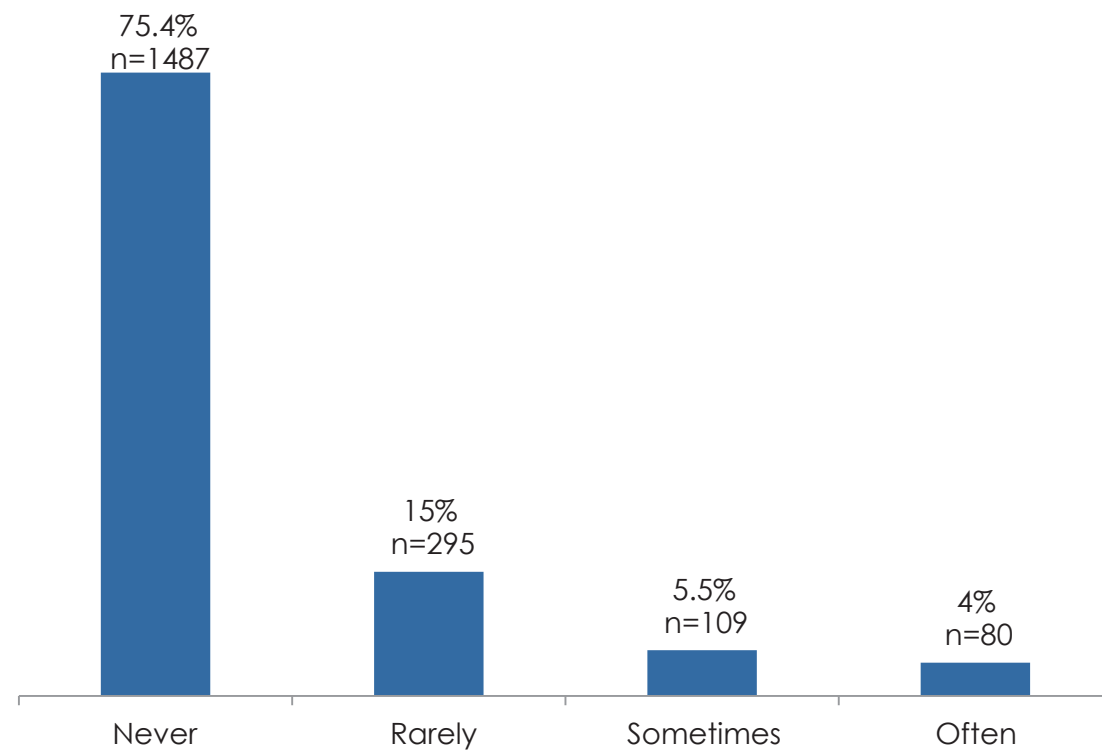
Total n=1981

I AM AWARE OF THE LONG-RANGE PUBLIC TRANSPORTATION PLANS FOR PIMA COUNTY



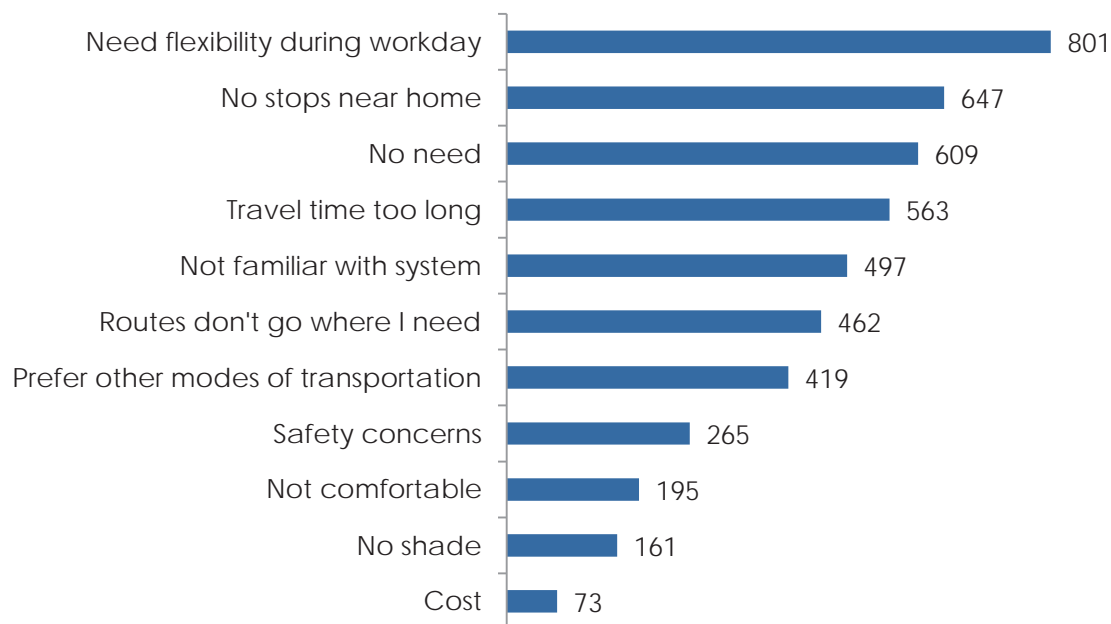
Total n=1981

HOW OFTEN DO YOU RIDE THE BUS?



Total n=1971

REASONS WHY I DON'T RIDE THE BUS (CHECK ALL THAT APPLY)



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."

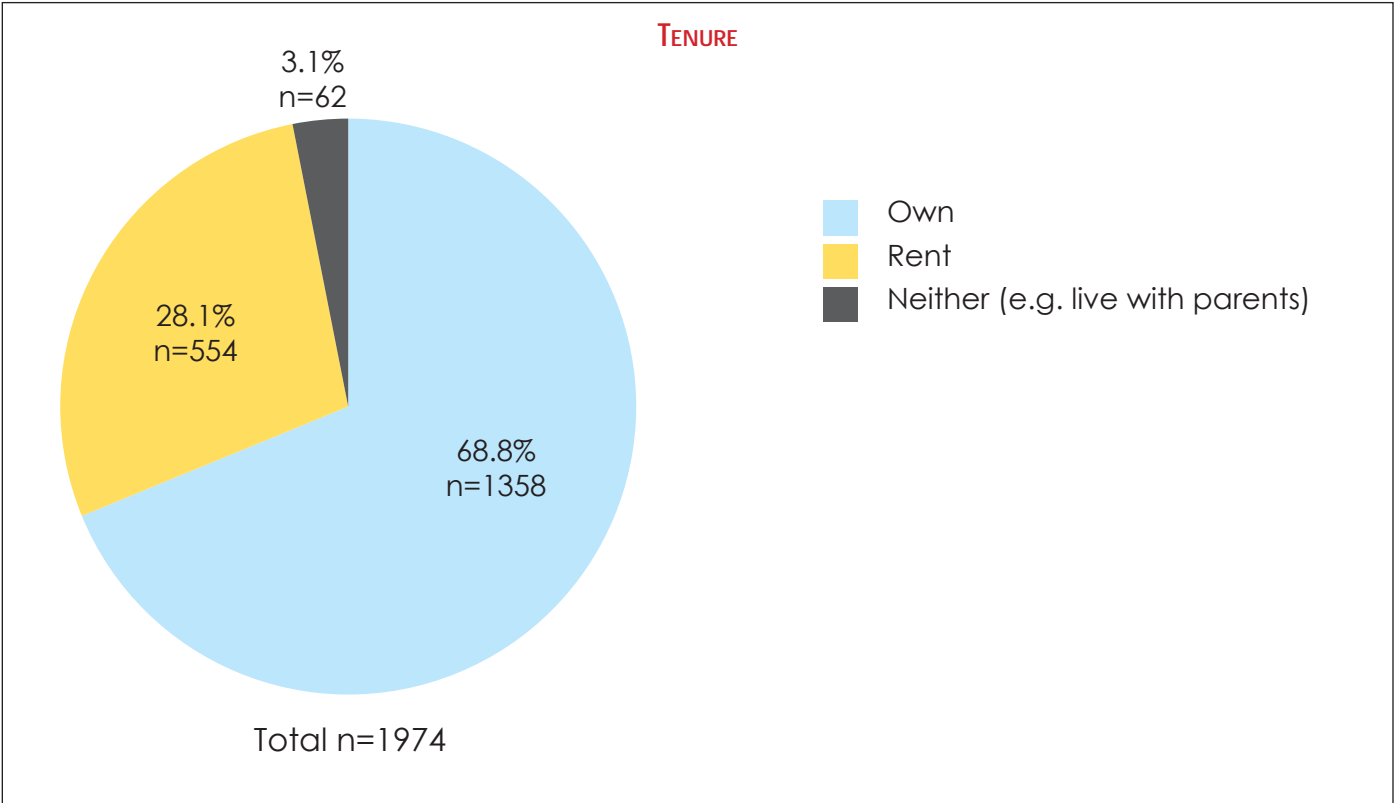
"I am a bicycle commuter, but want to start taking the bus. Can't wait for the streetcar!"

"Hordes of the unwashed use the bus as a motorhome."

For a complete list of verbatim responses see **Appendix B**.

Survey Results-Housing

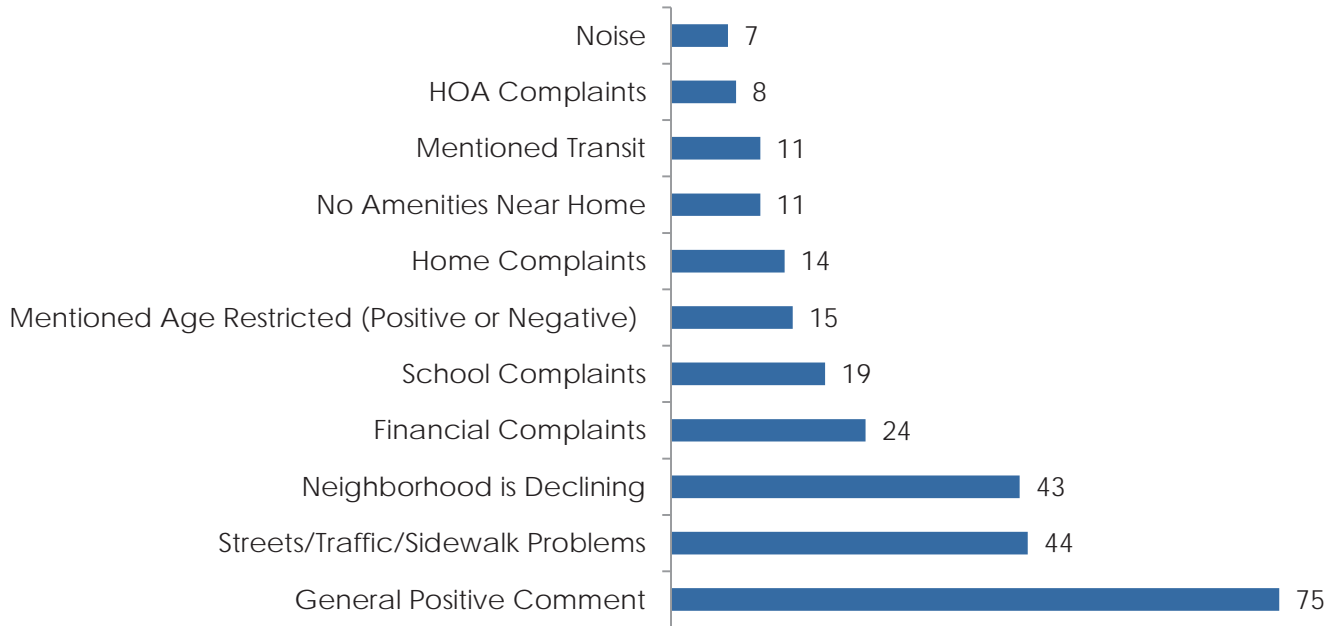
- More than half of respondents have lived in their current city for 11 years or more (36.1% for more than 20 years)
- 66.3% live in a single-family detached home



PERCENT INDICATING THAT THEY ARE DISSATISFIED WITH THE FOLLOWING:

	N	PERCENT	TOTAL ANSWERED
Cost of Housing	204	10.4%	1956
Size	151	7.7%	1953
Quality of Housing	130	6.7%	1950
Overall Quality of Life	129	6.6%	1957
Location	112	5.7%	1957
Area Schools (only answered by those with children under 18)	123	14.9%	823

COMMENTS ON CURRENT HOUSING/NEIGHBORHOOD (OPEN-ENDED)



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."

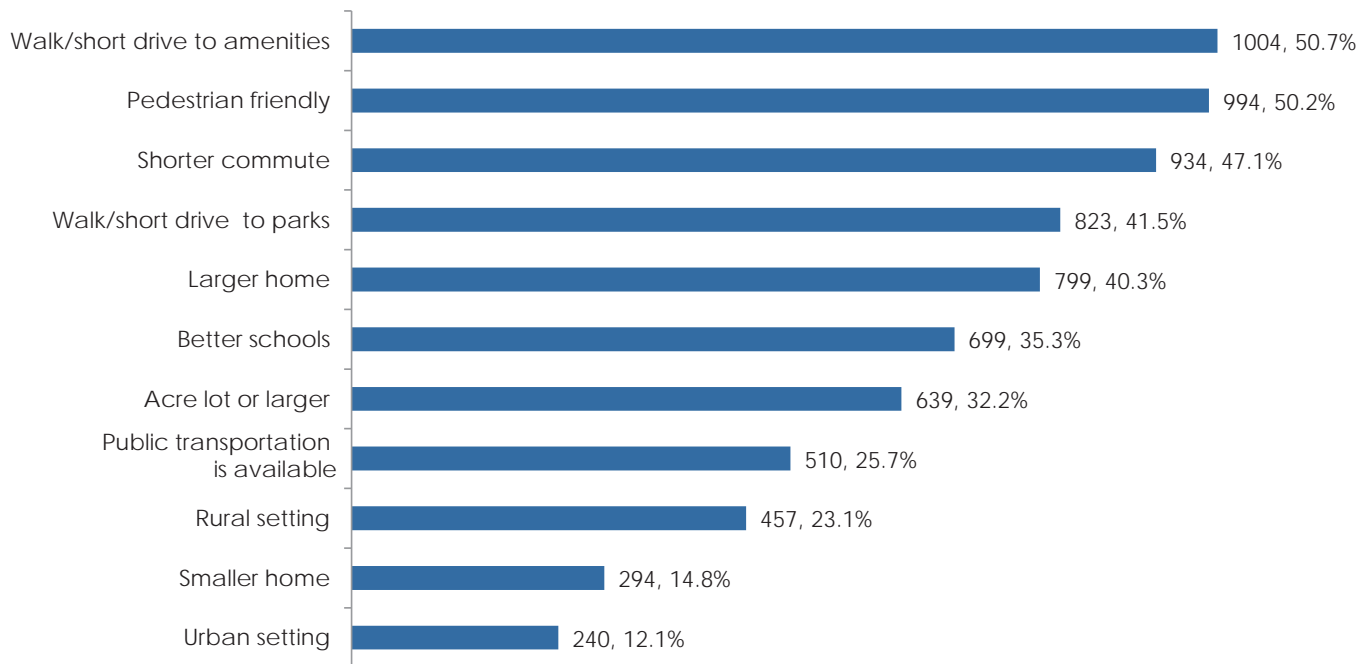
"Home Owners Association costs are way too high for the condominium I live in."

"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)



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

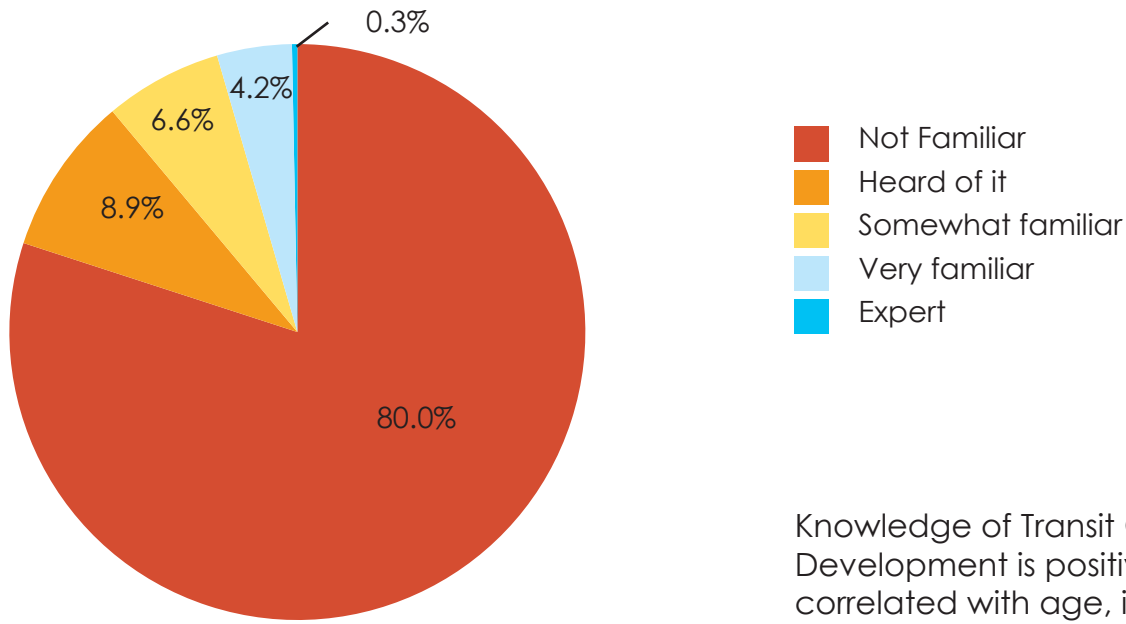
Satisfaction with Current Home:

- 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.

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



Total n=1978

Knowledge of Transit Oriented Development is positively correlated with age, income, and education.

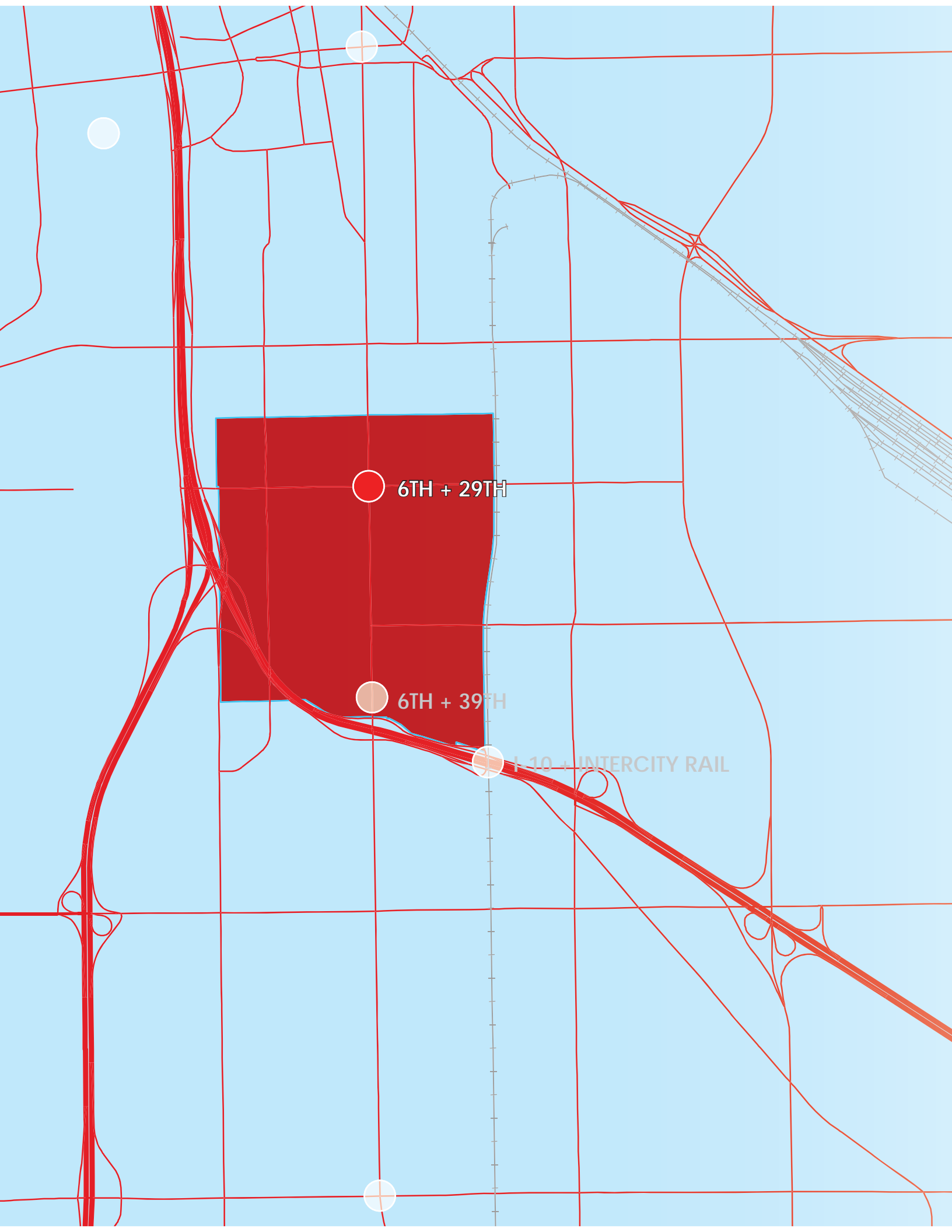
Conclusion

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



6TH + 29TH

6TH + 39TH

I-10 + INTERCITY RAIL



6th & 29th

CITY OF SOUTH TUCSON

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SOUTH 6TH & EAST 29TH

Description and Impressions

The quarter square mile area at South 6th and East 29th is a busy commercial area. North of the intersection is the City of South Tucson Municipal Complex and the John Valenzuela Youth Center.

Northwest quadrant: Chase Bank

Northeast quadrant: Vacant lot

Southwest quadrant: Walgreens

Southeast quadrant: McDonalds



Northwest Corner of Intersection



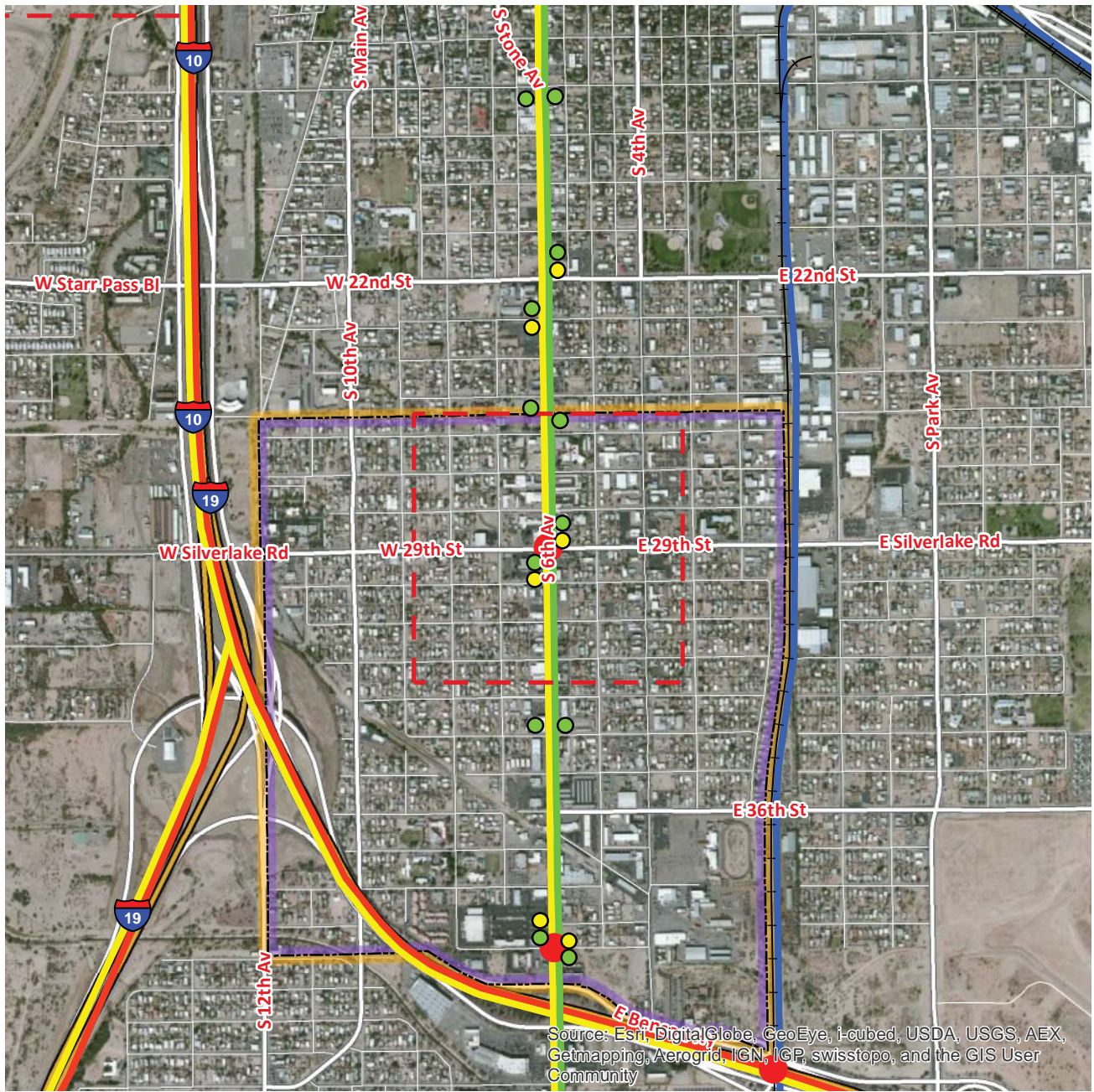
Northeast Corner of Intersection



Southwest Corner of Intersection



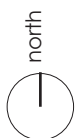
Southeast Corner of Intersection

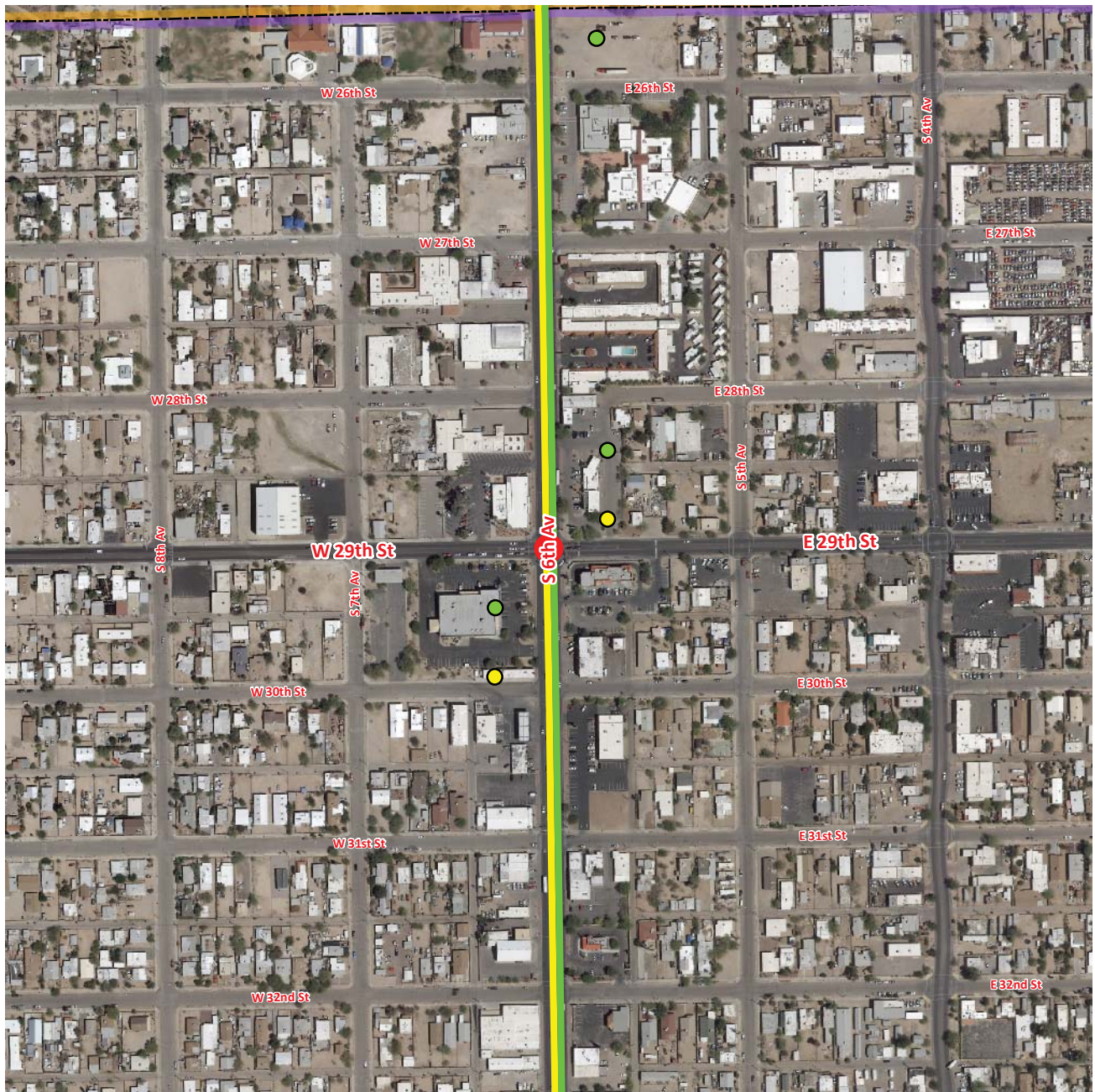


Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile target area

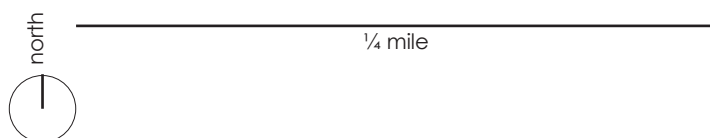
6th + 29th AREA MAP





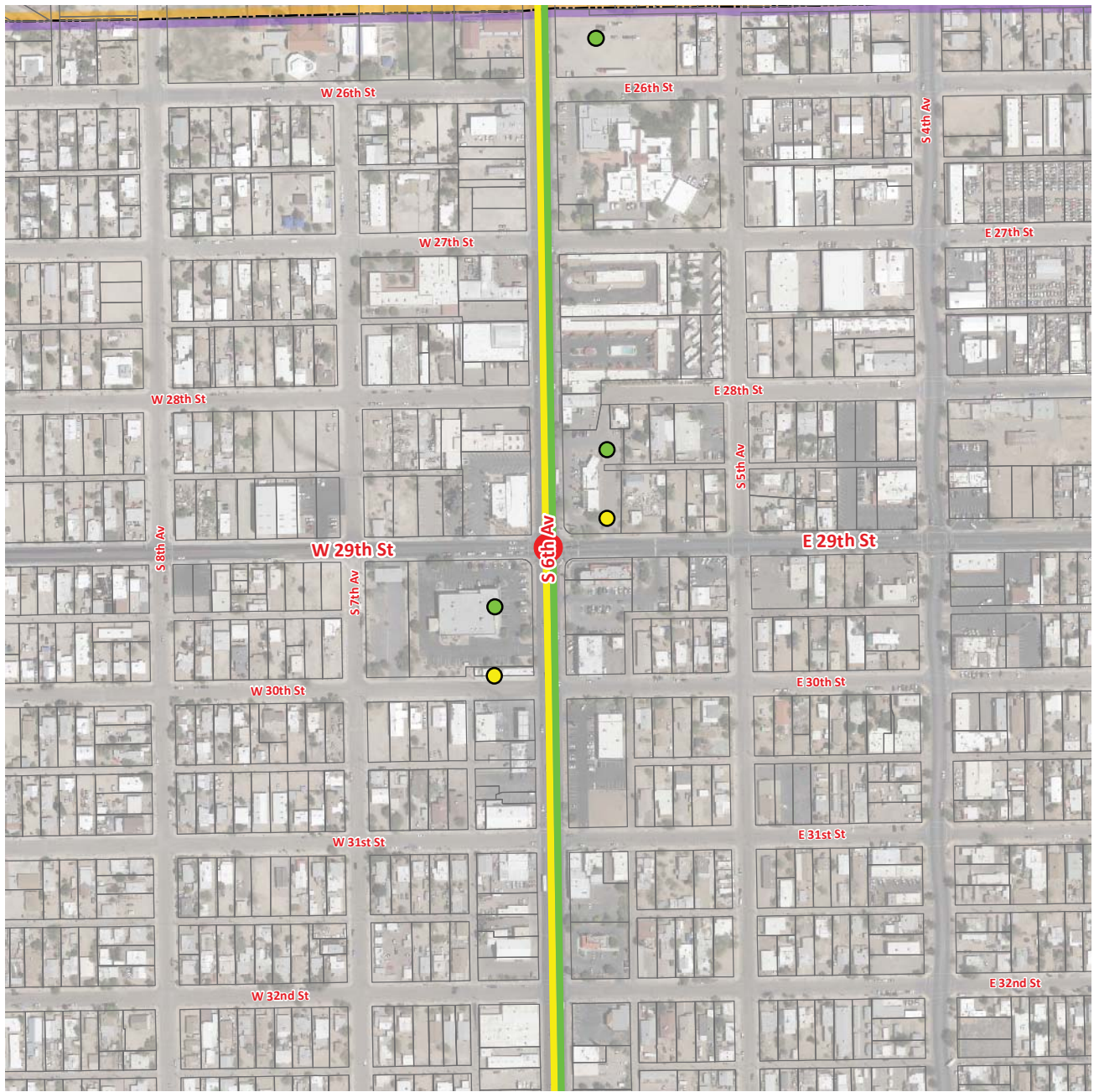
Pima County GIS Library, 2013; Pima Association of Governments, 2013

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



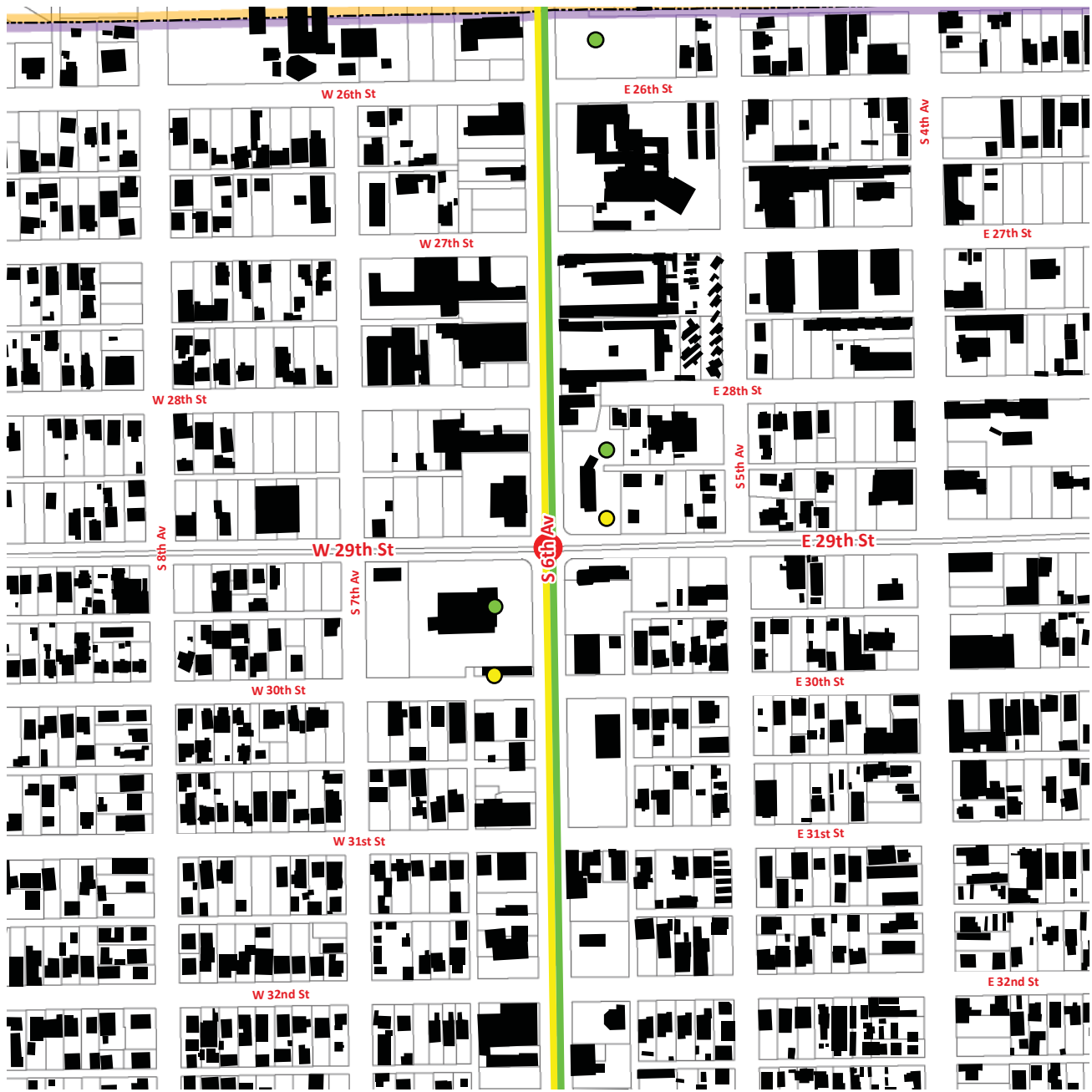
6th + 29th
AERIAL

City of South Tucson | Drachman Institute



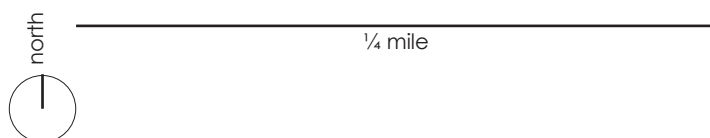
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- 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
- structures



6th + 29th
BUILDING FOOTPRINT

City of South Tucson | Drachman Institute



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

- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- City of Tucson Central Development Impact Fee Area



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

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

City of South Tucson

- SB1 Local Business
- SB2 general & intensive business
- SB2A general & intensive business
- SR1 residential- single family
- SR2 low density residential - multiple dwelling
- SR3 high density residential - multiple dwelling
- SMH mobile homes

City of Tucson

- C-3 general and intensive commercial
- R-2 medium density residential
- R-3 high density residential



1/4 mile



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

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

- potable water main ≤ 16in
- potable water main > 16in
- wastewater lines

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

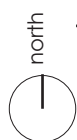


Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

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

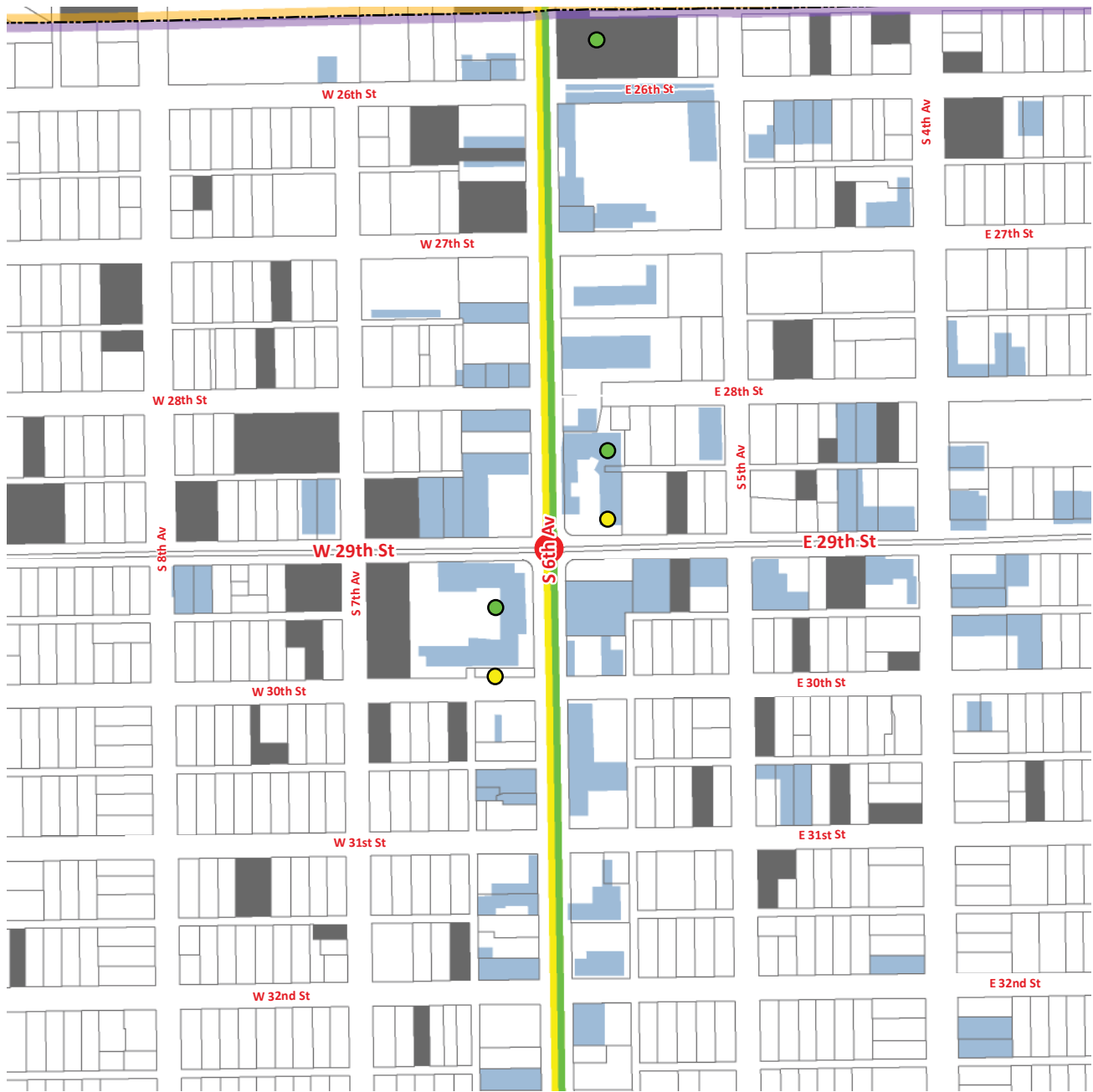
- commercial
- office
- medical
- industrial
- educational
- religious
- residential - SF
- residential - MF
- residential - Mobile

- hotel/motel
- surface parking
- vacant
- civic/cultural
- park/plaza/open space
- drainage



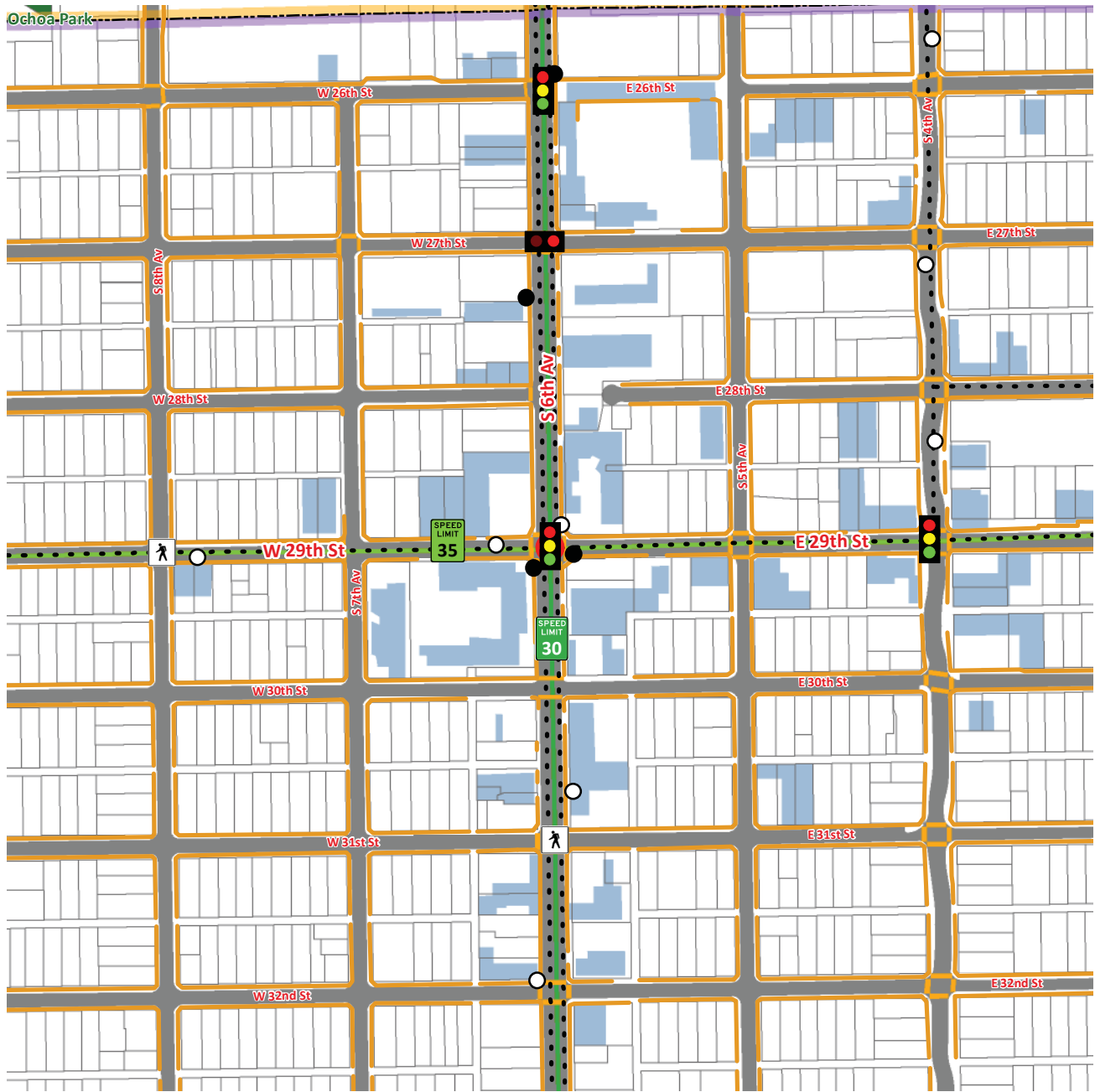
1/4 mile

6th + 29th
LAND USE



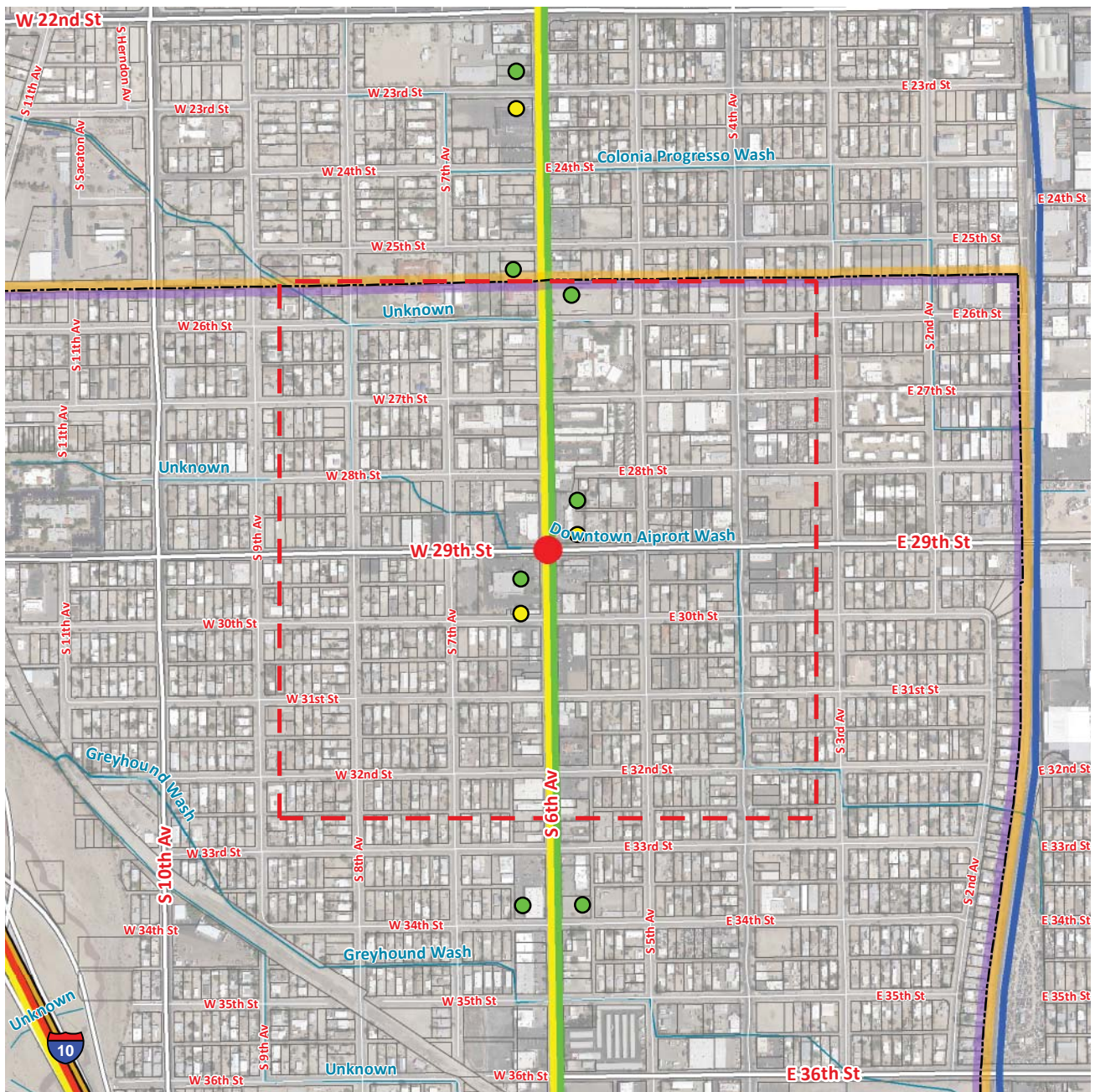
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

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



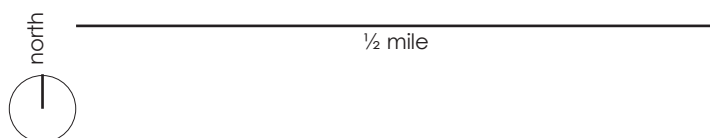
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

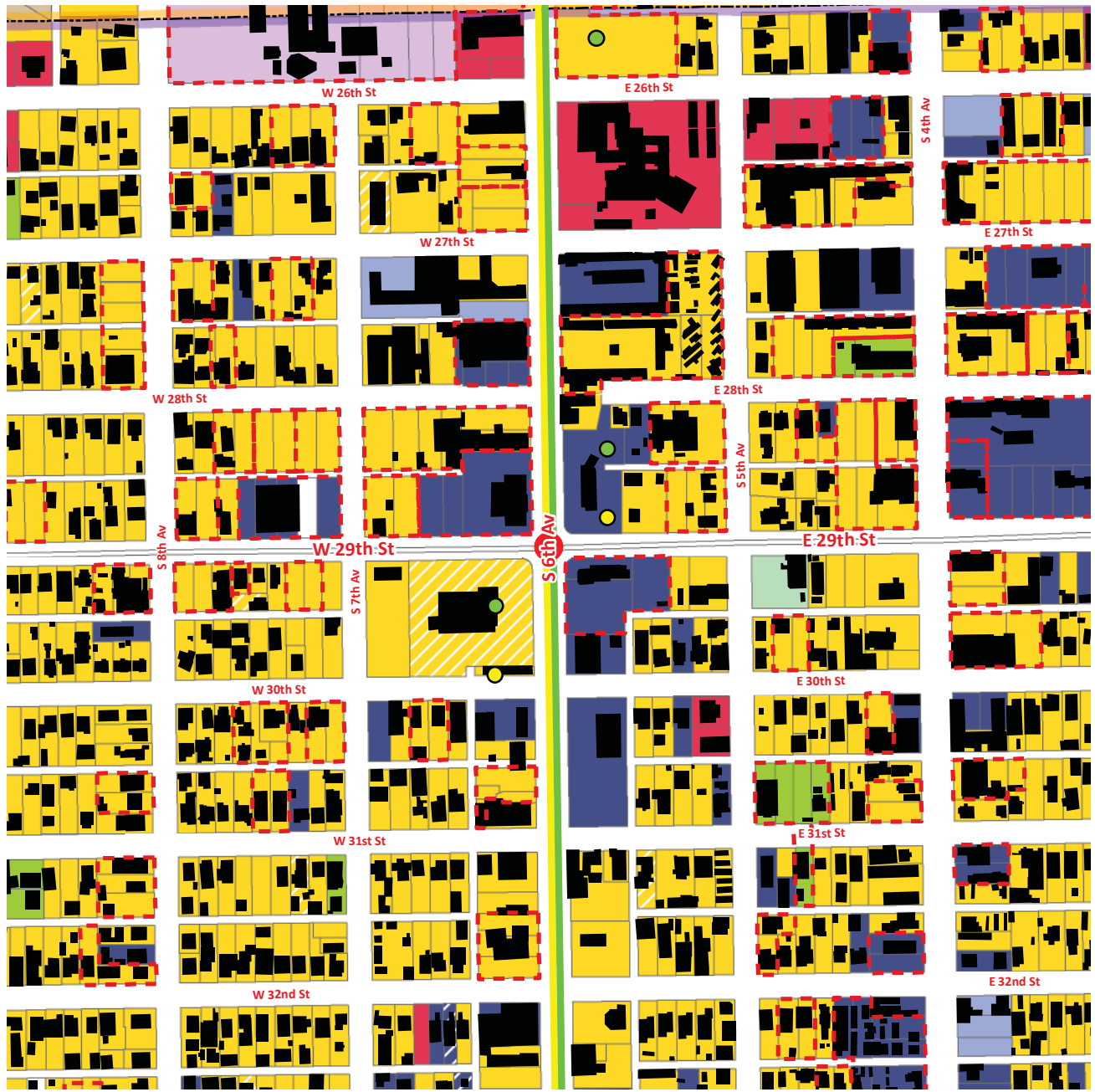
- PAG proposed HCT station
- Sunlink Tucson Streetcar route/stop
- ... existing bus route
- sheltered bus stop
- unsheltered bus stop
- 🚦 traffic signal
- striped pedestrian crossing
- sidewalk
- paved surface streets
- surface parking
- park/plaza/open space



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

- PAG 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
- 1/4 mile area
- wash

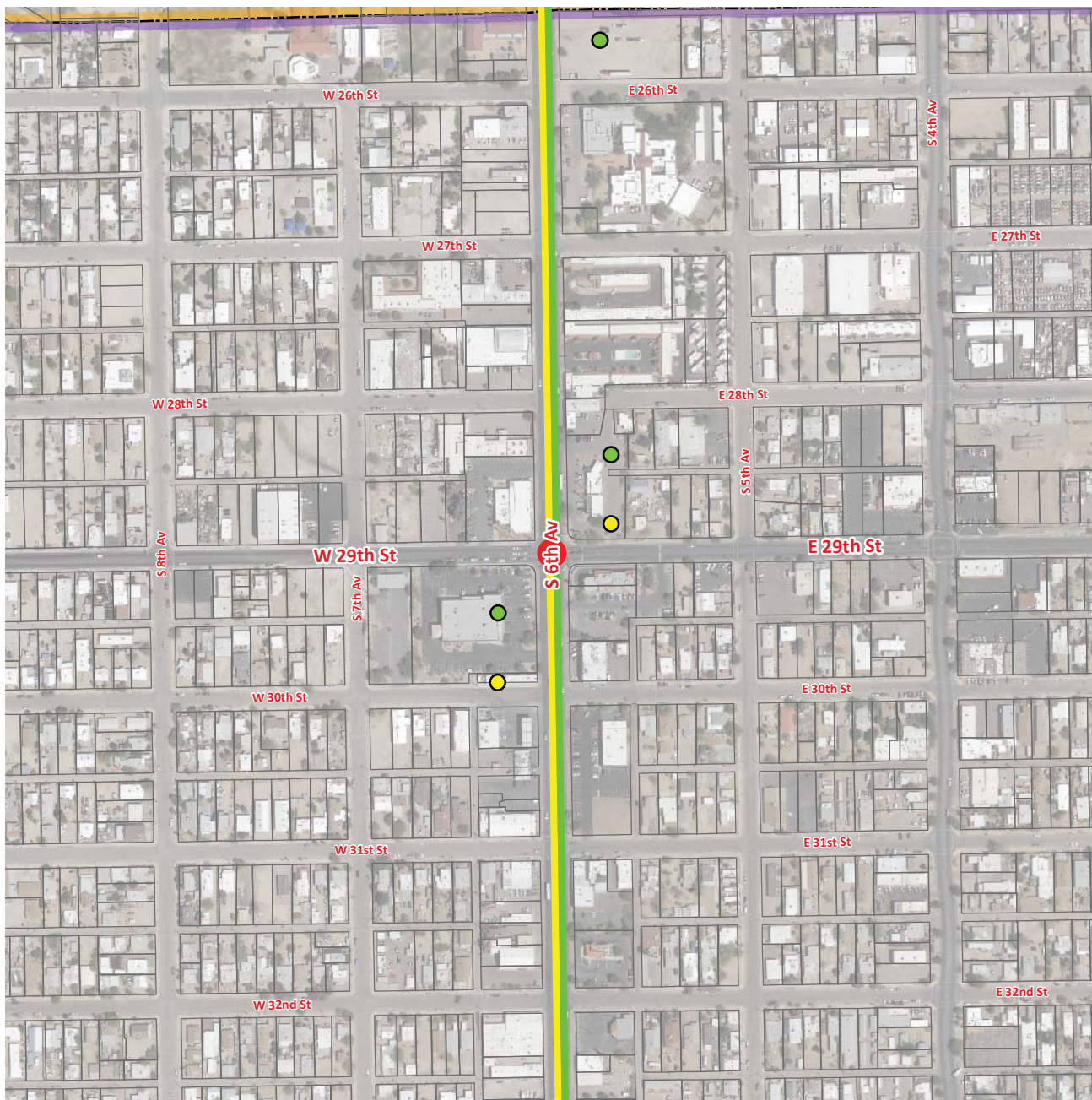




Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

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

- contiguous owned properties
- Pima County
- State of Arizona
- City of South Tucson
- City of Tucson
- educational
- Ilc/corporate
- Ilc/corporate (multiple owners)
- non-profit organization
- private
- private (multiple owners)
- religious



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

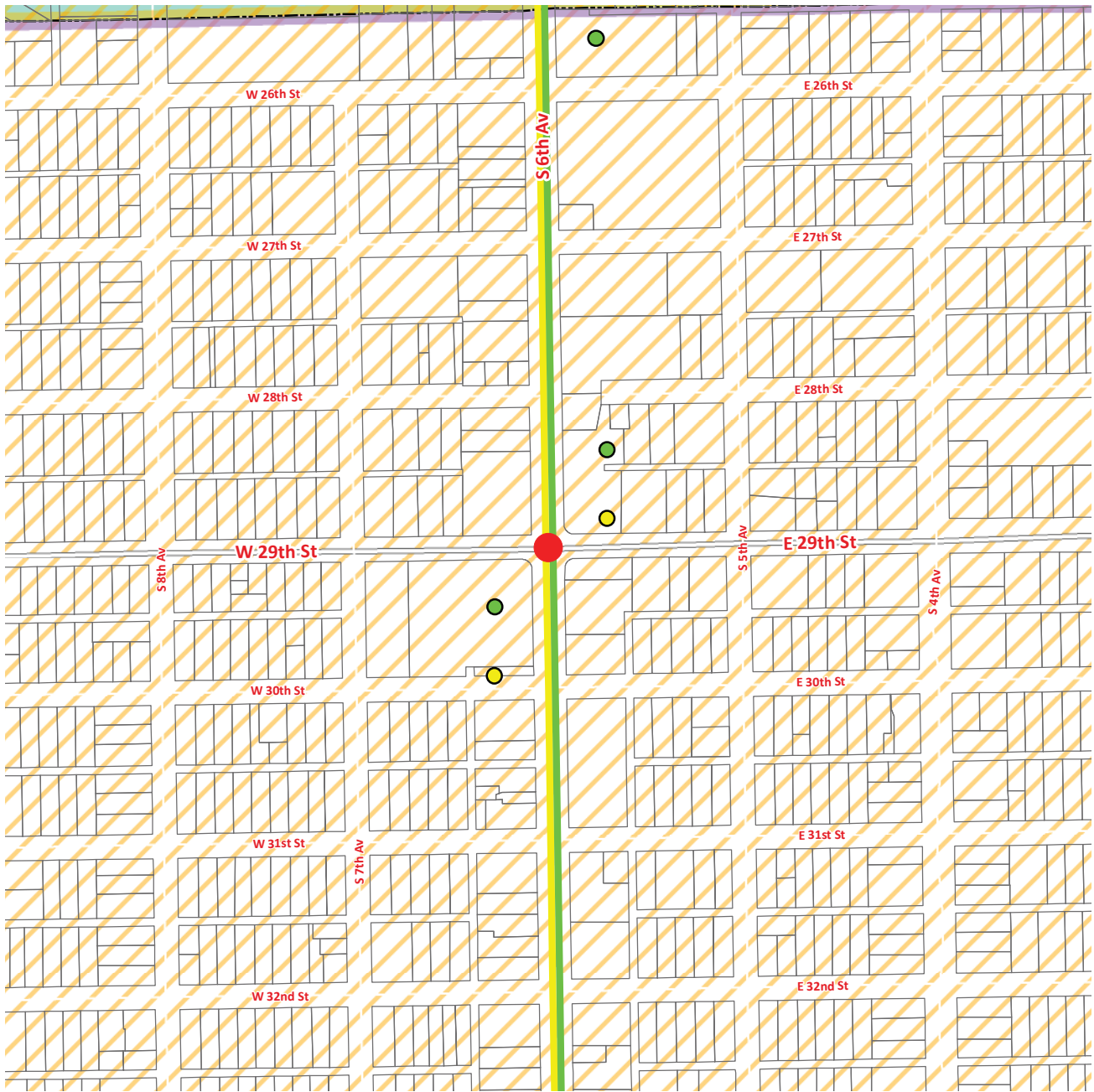
- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop

According to current data, there are no historic districts or structures in this target area.



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

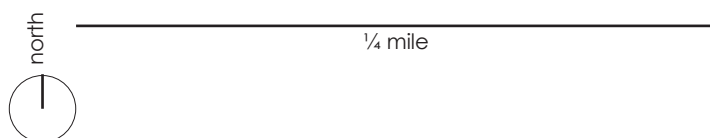
- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- Santa Rita Park Neighborhood Association (to the north)



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

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

Pima County Board of Supervisors Districts
/// district 2



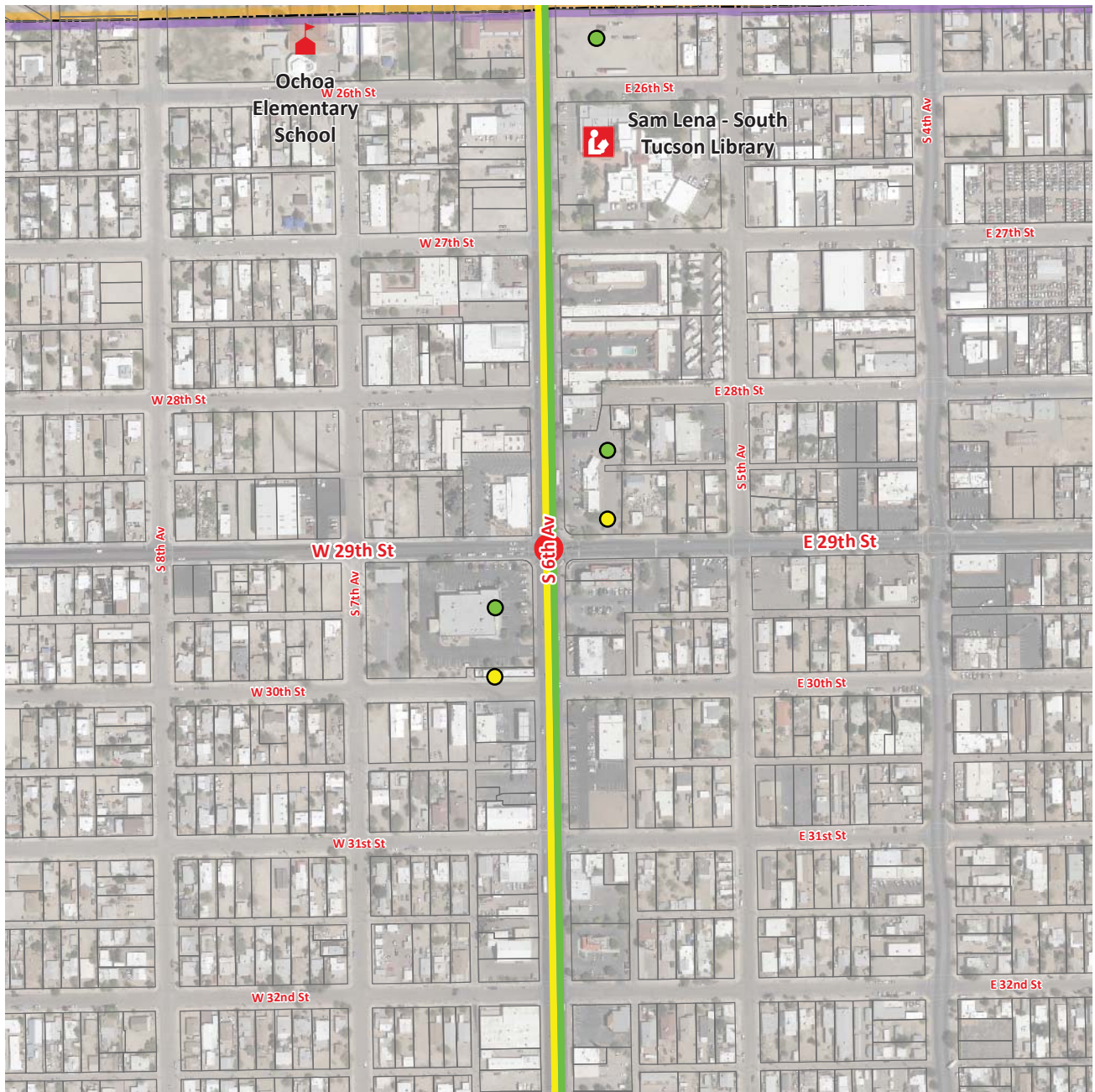
6th + 29th
 POLITICAL BOUNDARIES

City of South Tucson | Drachman Institute



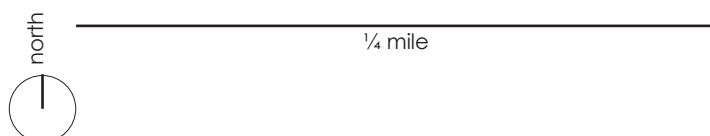
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- events key**
- proposed HCT station
 - proposed streetcar extension/stop
 - proposed bus rapid transit line/stop
 - 1. Feria de Sur Tucson



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
- 📖 library
- 🚩 school



6th + 29th
LANDMARKS

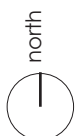
City of South Tucson | Drachman Institute



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

- | | | | |
|-----|--------------------------------------|----|--------------------------------|
| ● | proposed HCT station | P | public |
| —●— | proposed streetcar extension/stop | PR | private |
| — | proposed express bus | C | charter |
| —●— | proposed bus rapid transit line/stop | 🏠 | elementary school |
| — | proposed intercity rail | 🏫 | middle school |
| | | 🏫 | high school |
| | | 🏫 | other |
| | | 🏫 | post secondary school |
| | | 🏫 | Tucson Unified School District |

6th + 29th AREA SCHOOLS



List of Local Schools

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

1. 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)

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

2. Santa Cruz Catholic School

29 W 22nd St

Private PK-5

193 students in 2012

13.8:1 student teacher ratio

- **WITHIN 1 MILE OF STOP**

3. 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)

4. Borton Elementary School

700 E 22nd St

Public Magnet PK-5

364 students in 2012

46.4% free/reduced lunch

17.6:1 student teacher ratio

Rank 422 out of 1089

Arizona State Percentile 61.2%

485 reading score (5th grade)

390 math score (5th grade)

5. Holladay Elementary School

1110 E 33rd St

Public Magnet PK-5

260 students in 2012

62.7% free/reduced lunch

23.6:1 student teacher ratio

Rank 1062 out of 1089

Arizona State Percentile 2.5%

456 reading score (5th grade)

348 math score (5th grade)

6. Mission View Elementary School

2600 E 8th Ave

Public PK-5

302 students in 2012

88.4% free/reduced lunch

14.3:1 student teacher ratio

Rank 1058 out of 1089

Arizona State Percentile 2.8%

469 reading score (5th grade)

376 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

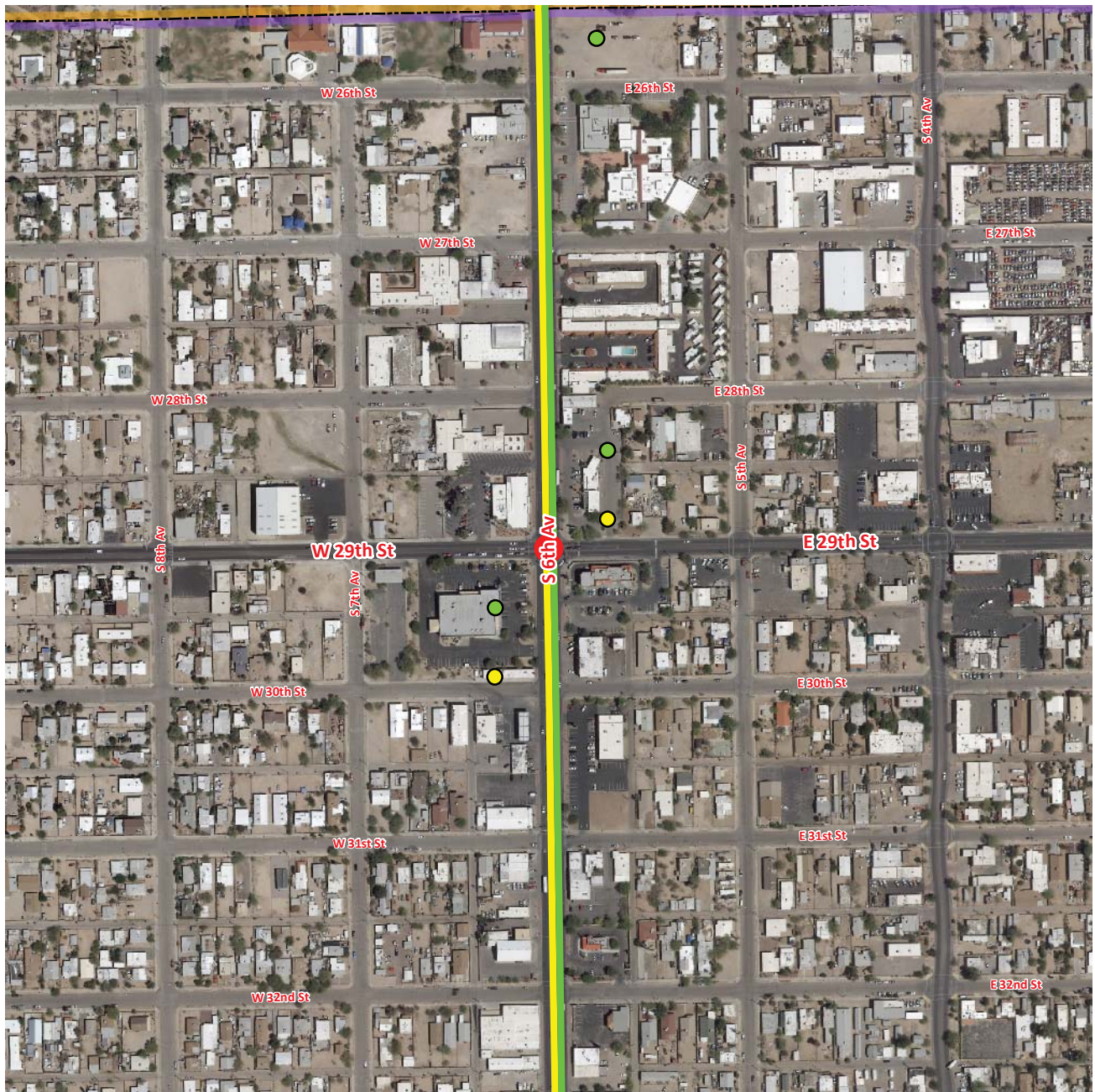
3rd Grade Math and Reading Scores:

Scale 0-500

- State Mean Scaled Math Score=369
- State Mean Scaled Reading Score=459



6th + 29th
BUSINESSES



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

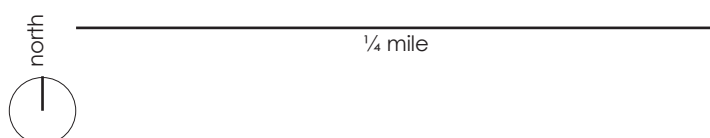
- proposed HCT station
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop

Northwest quadrant: Chase Bank

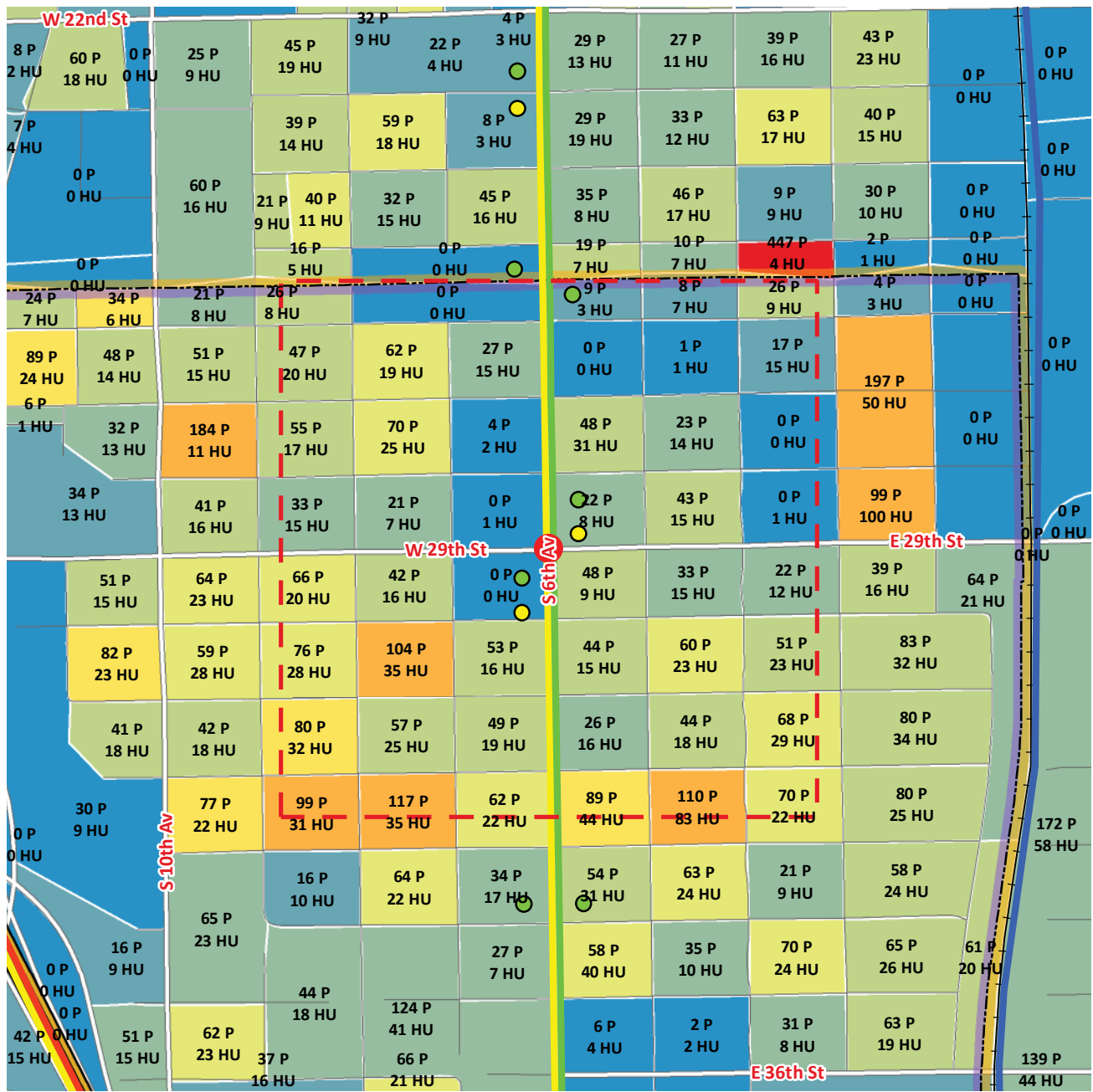
Northeast quadrant: Construction

Southwest quadrant: Walgreens

Southeast quadrant: McDonalds



6th + 29th
BUSINESSES



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

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

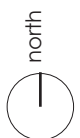
- 1/4 mile area
- P** total population per census block
- HU** total housing units per census block

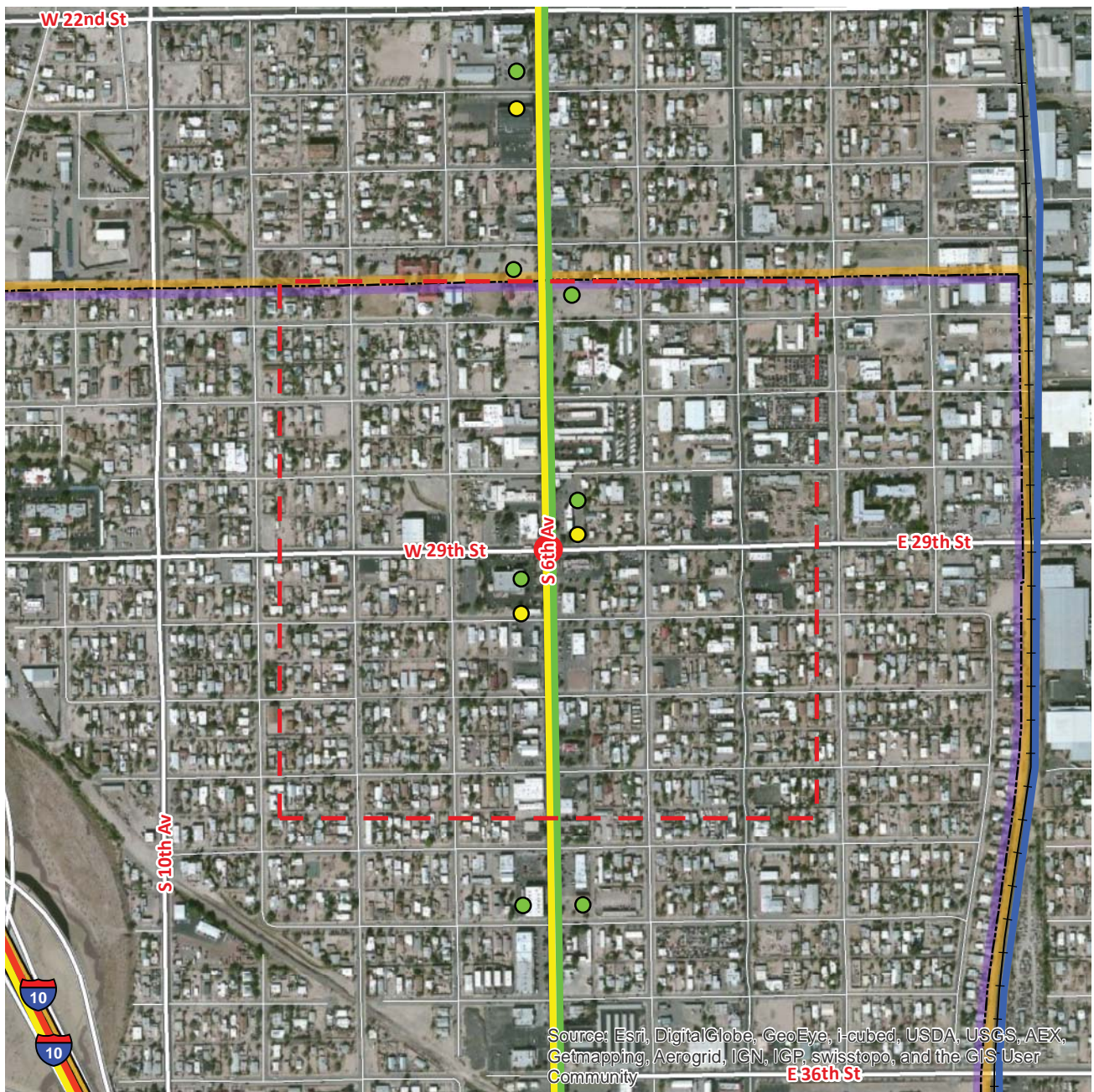
Population density per square mile

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

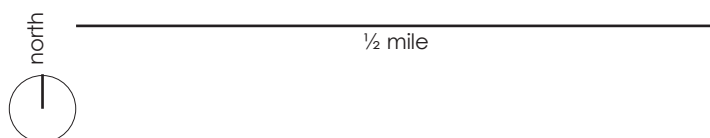
6th + 29th
POPULATION DENSITY

1/2 mile

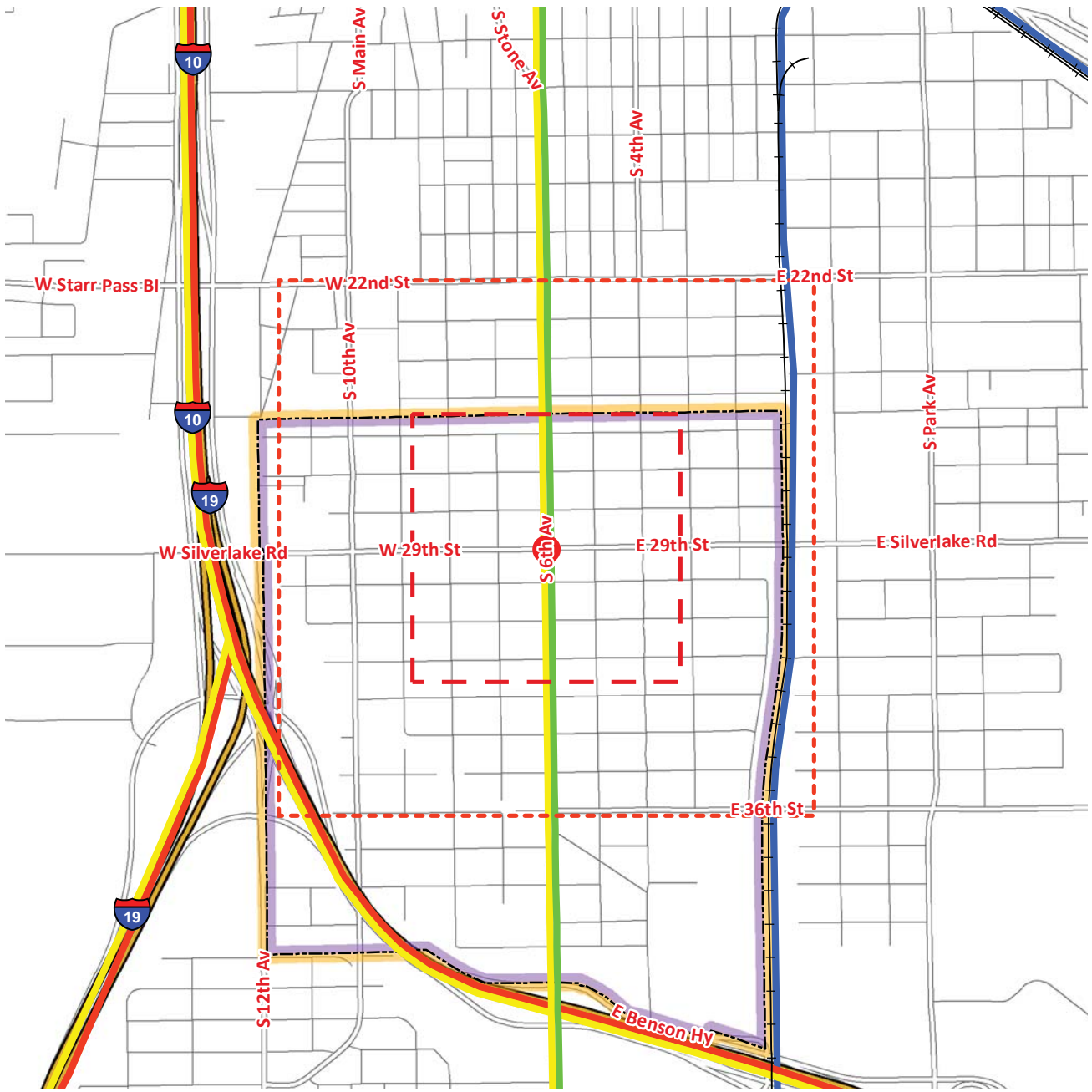




- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area



6th + 29th
AERIAL



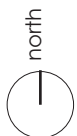
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area
- 1 mile area

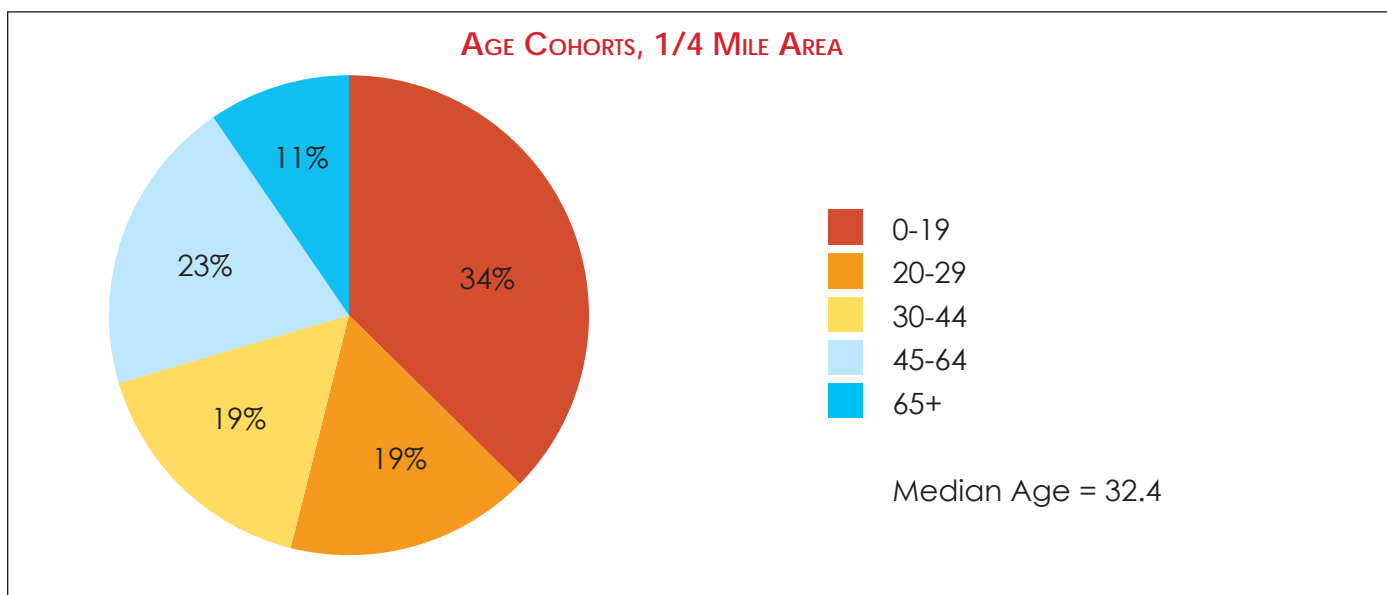
6th + 29th DEMOGRAPHICS BY TARGET AREA

Drachman Institute | City of South Tucson

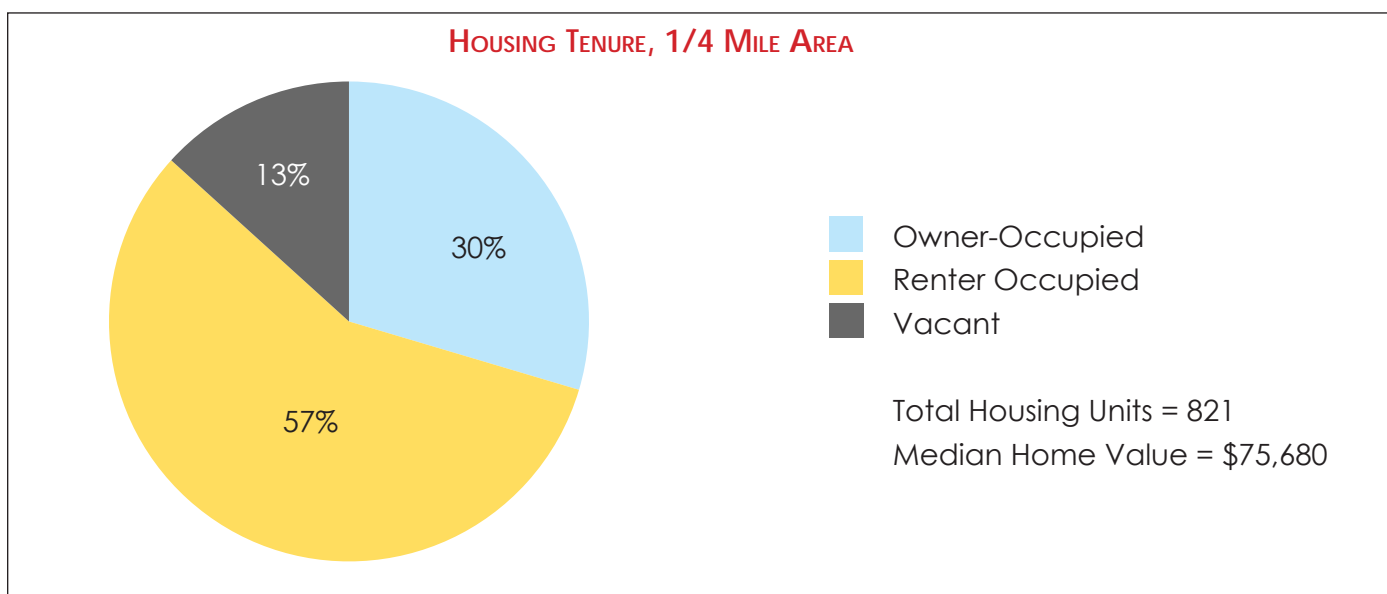
1 mile



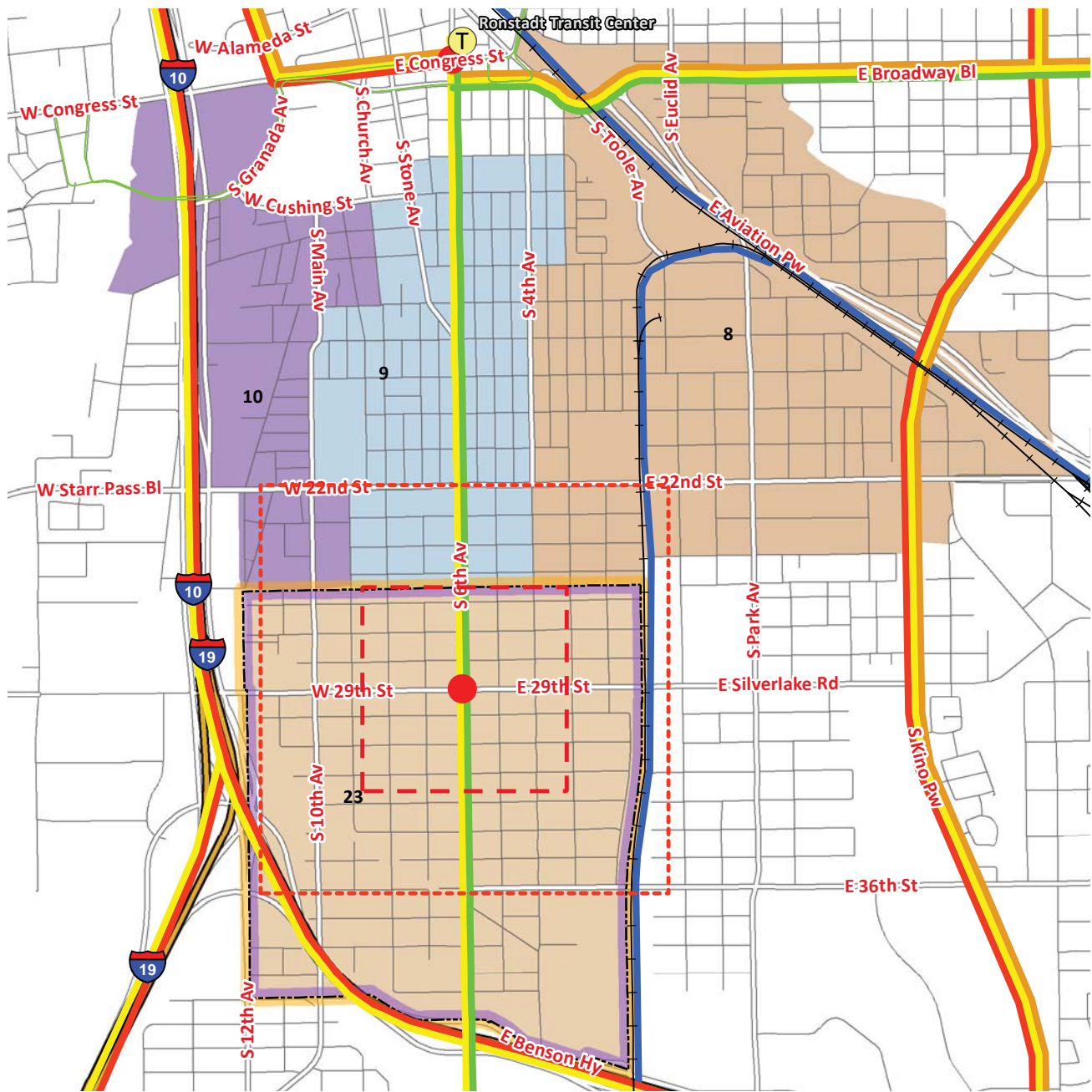
DEMOGRAPHICS BY TARGET AREA			
	1/4 MILE AREA	1 MILE AREA	CITY OF SOUTH TUCSON
Population (2010)	2,012	6,252	5,652
Households (2010)	712	1,890	1,827
Hispanic (%)	82.3%	75.4%	78.5%
Median Income (2012)	\$14,081	\$15,688	\$15,776
Projected Median Income 2017	\$14,003	\$16,756	\$16,883



57



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.



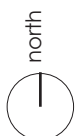
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- 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
- 1/4 mile area
 - 1 mile area
- census tracts**
- tract 8
 - tract 9
 - tract 10
 - tract 23

6th + 29th DEMOGRAPHICS BY CENSUS TRACTS

Drachman Institute | City of South Tucson

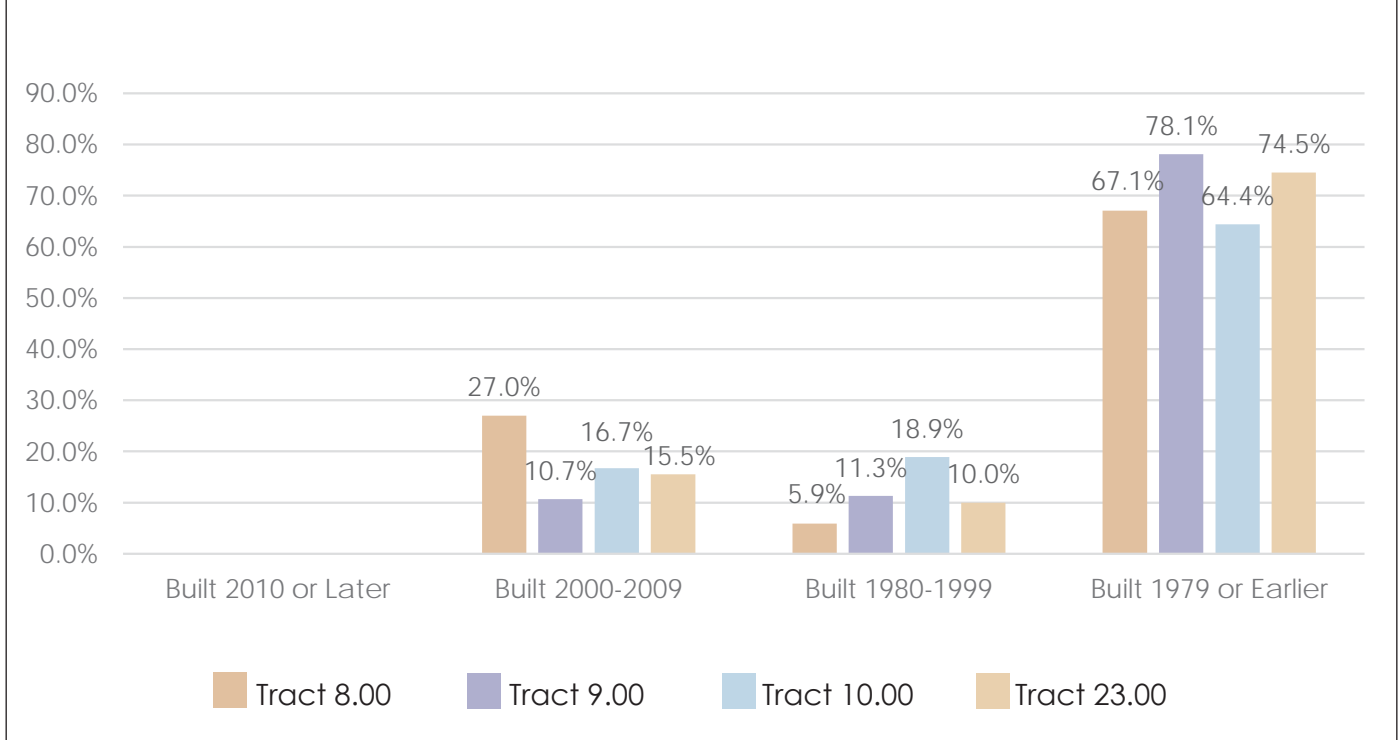
1 mile



DEMOGRAPHICS & HOUSING CHARACTERISTICS BY CENSUS TRACT

	TRACT 8	TRACT 9	TRACT 10	TRACT 23	CITY OF SOUTH TUCSON
Total Population	1,601	3,022	941	5,606	5,669
Total Housing Units	889	1,518	461	2,195	2,205
Homeowner Vacancy Rate	0.0%	0.0%	0.0%	0.0%	0.0%
Rental Vacancy Rate	19.2%	2.5%	8.1%	7.3%	7.3%
Single Family Detached (%)	58.8%	44.7%	63.1%	53.6%	53.8%
Median Home Value	\$212,100	\$211,800	\$146,700	\$81,500	\$82,200
% of Families with Income Below Poverty Level	7.9%	27.6%	26.4%	44.6%	44.2%
% of Homeowners Paying 30% or More of their Income on Housing	28.5%	38.1%	18.9%	39.4%	38.7%
% of Renters Paying 30% or More on Rent	62.9%	57.6%	47.2%	63.7%	63.7%

AGE OF HOUSING STOCK BY CENSUS TRACT

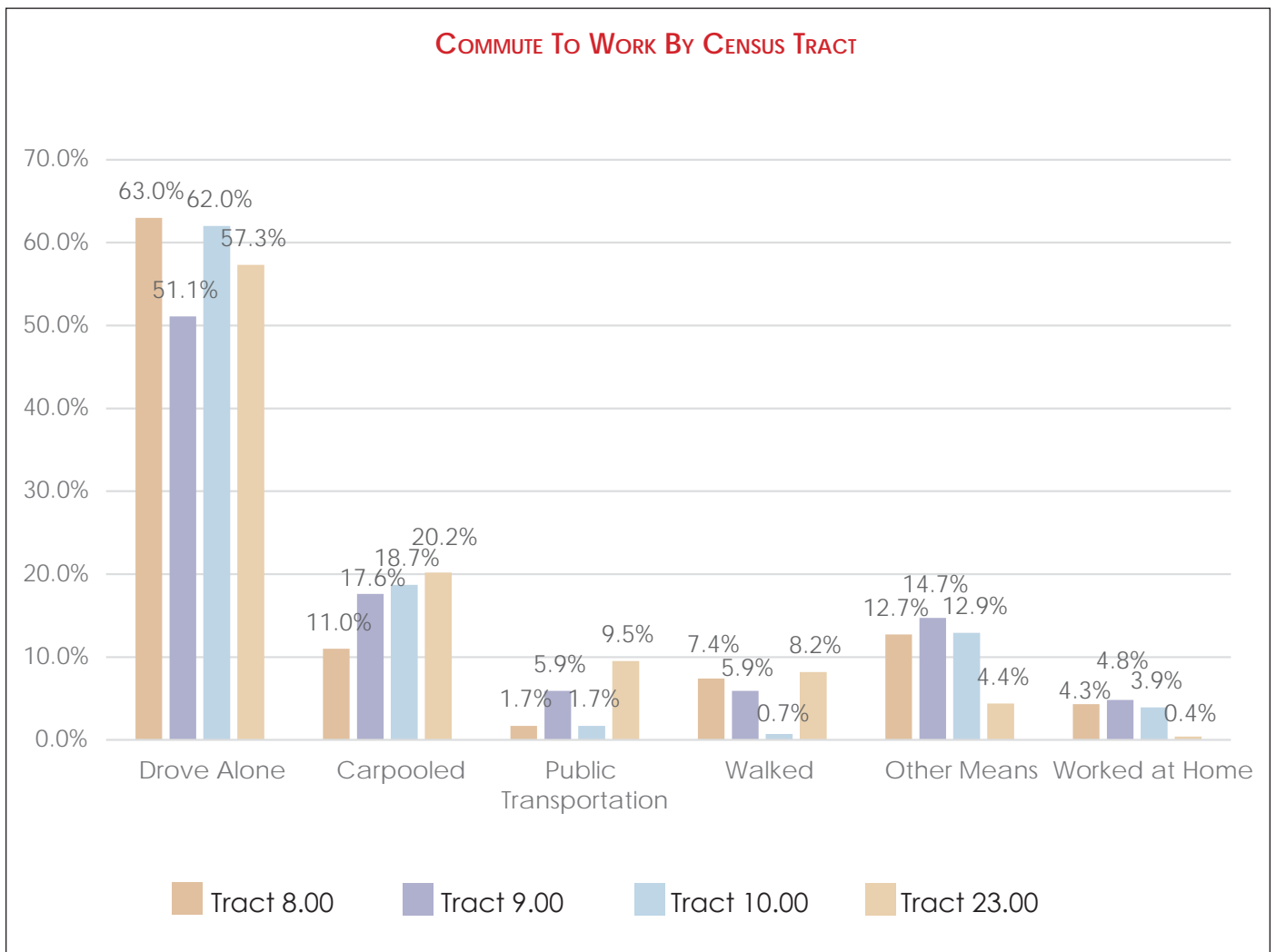


Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

COMMUTING CHARACTERISTICS BY CENSUS TRACT

	TRACT 8	TRACT 9	TRACT 10	TRACT 23	CITY OF SOUTH TUCSON
Total Population	1,601	3,022	941	5,606	5,669
# Workers Age 16+ Commuting to Work	718	1,385	411	1,891	1,919
Mean Travel Time to Work (Minutes)	17.0	17.5	20.5	21.9	21.8
Vehicles Available					
None	20.0%	24.9%	16.8%	26.3%	26.1%
One	36.7%	56.8%	50.8%	41.9%	41.6%
Two or More	43.3%	18.2%	32.4%	31.9%	32.2%

COMMUTE TO WORK BY CENSUS TRACT



Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

6th + 29th

COMMUTING BY CENSUS TRACTS

Drachman Institute | City of South Tucson

CITY OF SOUTH TUCSON PROPOSED HCT STOPS: DEMOGRAPHIC & HOUSING COMPARISON (1 MILE AREA)				
	6TH & 29TH	6TH & 39TH	I-10 & INTERCITY RAIL	CITY OF SOUTH TUCSON
Total Population	6,252	4,332	889	5,652
Median Age	33.2	31.2	33.3	32.2
Households with Children Under 18	39.7%	41.8%	37.5%	39.7%
Median Income (2012)	\$15,688	\$20,771	\$16,851	\$15,776
Total Housing Units	2,201	1,536	318	2,137
Occupied-Owner	31.5%	36.3%	36.5%	31.0%
Occupied-Renter	54.4%	49.0%	43.1%	54.5%
Vacant	14.1%	14.7%	20.4%	14.5%
Median Home Value	\$75,281	\$70,595	\$73,155	\$71,866

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.

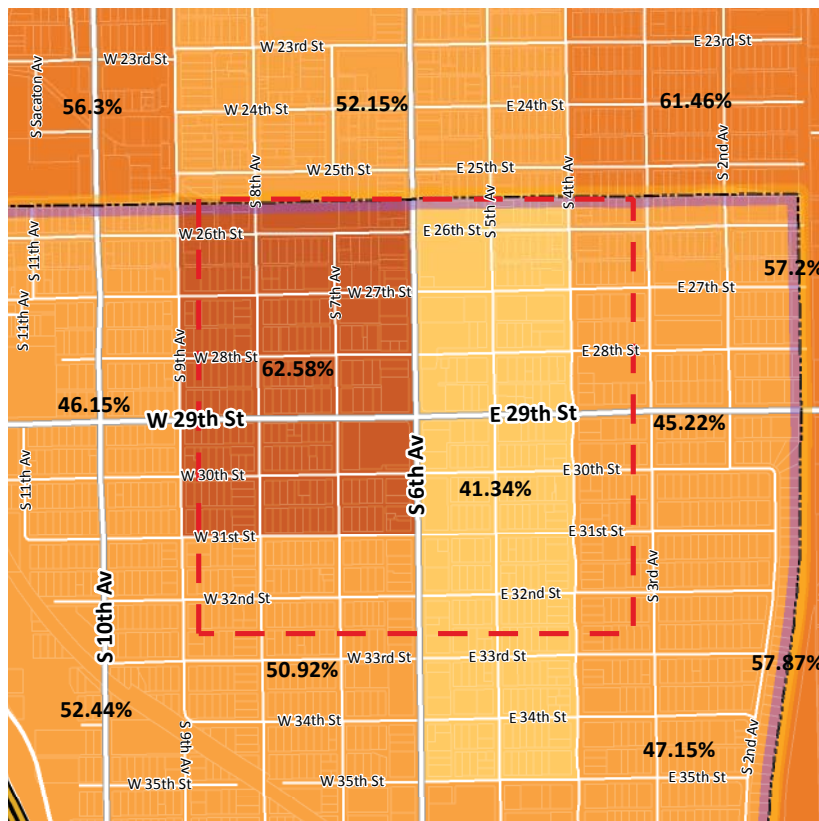
Location Affordability

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 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>.

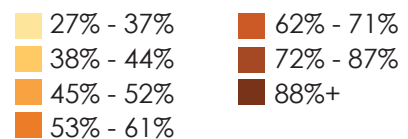
1 Center for Transit-Oriented Development. 2009. “Mixed-Income Housing Near Transit: Increasing Affordability With Location Efficiency.” Online: <http://www.reconnectingamerica.org/assets/uploads/091030ra201mixedhousefinal.pdf>.

2 Center for Neighborhood Technology. 2012. “<http://www.cnt.org/tcd/location-efficiency>.”



HOUSING + TRANSPORTATION COST AS A PERCENTAGE OF INCOME

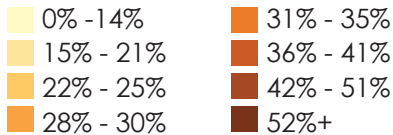
The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered unaffordable west of 6th Avenue and north of 31st Street.



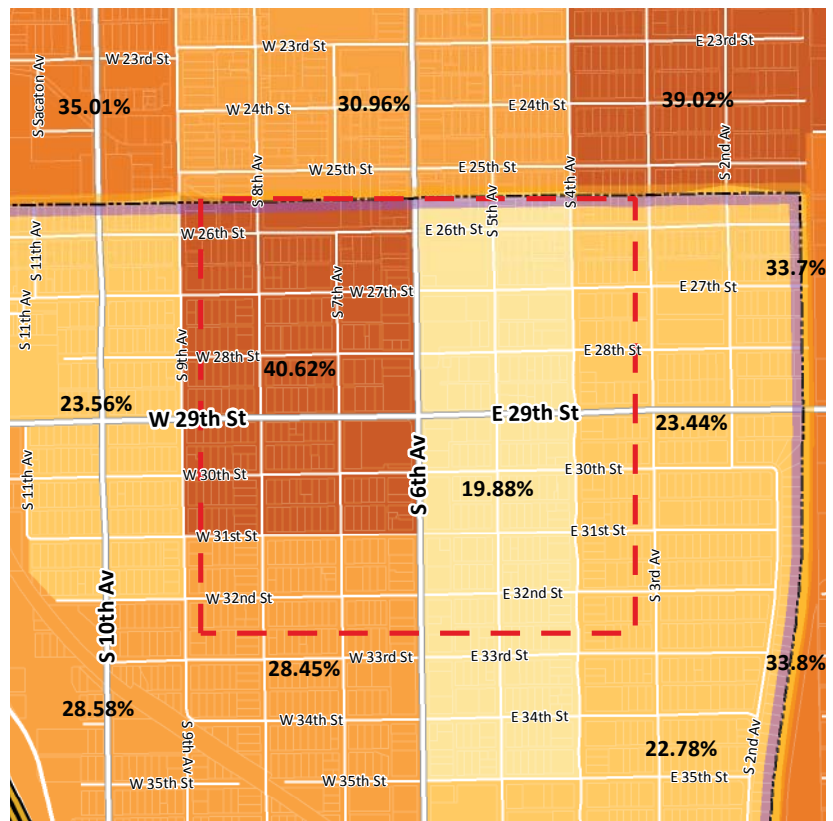
■ Data not available

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 unaffordable west of 6th Avenue and north of 31st Street.

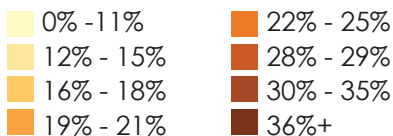


■ Data not available

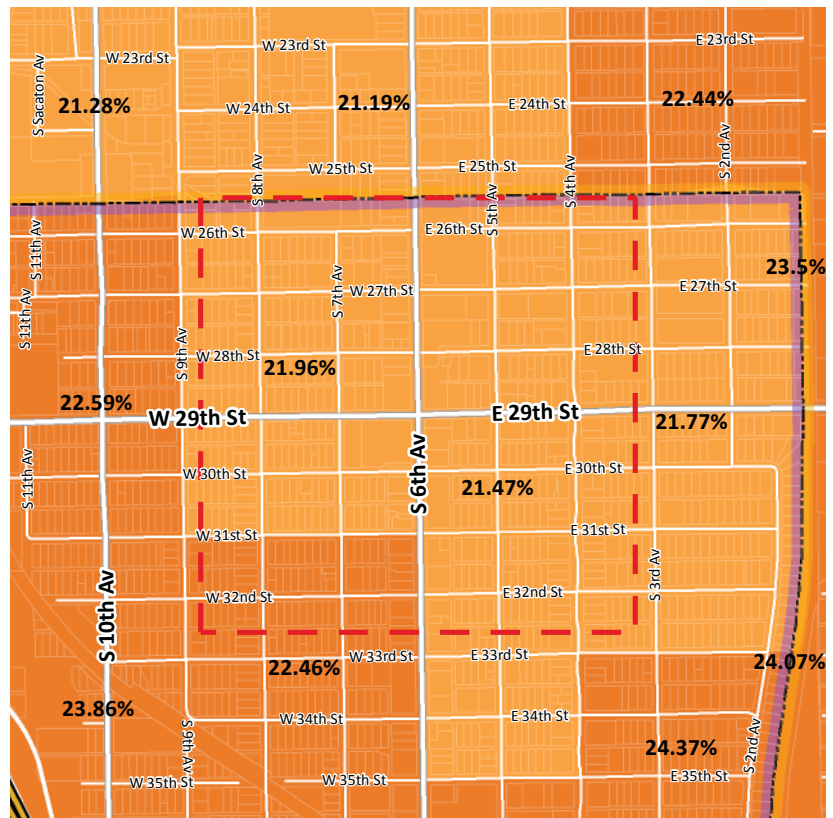


TRANSPORTATION COST AS A PERCENTAGE OF INCOME

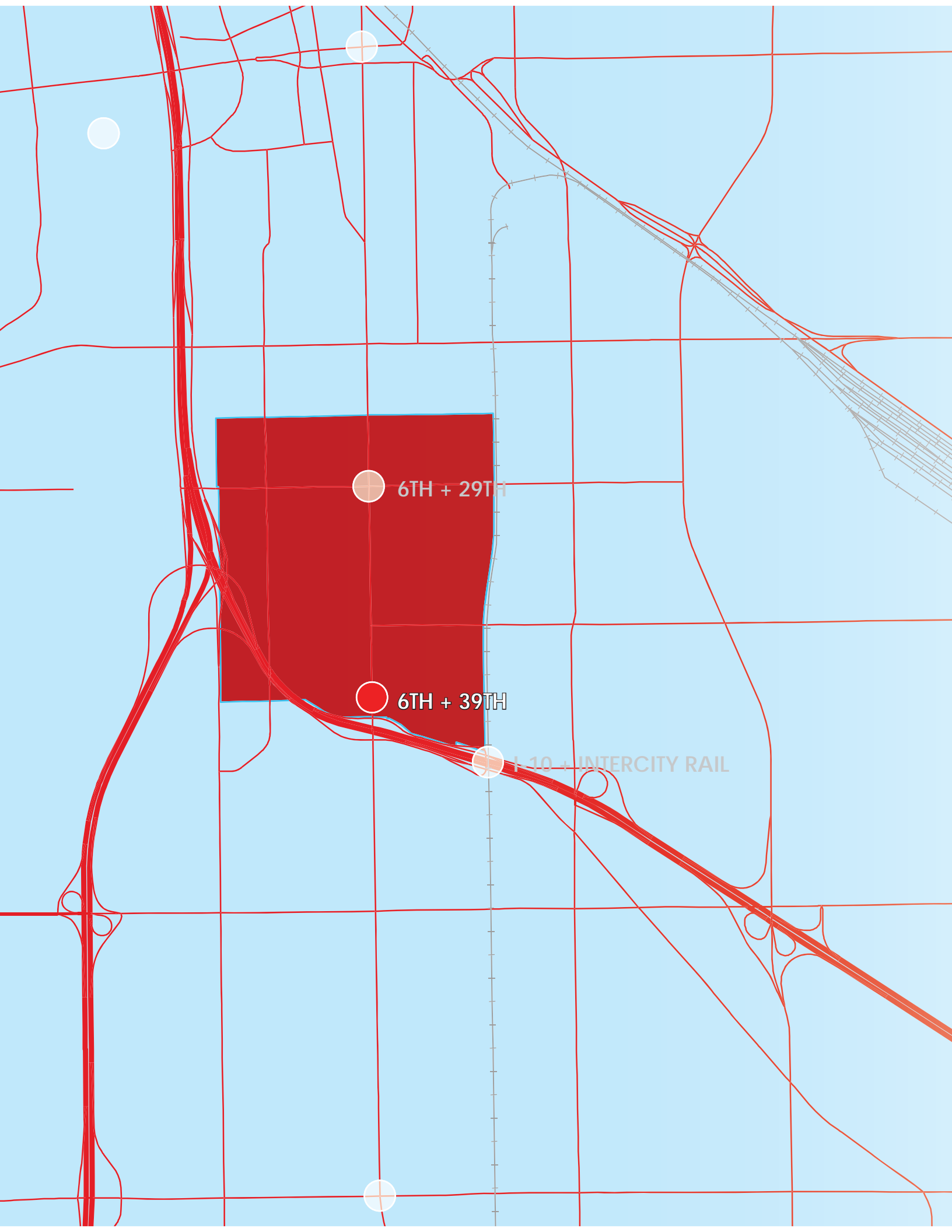
Household transportation costs are calculated as the sum of auto ownership costs, auto use costs, and public transit costs. Typically, transportation is considered affordable when the costs consume no more than 15% of household income. In the target area, transportation costs are considered unaffordable.



■ 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>.





south 6th & east 39th

CITY OF SOUTH TUCSON

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SOUTH 6TH & EAST 39TH

Description and Impressions

The quarter square mile area at South 6th and East 39th is a busy commercial area located on the southern edge of the City of South Tucson.

Northwest quadrant: Rent-a-Center and parking lot

Northeast quadrant: Check cashing business, insurance office

Southwest quadrant: Dentist office, strip mall, Food City

Southeast quadrant: Vacant



Northwest Corner of Intersection



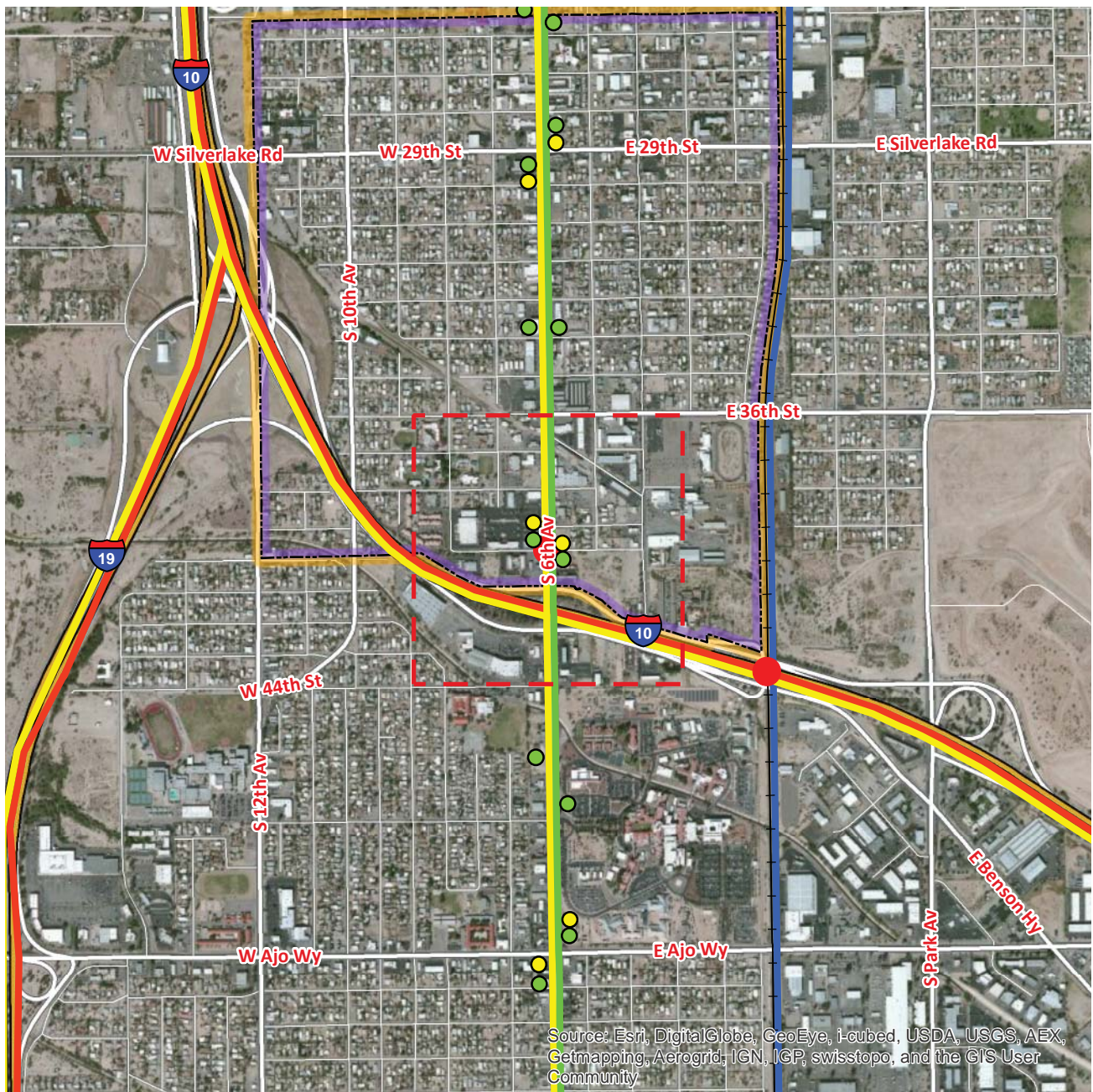
Northeast Corner of Intersection



Southwest Corner of Intersection



Southeast Corner of Intersection



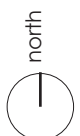
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile target area

6th + 39th
AREA MAP

Drachman Institute | City of South Tucson

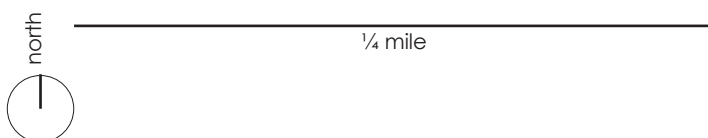
1 mile



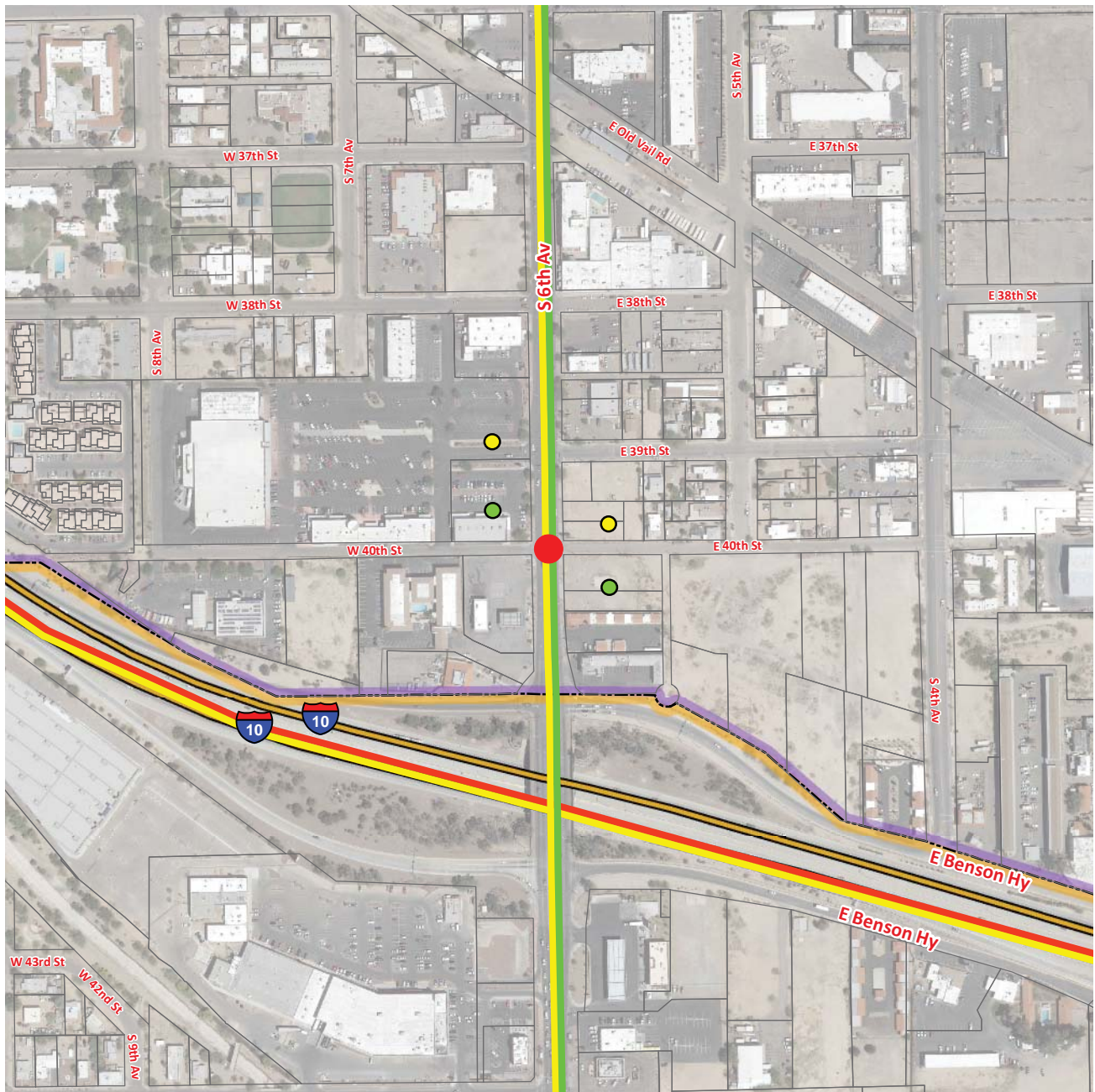


Pima County GIS Library, 2013; Pima Association of Governments, 2013

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

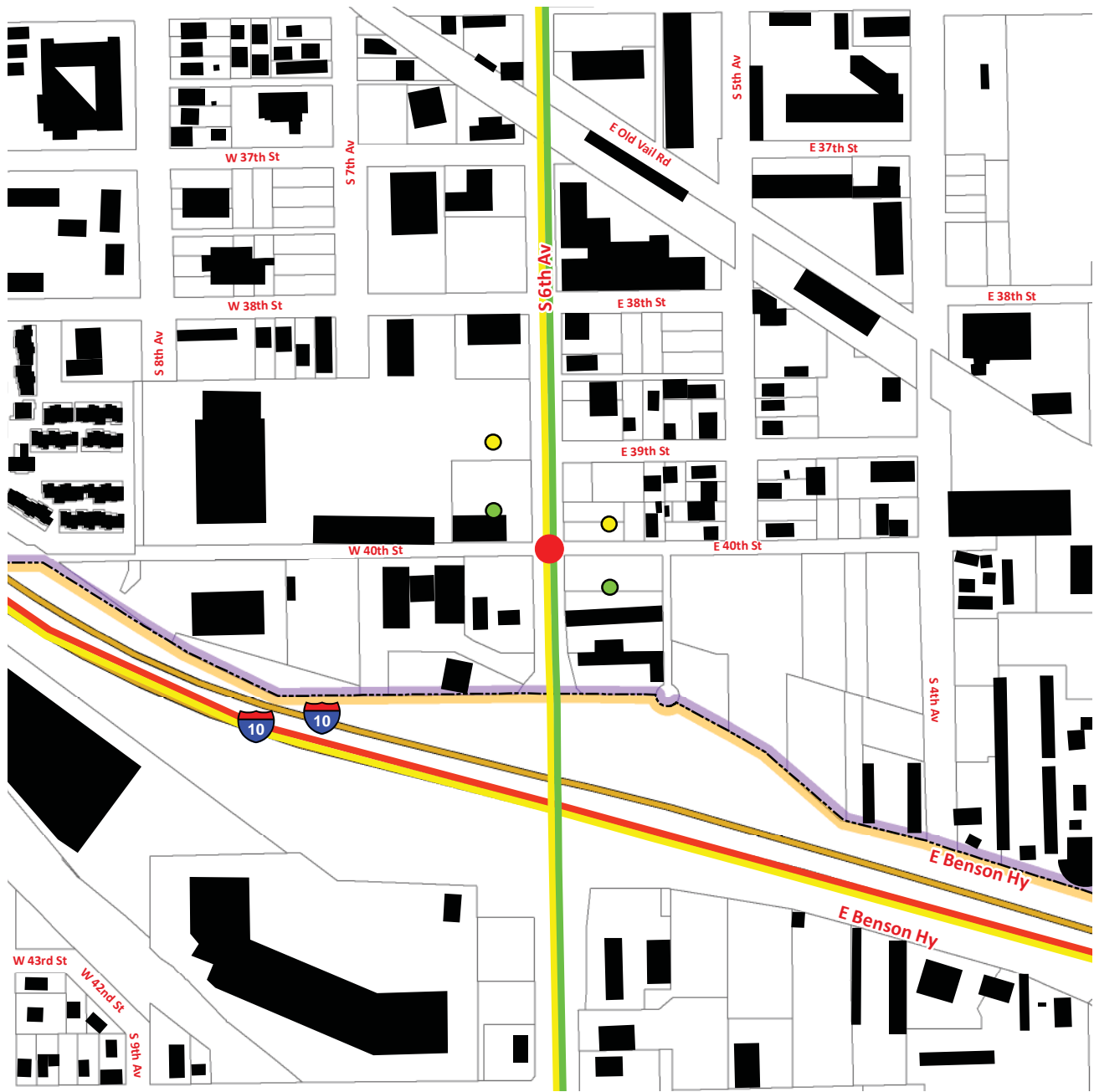


6th + 39th
AERIAL



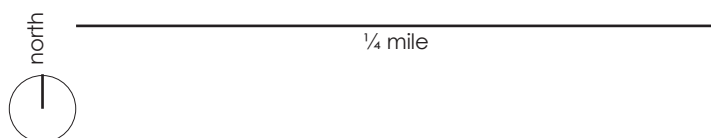
Pima County GIS Library, 2013; Pima Association of Governments, 2013

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



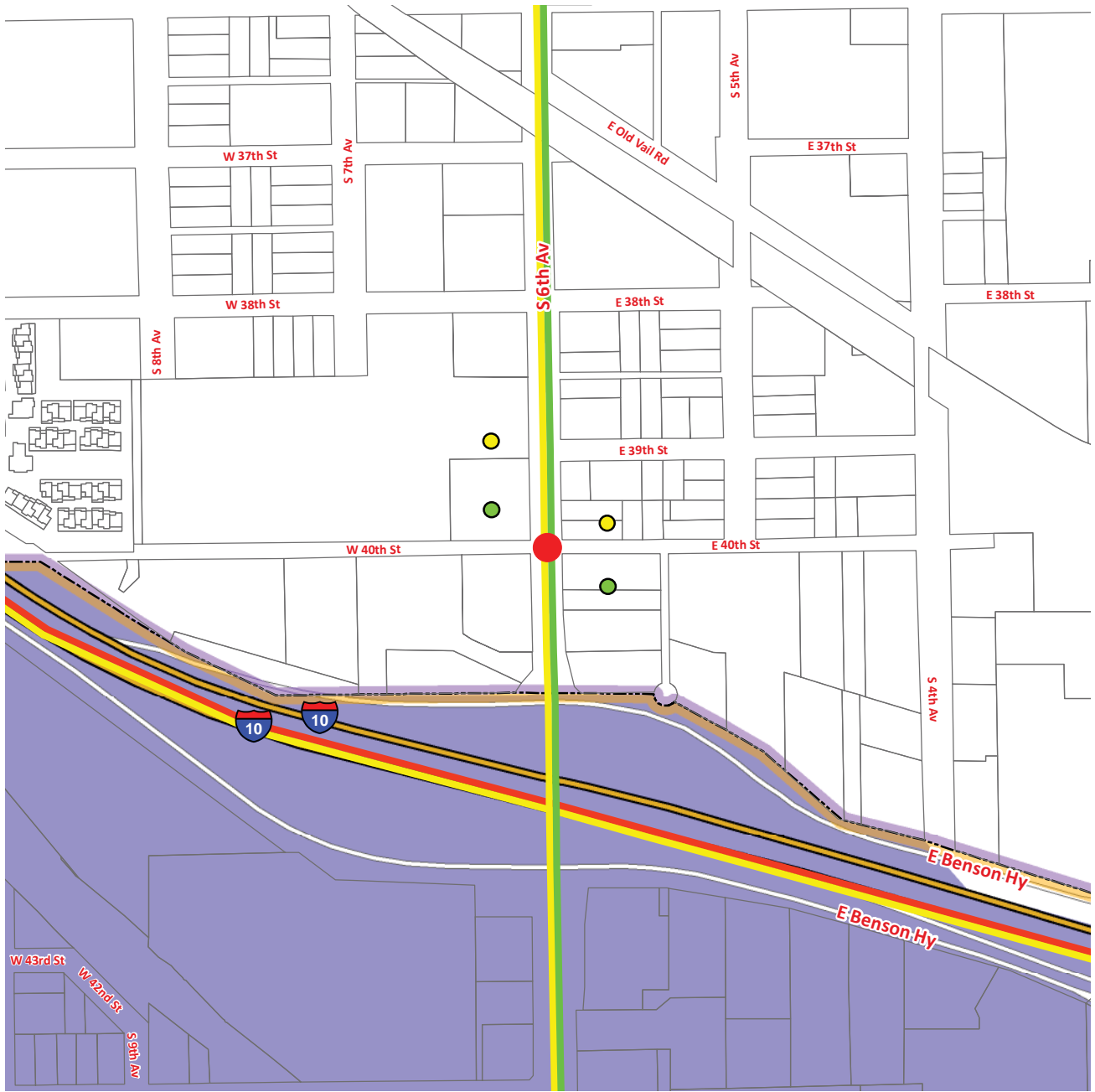
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

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



6th + 39th
BUILDING FOOTPRINT

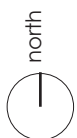
City of South Tucson | Drachman Institute

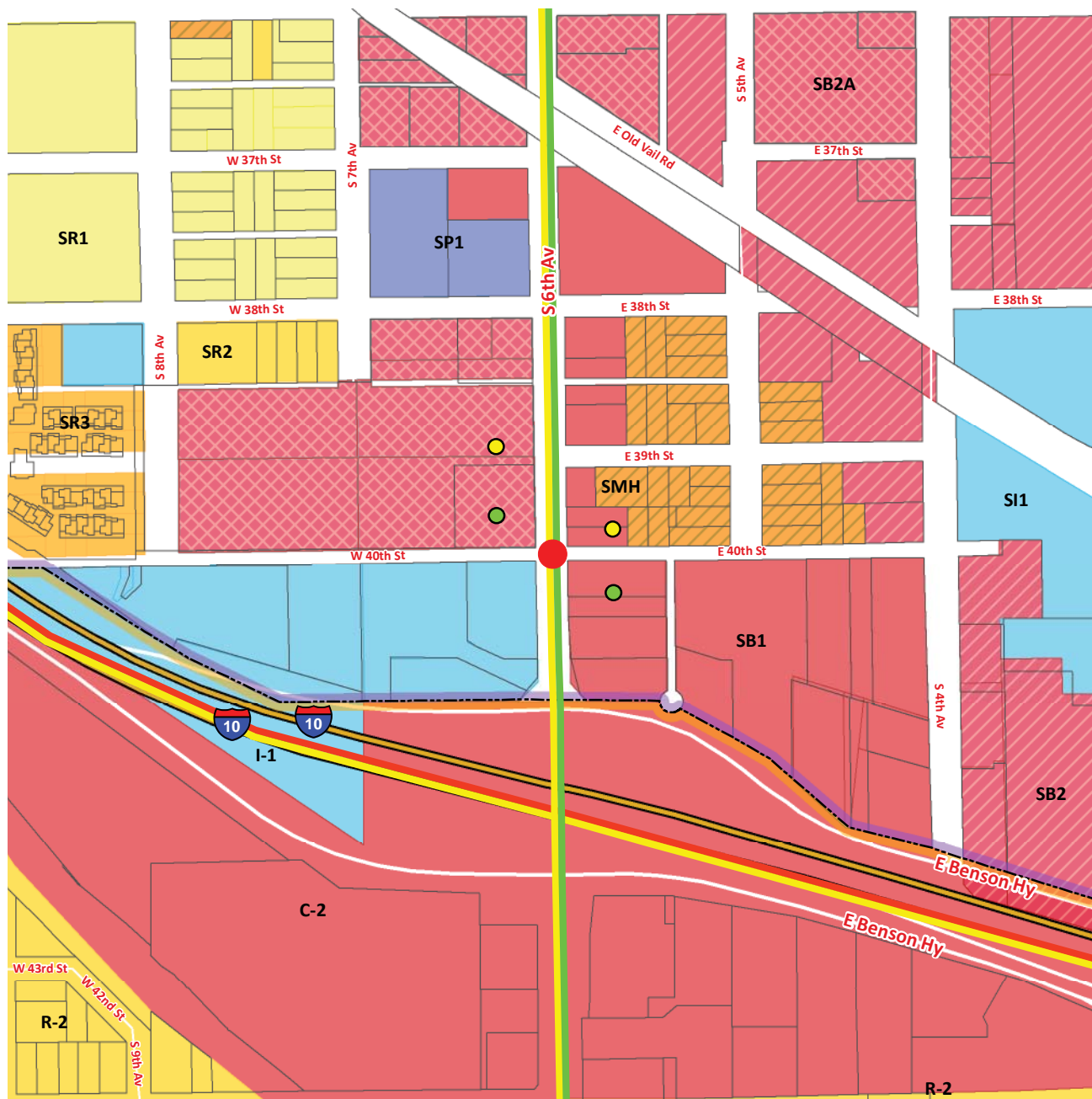


Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- City of Tucson West Development Impact Fee Area

6th + 39th ZONING OVERLAYS





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

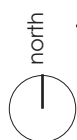
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop

City of South Tucson

- SB1 Local Business
- SB2 gen/intensive bus.
- SB2A gen/intensive bus.
- SI1 light industrial
- SP1 park industrial
- SR1 residential - SF
- SR2 low density res.
- SR3 high density res.
- SMH mobile homes

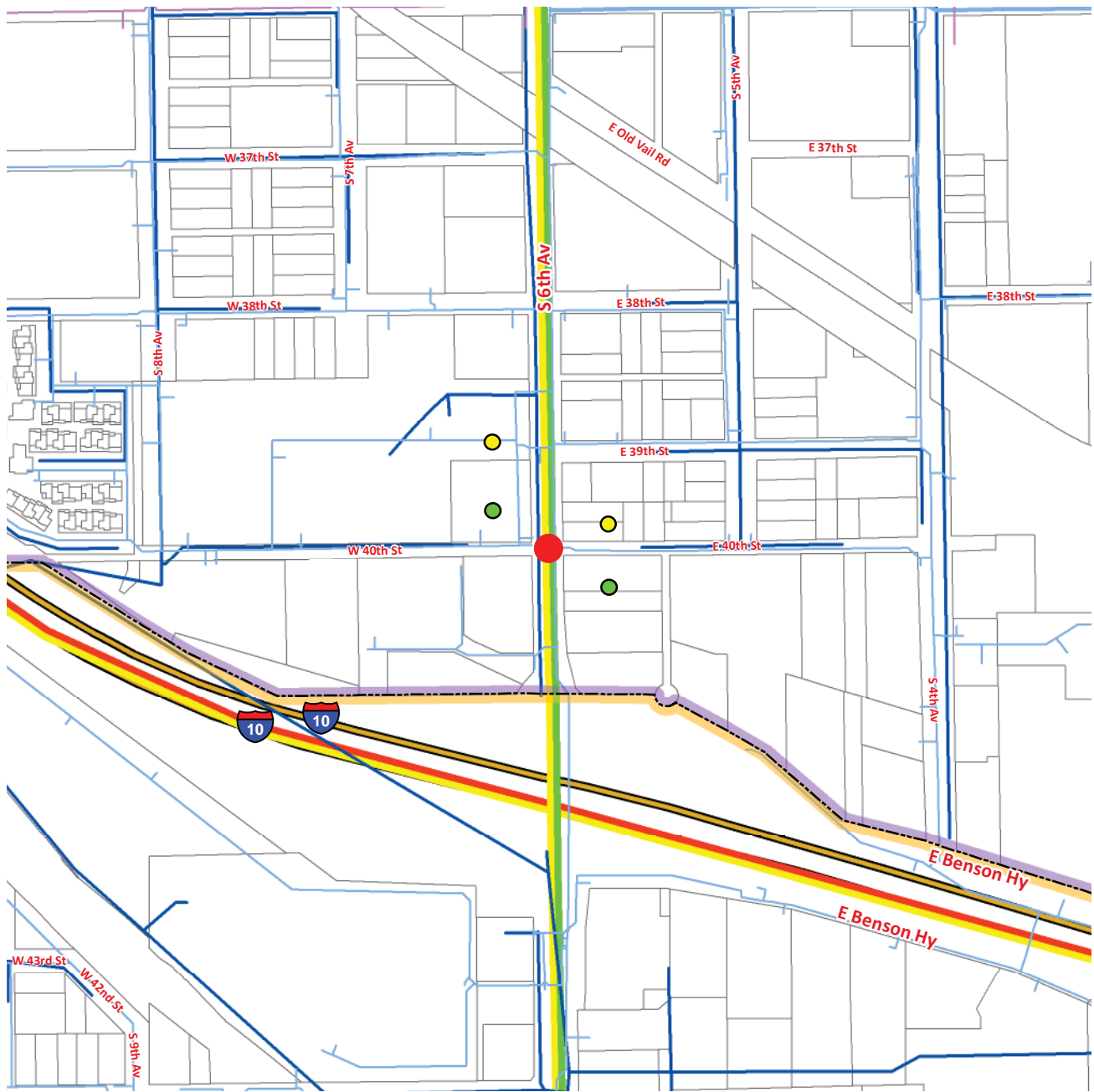
City of Tucson

- C-2 gen/intensive comm.
- I-1 light industrial
- R-2 med density res.



¼ mile

6th + 39th
ZONING

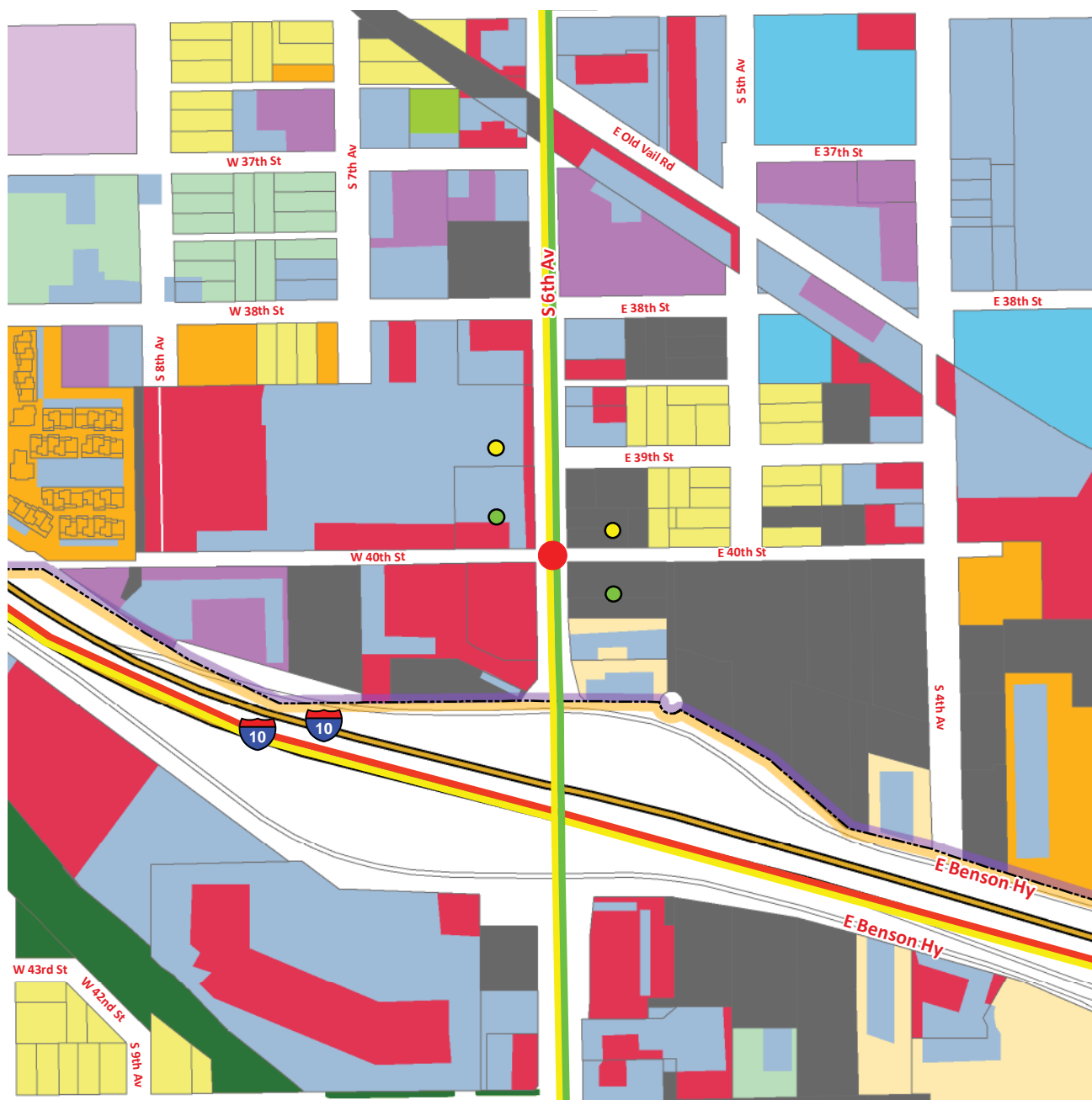


Pima County GIS Library, 2013; Pima Association of Governments, 2013; Tucson Water, 2014

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

- potable water main ≤ 16 inch
- potable water main > 16 inch
- wastewater lines

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

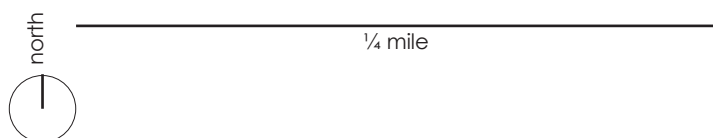


Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

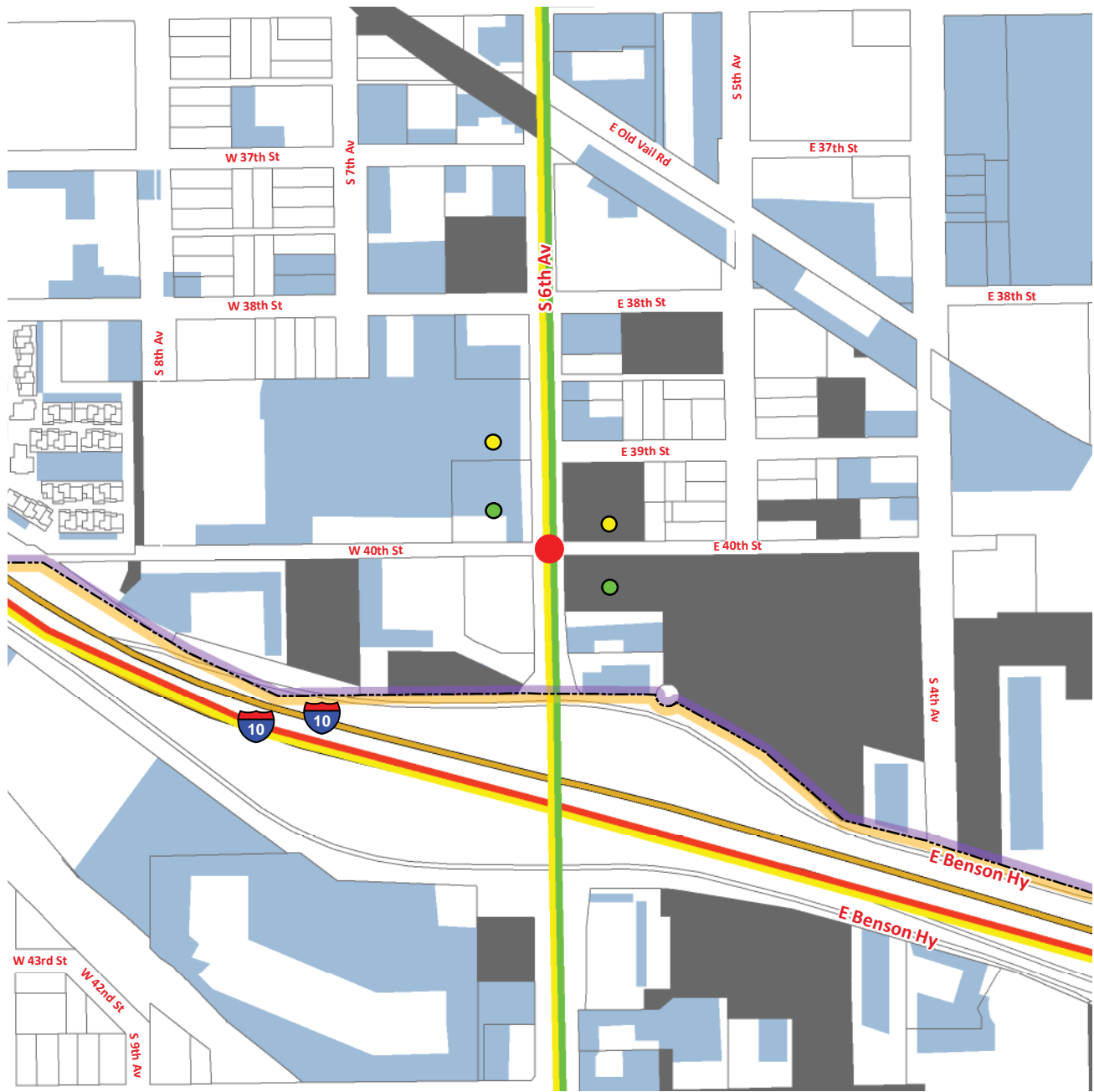
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop

- commercial
- office
- industrial
- educational
- religious
- residential - SF
- residential - MF

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



6th + 39th
LAND USE



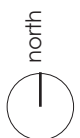
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

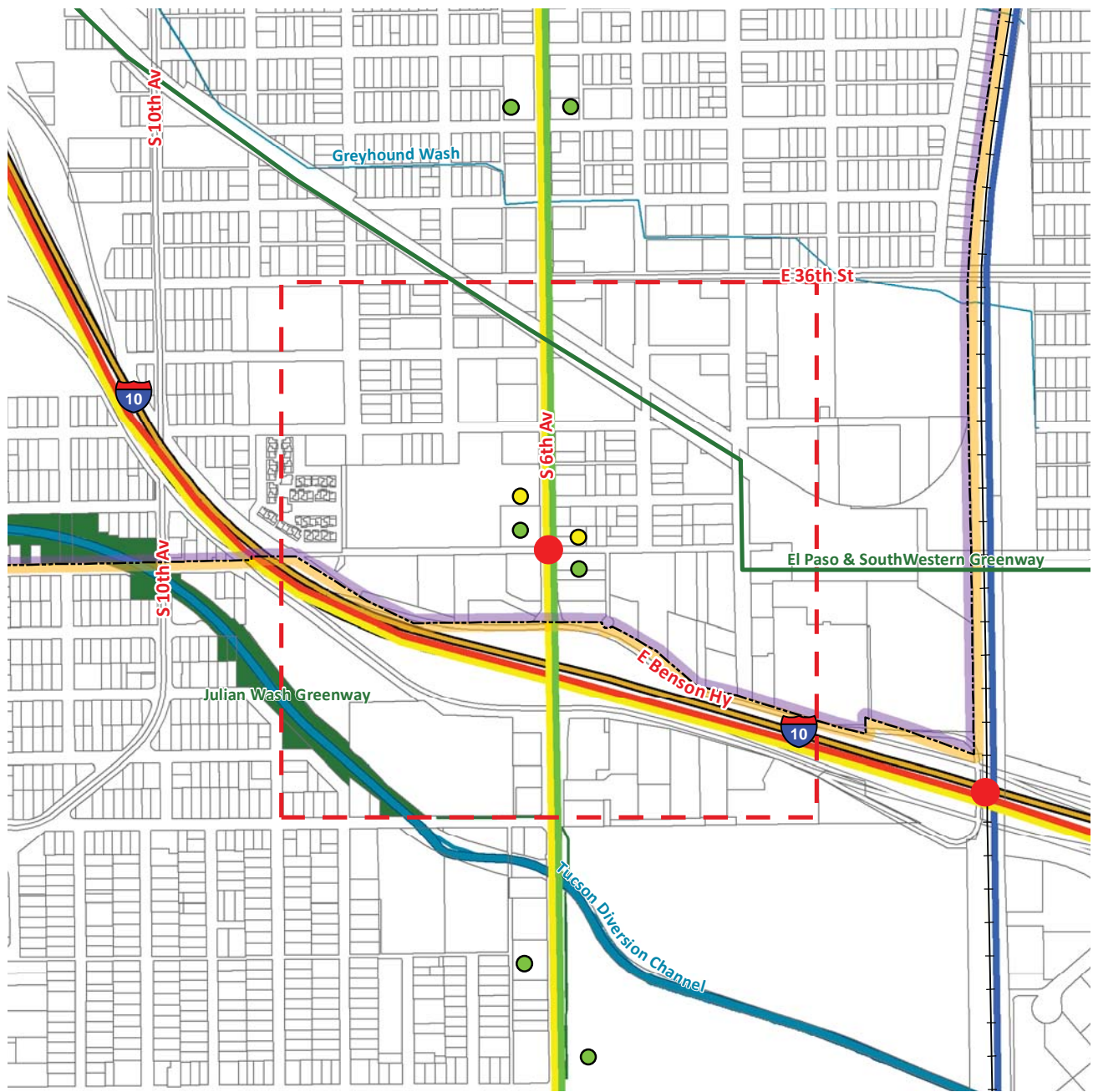
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- vacant land
- surface parking
- structured parking

6th + 39th
VACANT + PARKING

Drachman Institute | City of South Tucson

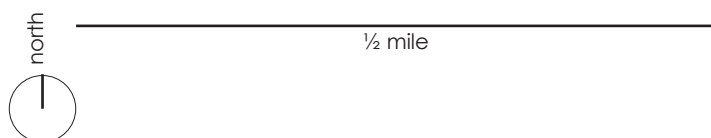
¼ mile





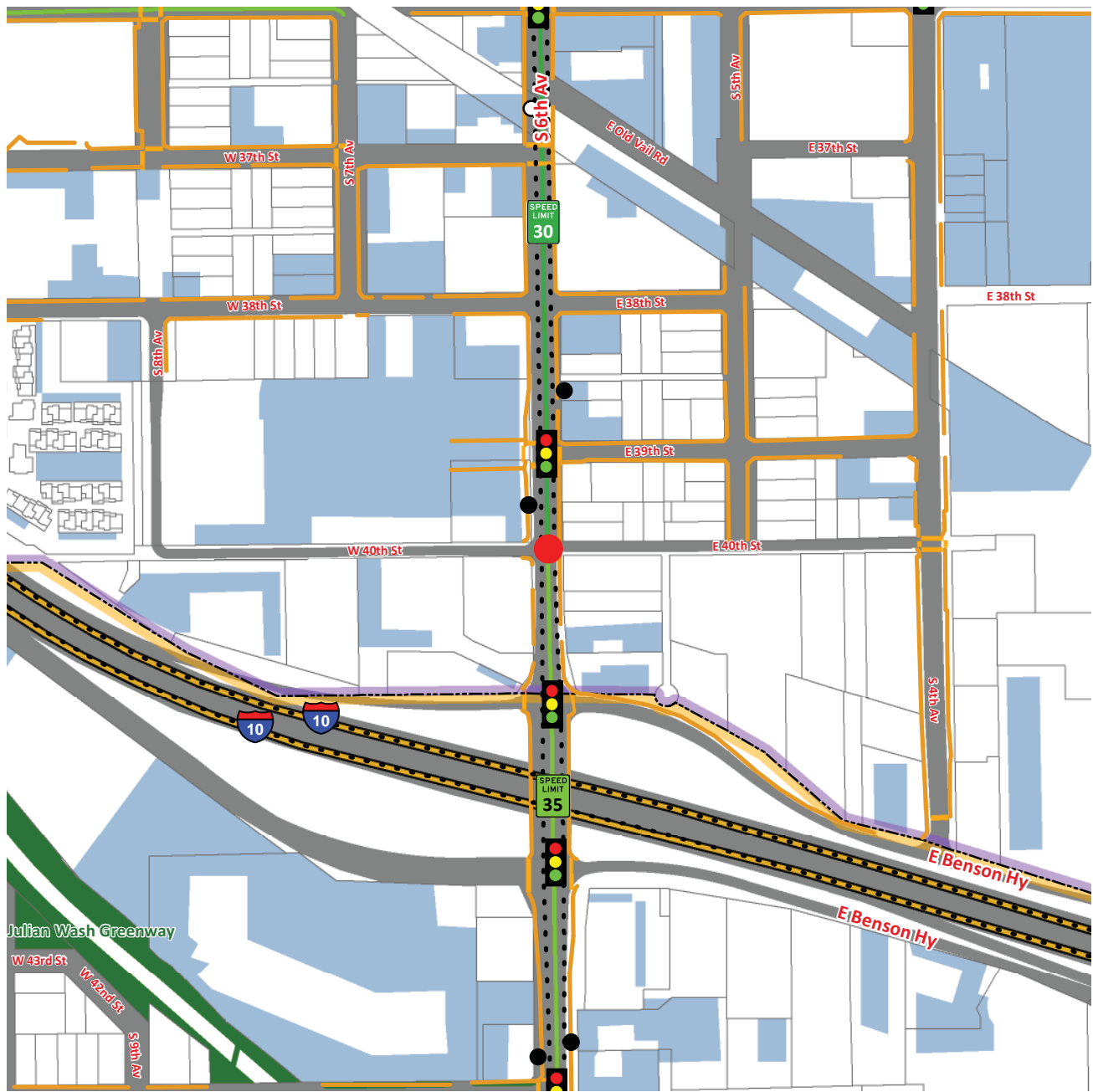
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area
- greenway
- wash
- park/plaza/open space



6th + 39th
PARKS + OPEN SPACE

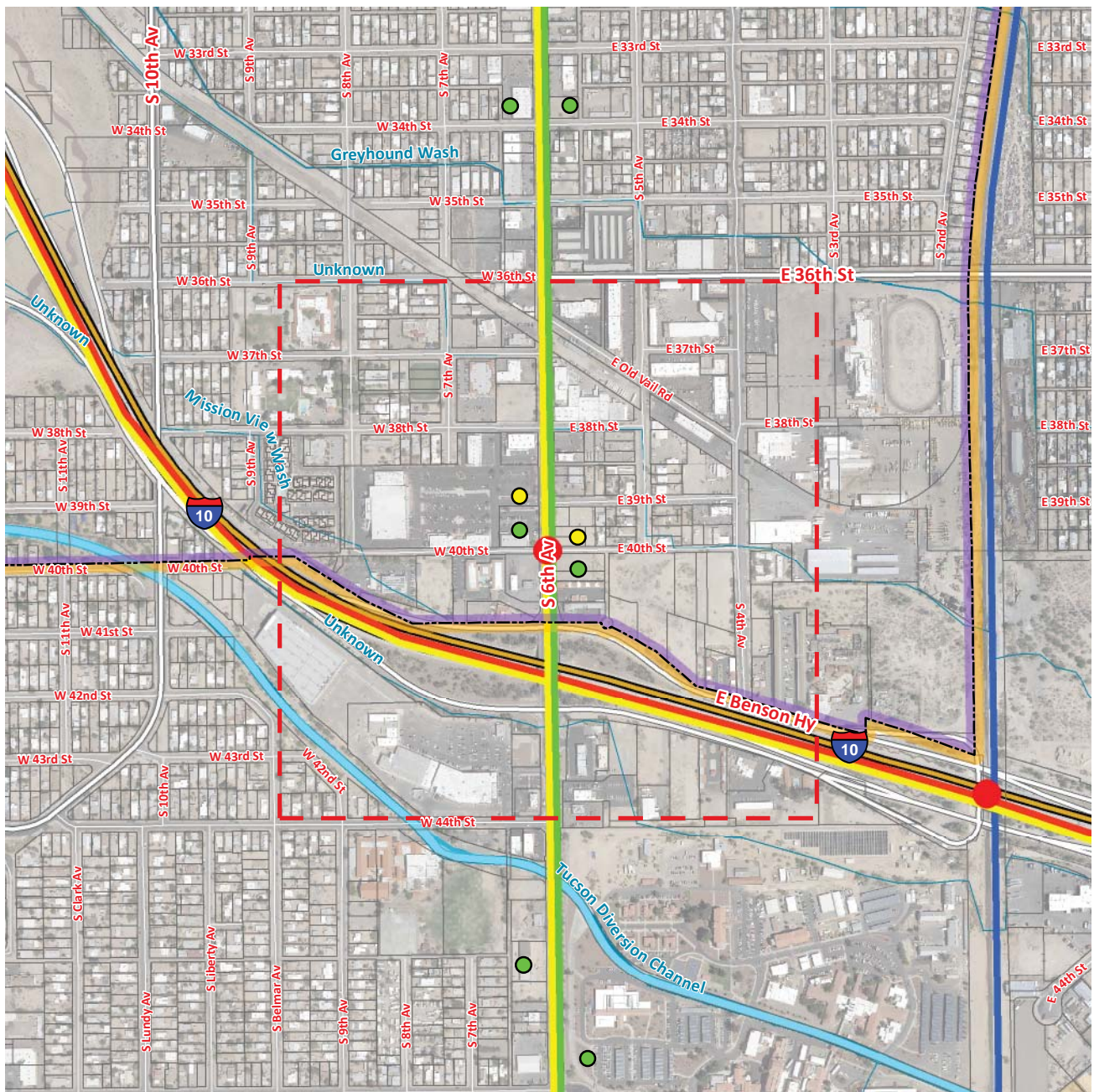
City of South Tucson | Drachman Institute



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

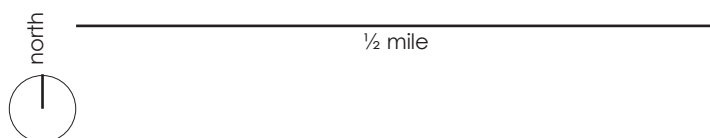
● proposed HCT station

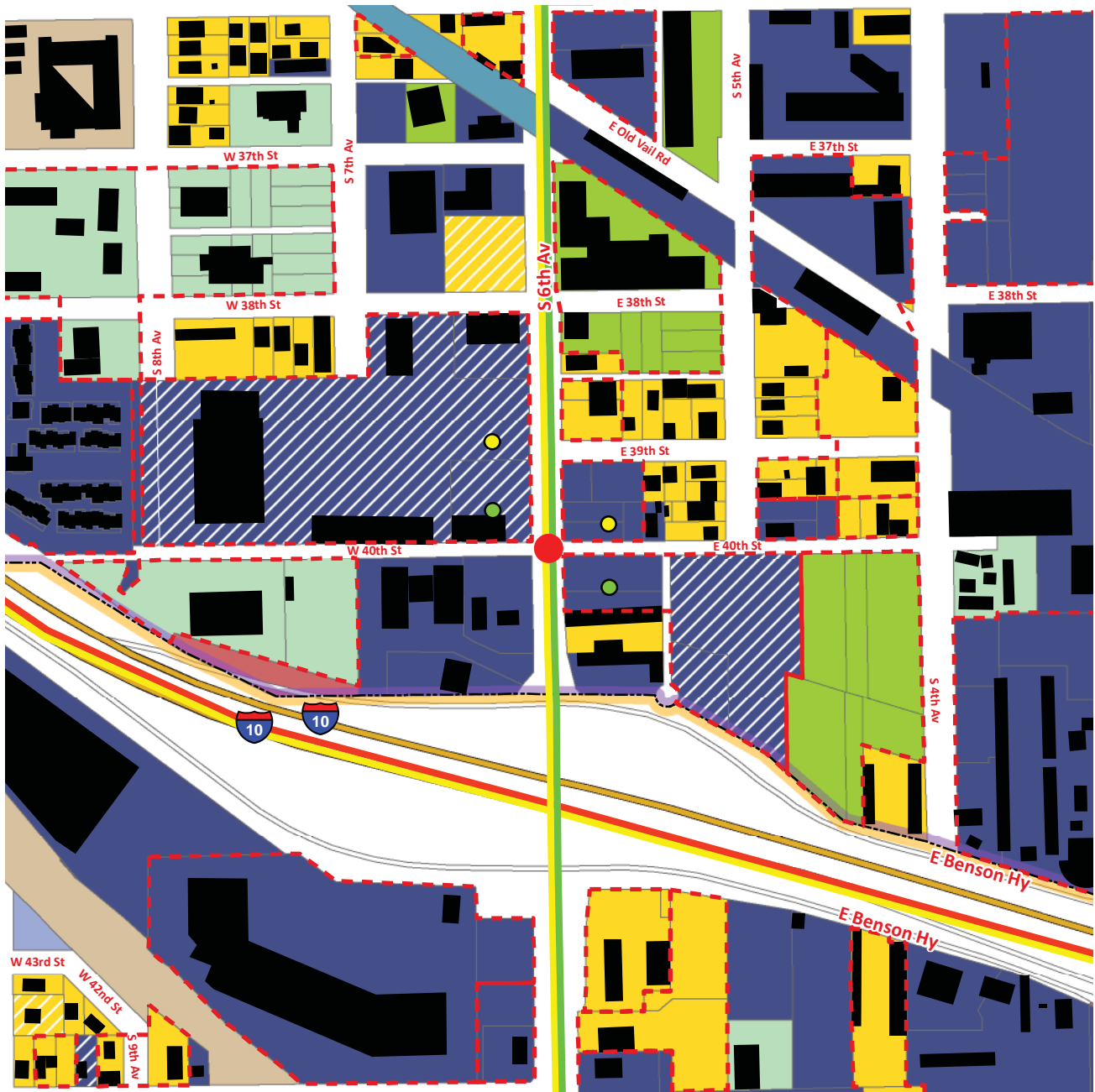
- ... existing bus route
- sheltered bus stop
- un-sheltered bus stop
- 🚦 traffic signal
- ▬ striped pedestrian crossing
- ▬ sidewalk
- ▬ paved surface streets
- ▬ surface parking
- ▬ park/plaza/open space



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

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area
- wash
- wash - major

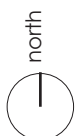


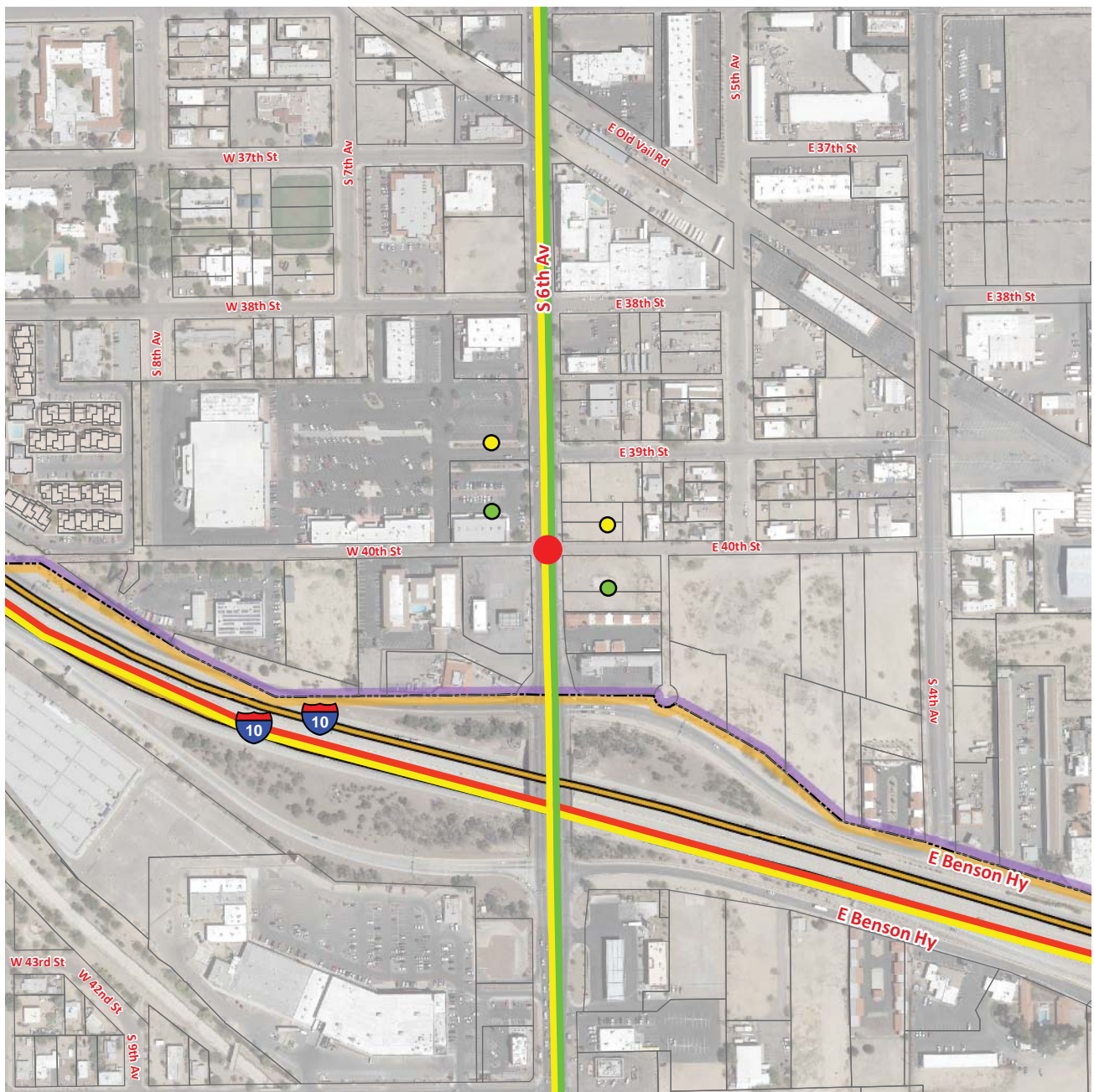


Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- | | |
|--|-----------------------------------|
| ● proposed HCT station | □ contiguously owned properties |
| —●— proposed streetcar extension/stop | ■ State of Arizona |
| — proposed express bus | ■ Pima County |
| —●— proposed bus rapid transit line/stop | ■ City of Tucson |
| | ■ Union Pacific Railroad |
| | ■ non-profit organization |
| | ■ LLC/corporate |
| | ■ LLC/corporate (multiple owners) |
| | ■ private |
| | ■ private (multiple owners) |
| | ■ religious |

6th + 39th OWNERSHIP

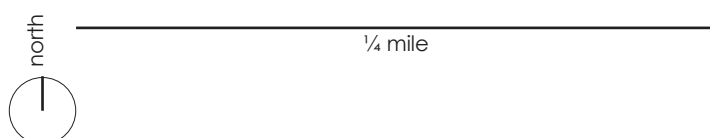




Pima County GIS Library, 2013; Pima Association of Governments, 2013; City of Tucson, 2013; Drachman Institute, 2014

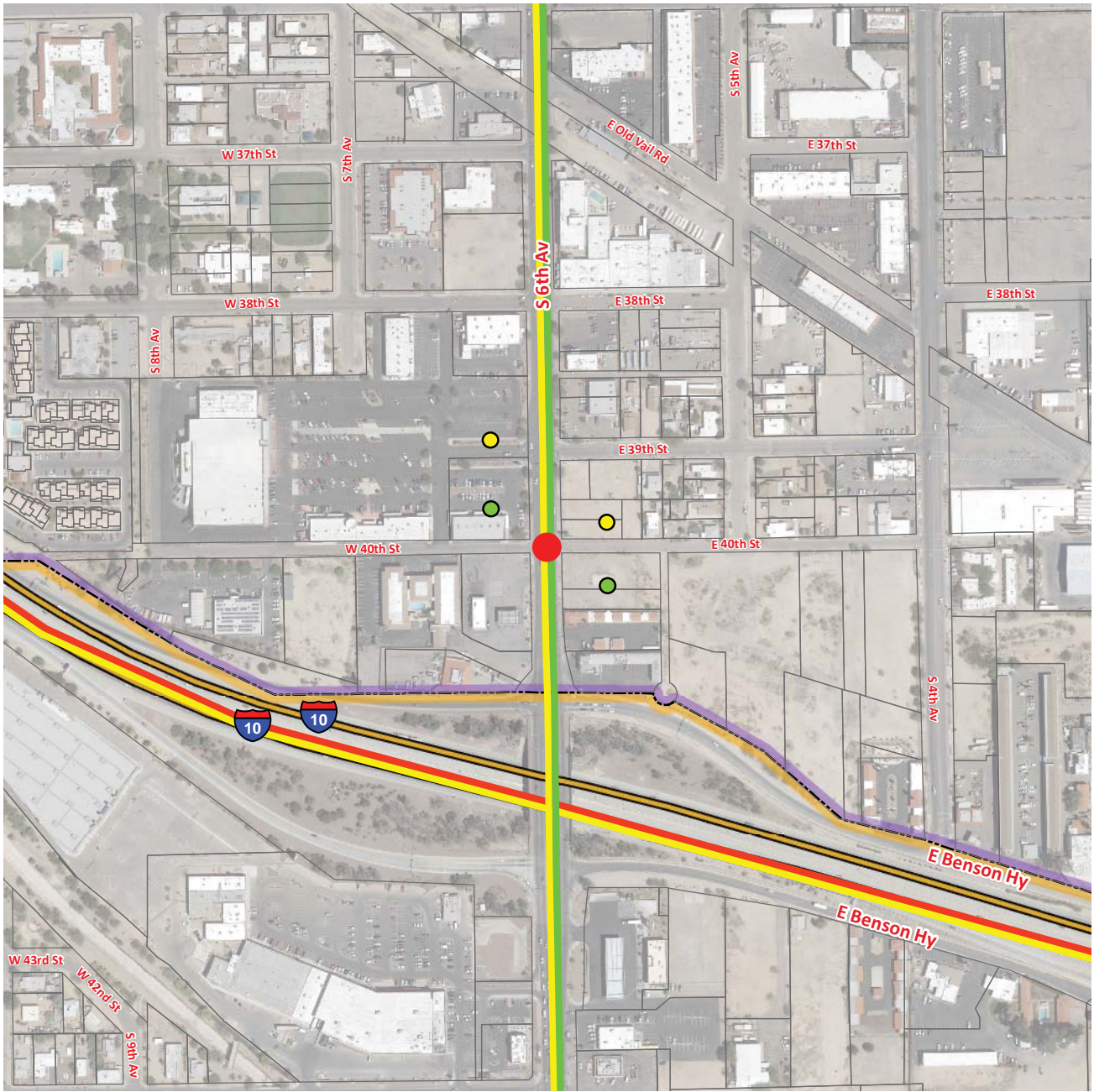
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop

According to current data, there are no historic districts or structures in this target area.



6th + 39th
HISTORIC DISTRICTS + PROPERTIES

City of South Tucson | Drachman Institute



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

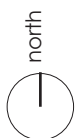
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop

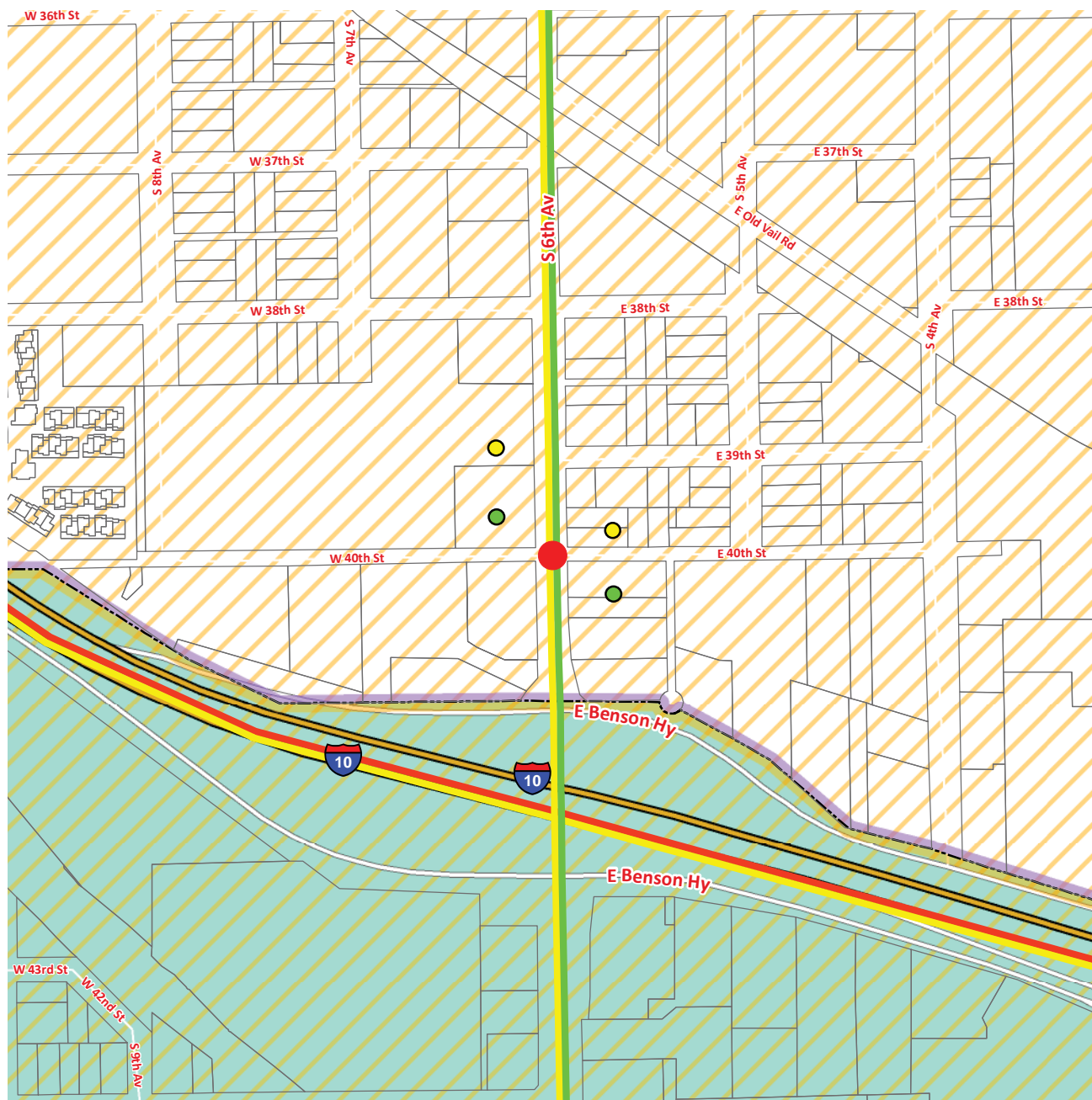
According to current data, there are no active neighborhood associations in this area.

6th + 39th NEIGHBORHOOD ASSOCIATIONS

Drachman Institute | City of South Tucson

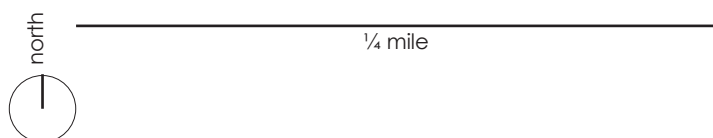
¼ mile





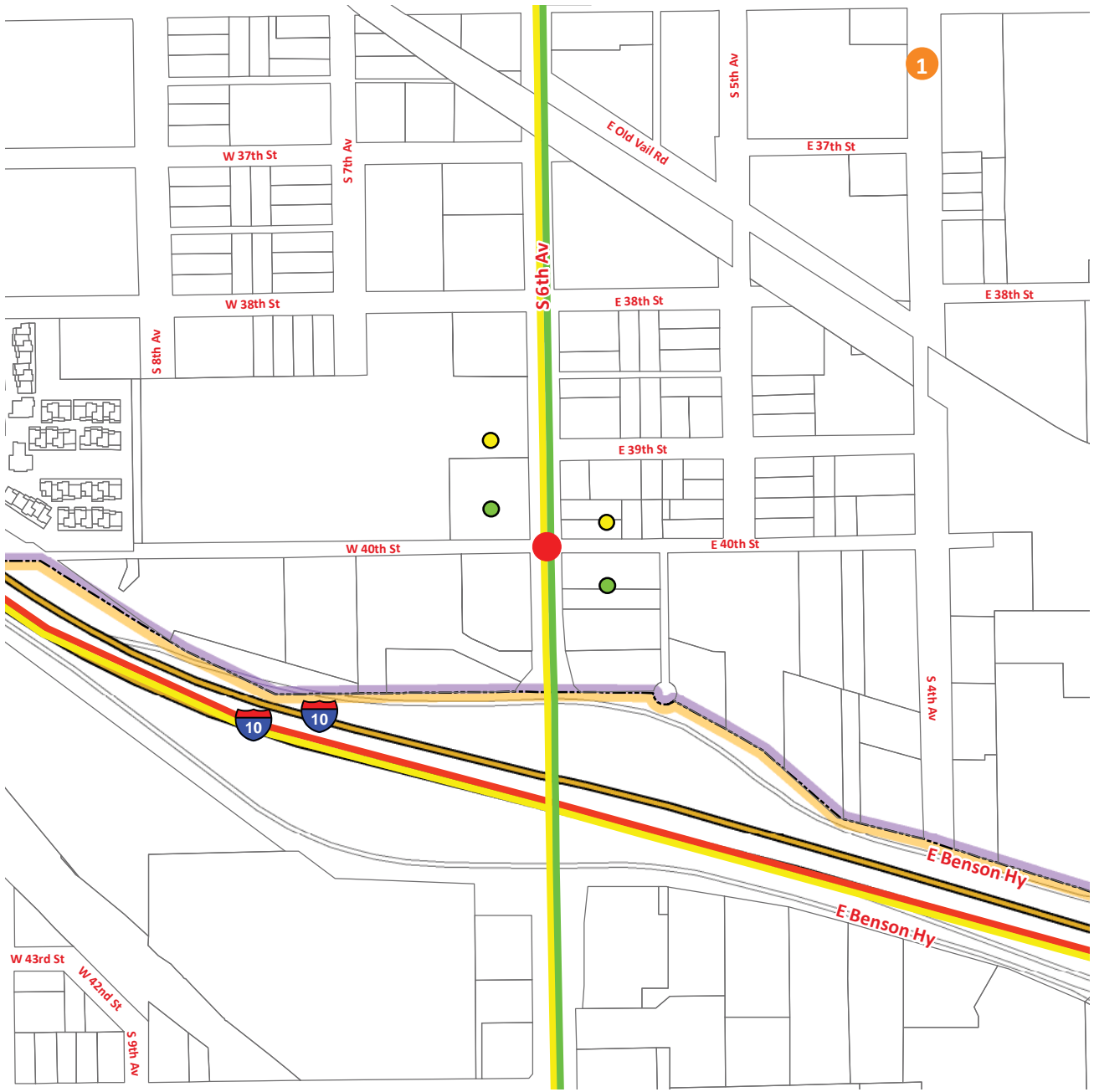
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- ▨ Pima County Board of Supervisors Districts
district 2
- ▨ City of Tucson Wards
ward 5



6th + 39th
POLITICAL BOUNDARIES

City of South Tucson | Drachman Institute



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

events key

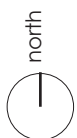
- proposed HCT station
 - proposed streetcar extension/stop
 - proposed express bus
 - proposed bus rapid transit line/stop
1. Feria de Sur Tucson

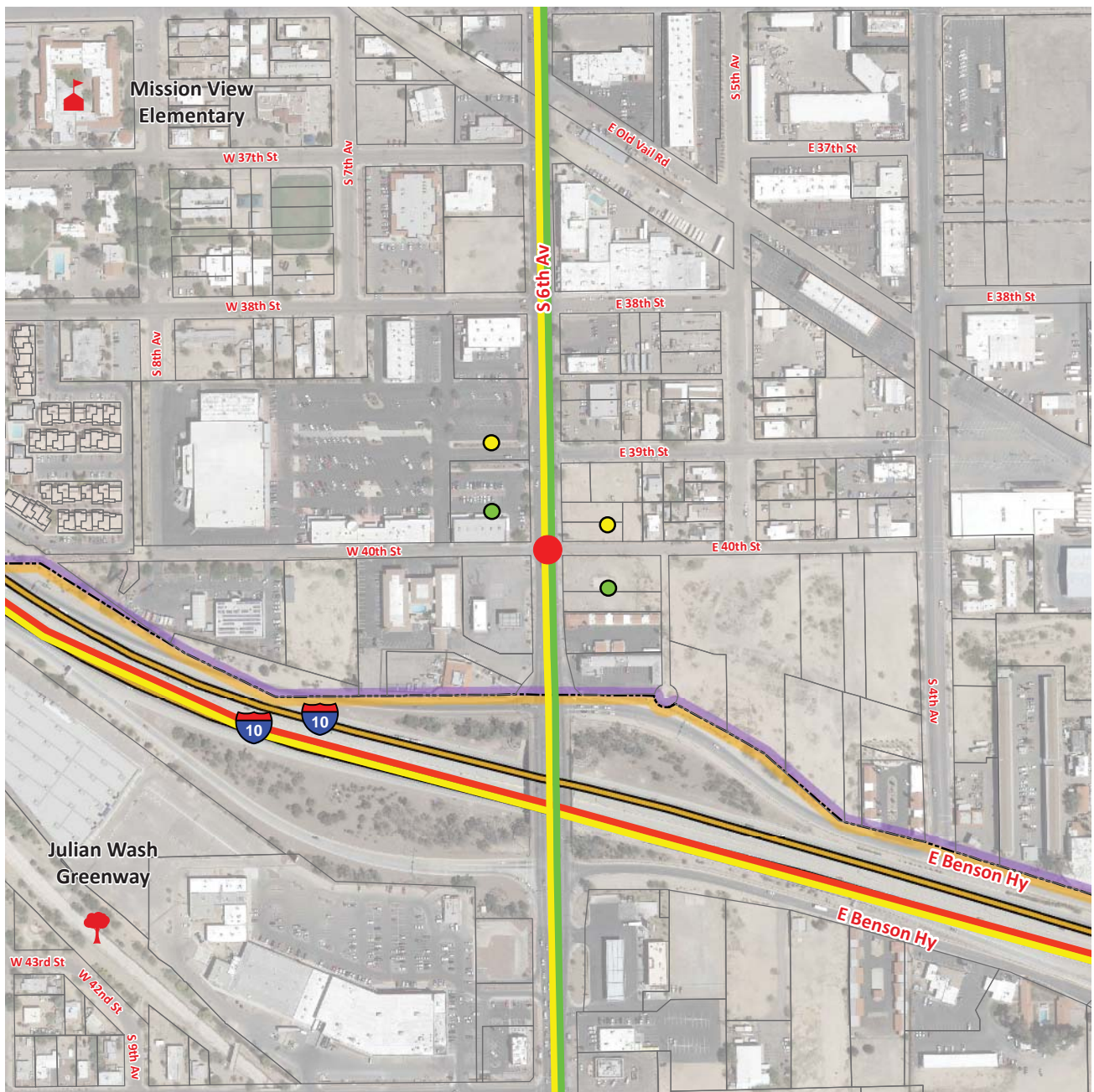
6th + 39th

EVENTS + TEMPORARY INSTALLATIONS

Drachman Institute | City of South Tucson

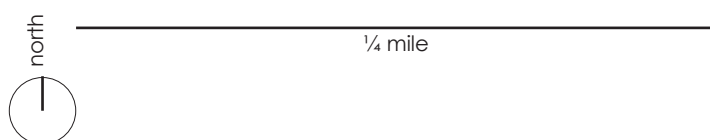
1/4 mile





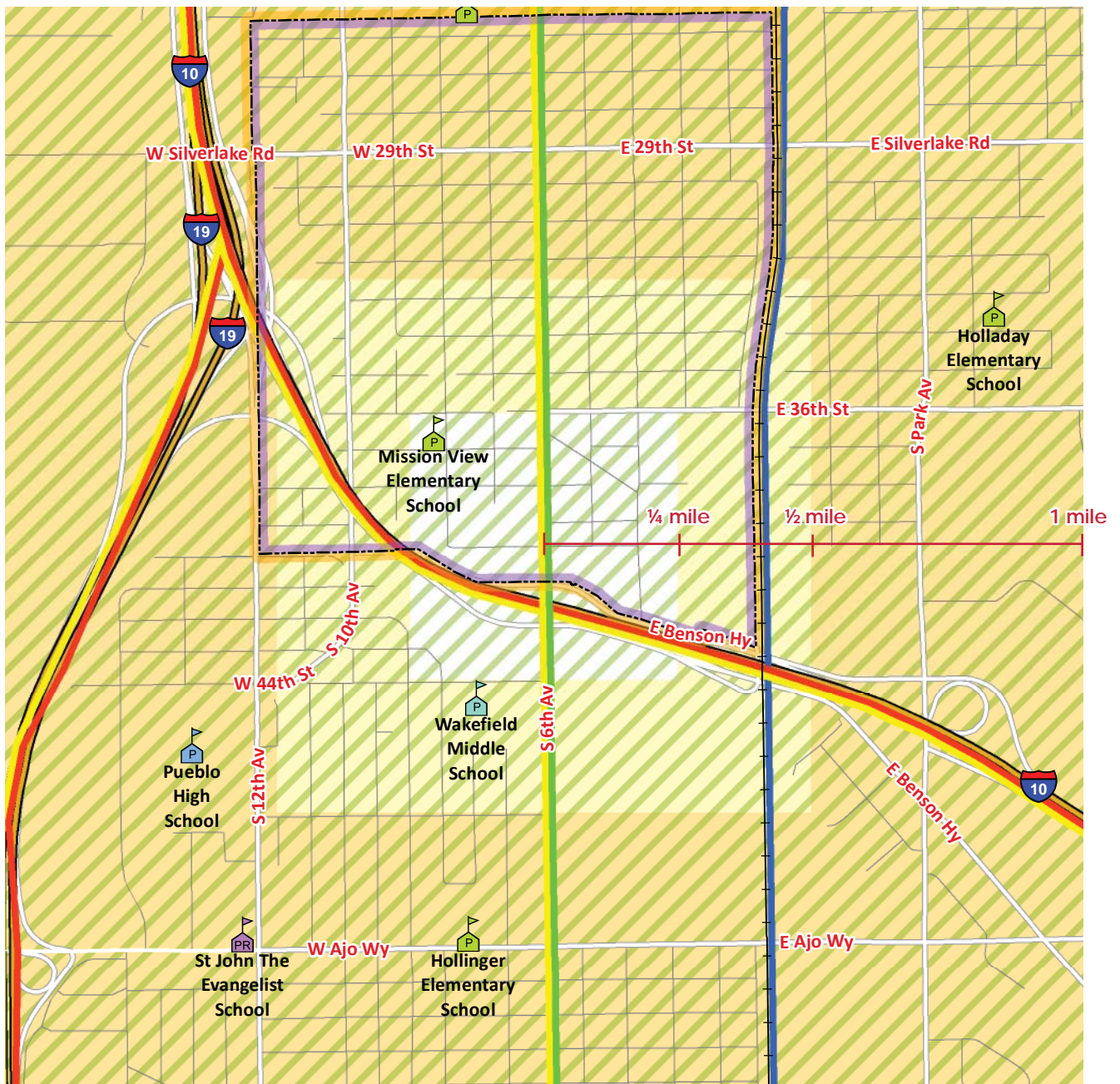
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- 🌳 park
- 🚩 school



6th + 39th
LANDMARKS

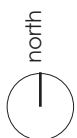
City of South Tucson | Drachman Institute



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

- | | | | |
|---|--------------------------------------|----|--------------------------------|
| ● | proposed HCT station | P | public |
| — | proposed streetcar extension/stop | PR | private |
| — | proposed express bus | C | charter |
| — | proposed bus rapid transit line/stop | 🏠 | elementary school |
| — | proposed intercity rail | 🏫 | middle school |
| | | 🏫 | high school |
| | | 🏠 | other |
| | | 🏫 | post secondary school |
| | | 🌿 | Tucson Unified School District |

6th + 39th AREA SCHOOLS



List of Local Schools

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

1. Mission View Elementary School

2600 E 8th Ave

Public PK-5

302 students in 2012

88.4% free/reduced lunch

14.3:1 student teacher ratio

Rank 1058 out of 1089

Arizona State Percentile 2.8%

469 reading score (5th grade)

376 math score (5th grade)

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

2. Wakefield Middle School

101 W 44th St

Public 6-8

449 students in 2012

81.1% free/reduced lunch

14:1 student teacher ratio

Rank 695 out of 760

Arizona State Percentile 8.6%

484 reading score (8th gr)

395 math score (8th gr)

- **WITHIN 1 MILE OF STOP**

3. Holladay Elementary School

1110 E 33rd St

Public Magnet PK-5

260 students in 2012

62.7% free/reduced lunch

23.6:1 student teacher ratio

Rank 1062 out of 1089

Arizona State Percentile 2.5%

456 reading score (5th grade)

348 math score (5th grade)

4. Hollinger Elementary School

150 E Ajo Wy

Public PK-5

443 students in 2012

77.9% free/reduced lunch

18.4:1 student teacher ratio

Rank 517 out of 760

Arizona State Percentile 52.5%

506 reading score (5th grade)

387 math score (5th grade)

5. St John the Evangelist School

600 W Ajo Wy

Private K-8

165 students in 2012

10.6:1 student teacher ratio

6. Pueblo High School

3500 S 12th Ave

Public 9-12

1706 students in 2012

65.8% free/reduced lunch

18.4:1 student teacher ratio

Rank 369 out of 498

Arizona State Percentile 25.9%

682 reading score (10th gr)

465 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

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 + 39th
BUSINESSES



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

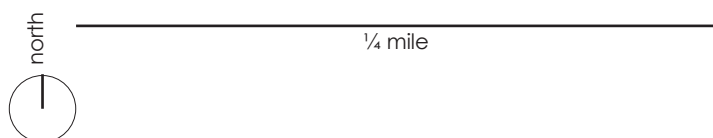
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop

Northwest quadrant: Rent-a-Center

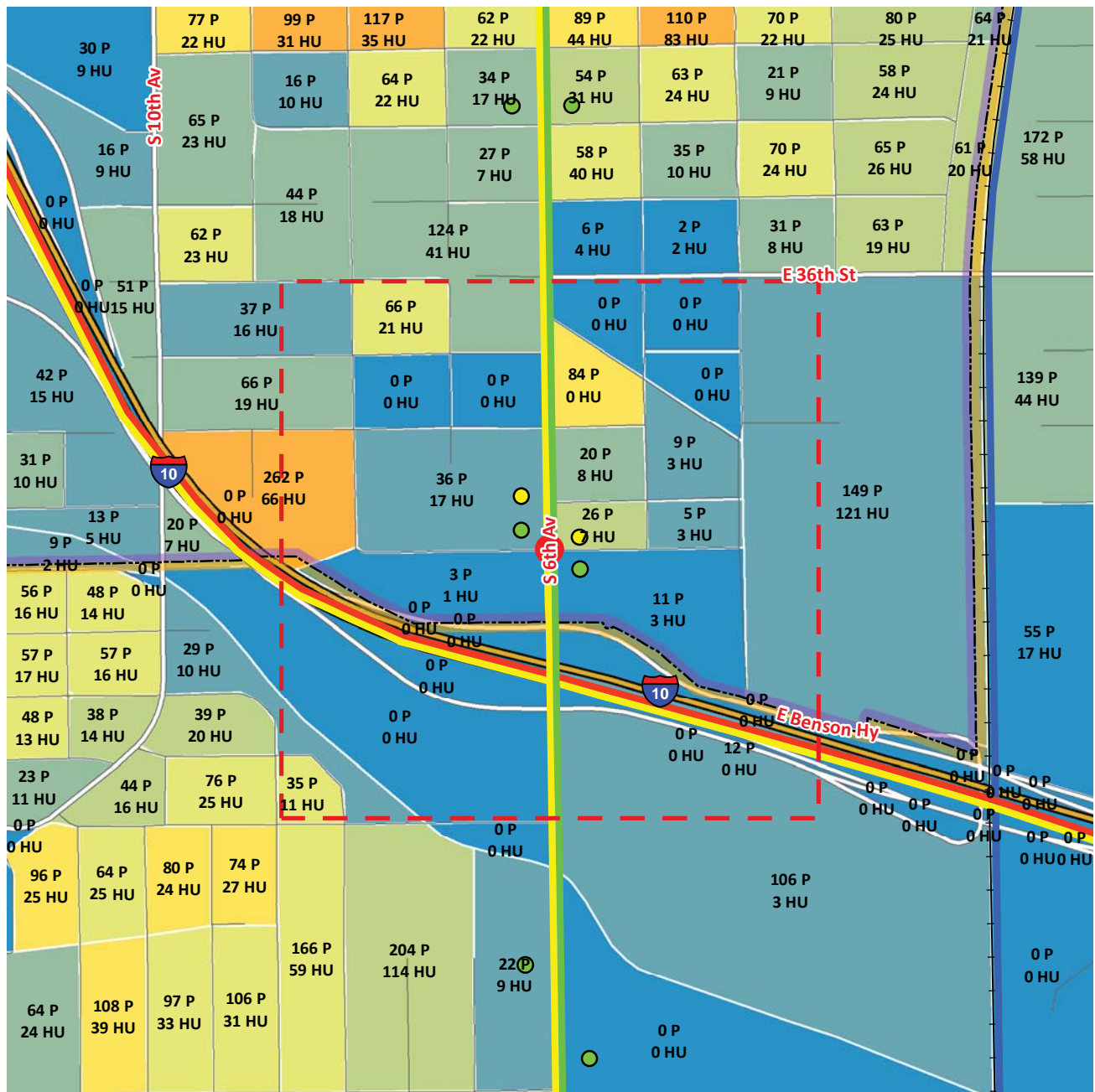
Northeast quadrant: Check Cashing business and Insurance office

Southwest quadrant: Cool Smiles General Dentistry, strip mall, and Food City

Southeast quadrant: Vacant



6th + 39th
BUSINESSES



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

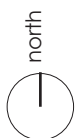
- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail

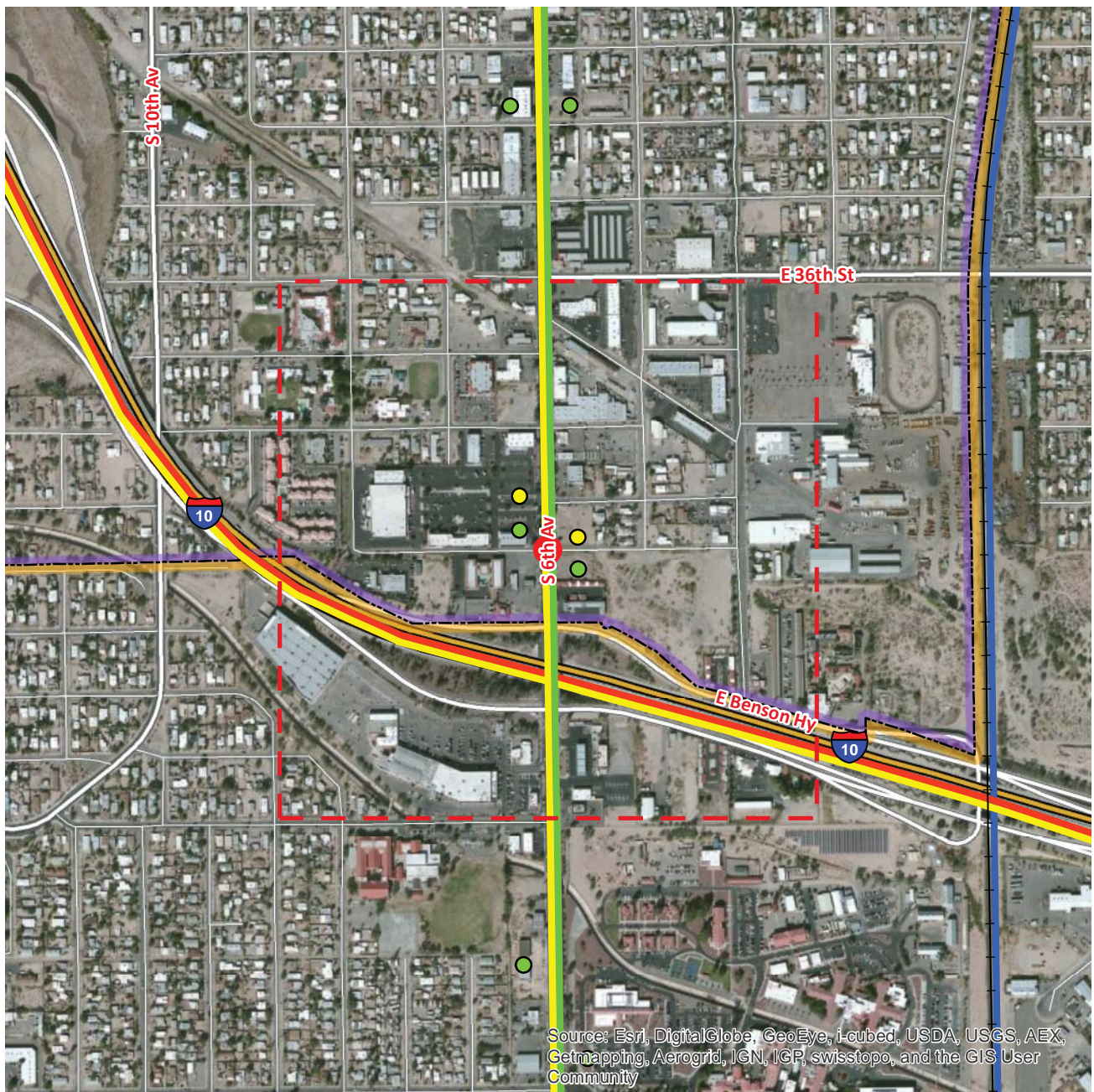
- ¼ mile area
- P total population per census block
- HU total housing units per census block

Population density per square mile

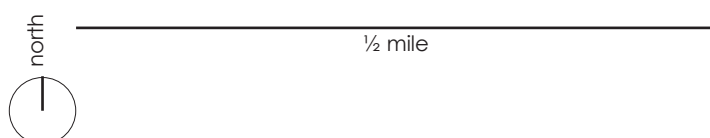
0 -1,000	12,000 - 15,000
1,000 - 3,000	15,000-30,000
3,000 - 6,000	30,000 - 50,000
6,000 - 9,000	50,000 - 100,000
9,000 - 12,000	100,000 - 185,513

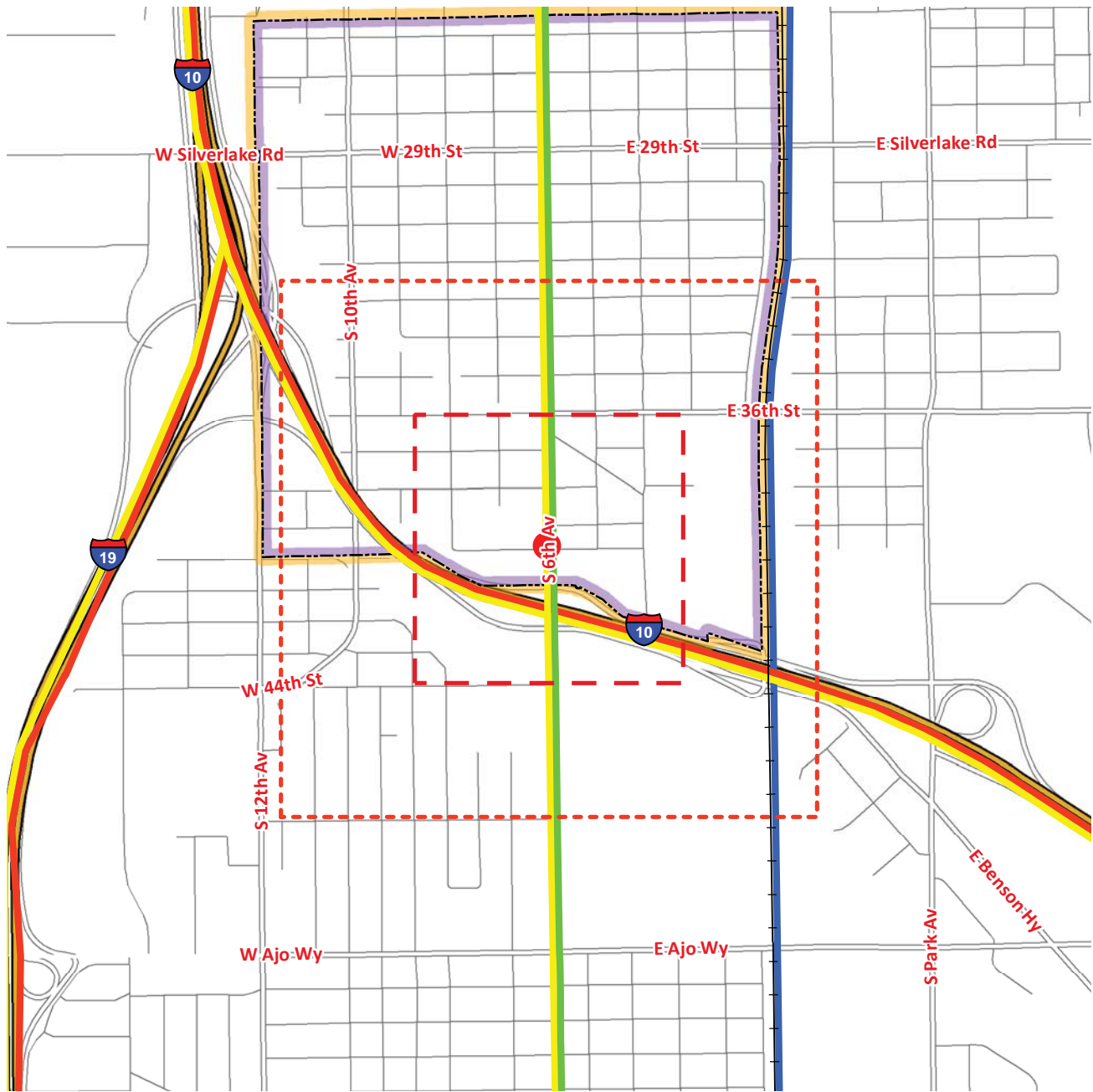
6th + 39th
POPULATION DENSITY





- proposed HCT station
 - proposed streetcar extension/stop
 - proposed express bus
 - proposed bus rapid transit line/stop
 - proposed intercity rail
- 1/4 mile area

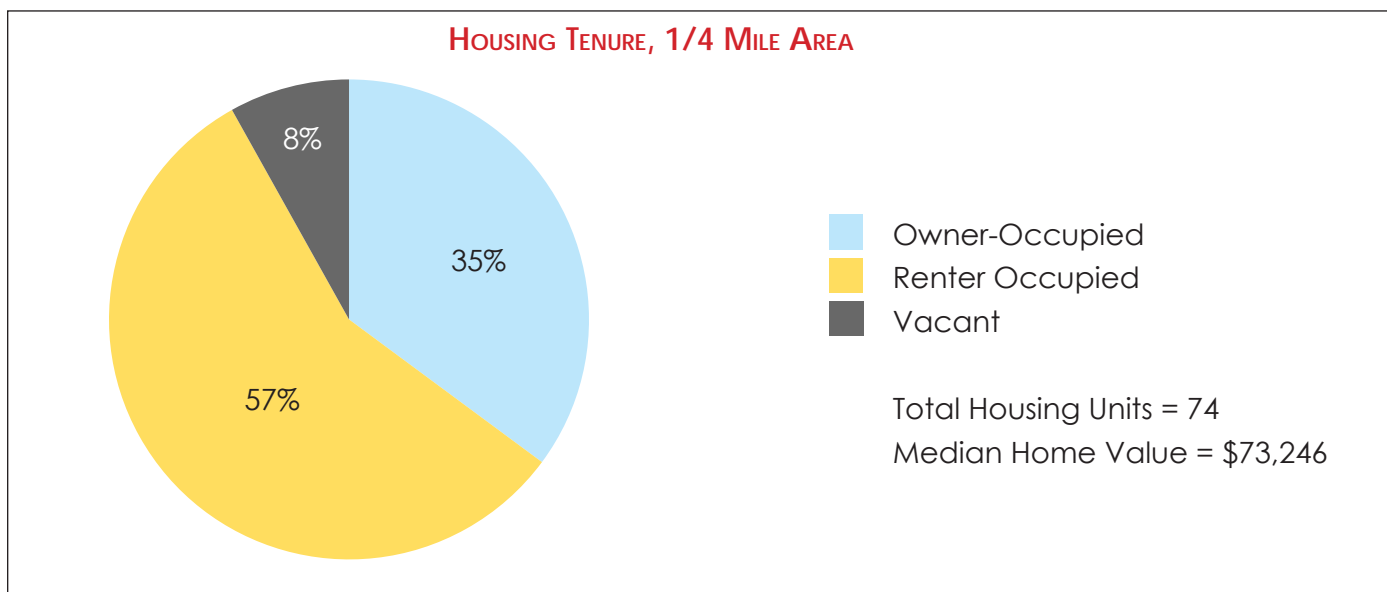
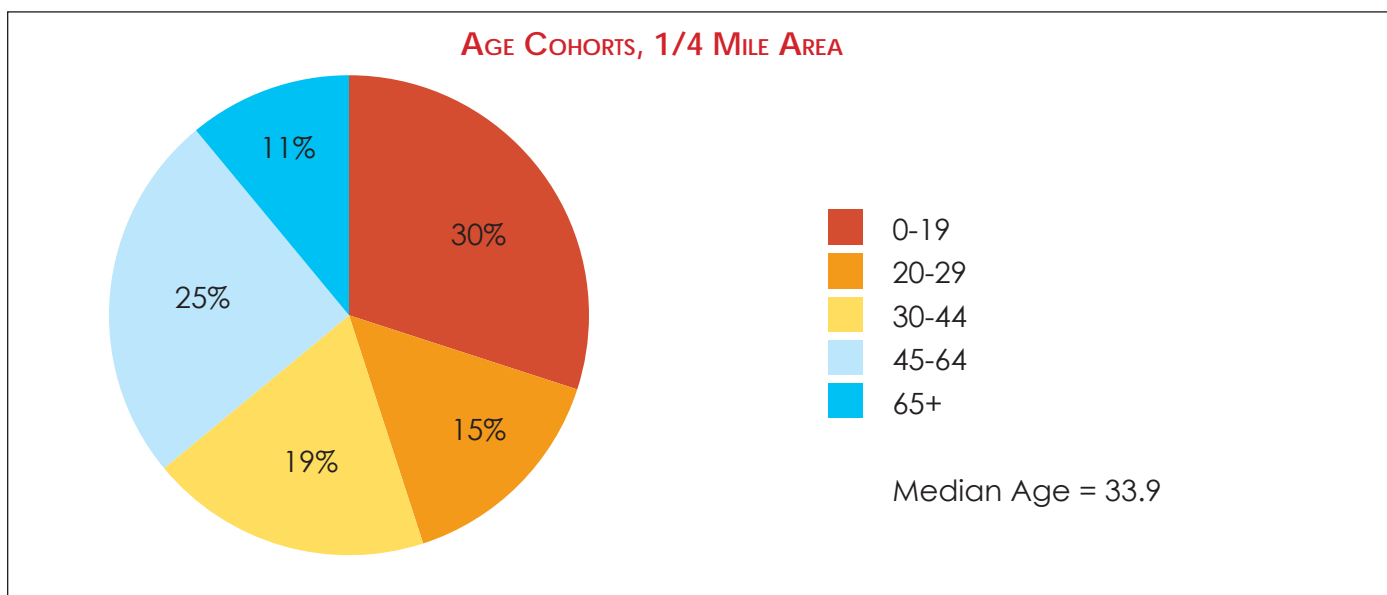




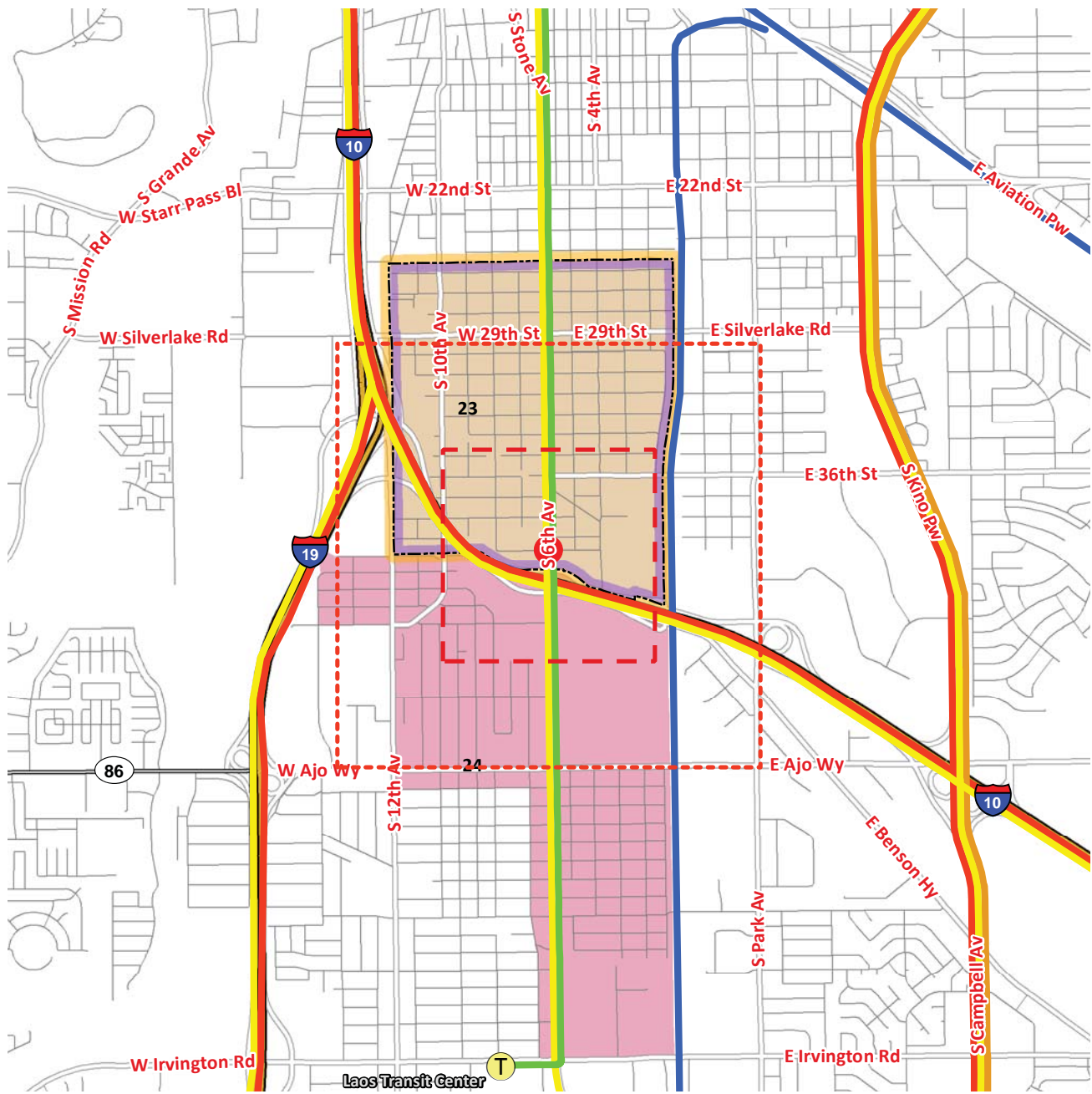
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension
- proposed express bus
- proposed bus rapid transit
- proposed intercity rail
- 1/4 mile area
- 1 mile area

DEMOGRAPHICS BY TARGET AREA			
	1/4 MILE AREA	1 MILE AREA	CITY OF SOUTH TUCSON
Population (2010)	307	4,332	5,652
Households (2010)	68	1,309	1,827
Hispanic (%)	78.2%	81.7%	78.5%
Median Income (2012)	\$15,000	\$20,771	\$15,776
Projected Median Income 2017	\$14,750	\$22,967	\$16,883



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.



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

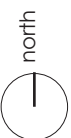
- proposed HCT station
- proposed streetcar extension
- proposed express bus
- proposed bus rapid transit
- proposed light rail
- proposed intercity rail
- 1/4 mile area
- 1 mile area
- census tracts**
- tract 23
- tract 24

6th + 39th

DEMOGRAPHICS BY CENSUS TRACTS

Drachman Institute | City of South Tucson

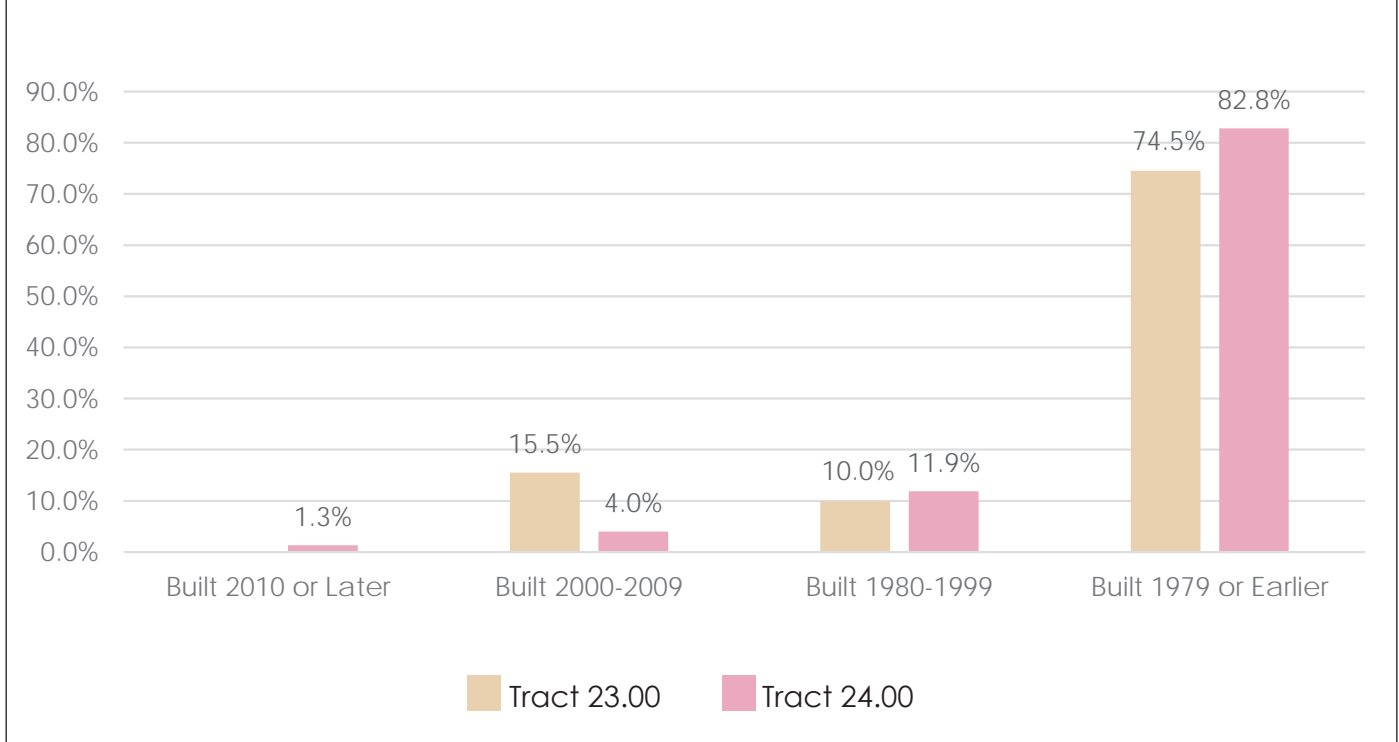
1 mile



DEMOGRAPHICS & HOUSING CHARACTERISTICS BY CENSUS TRACT

	TRACT 23	TRACT 24	CITY OF SOUTH TUCSON
Total Population	5,606	5,853	5,669
Total Housing Units	2,195	2,105	2,205
Homeowner Vacancy Rate	0.0%	0.0%	0.0%
Rental Vacancy Rate	7.3%	6.1%	7.3%
Single Family Detached (%)	53.6%	72.7%	53.8%
Median Home Value	\$81,500	\$90,400	\$82,200
% of Families with Income Below Poverty Level	44.6%	28.2%	44.2%
% of Homeowners Paying 30% or More of their Income on Housing	39.4%	33.8%	38.7%
% of Renters Paying 30% or More on Rent	63.7%	83.4%	63.7%

AGE OF HOUSING STOCK BY CENSUS TRACT

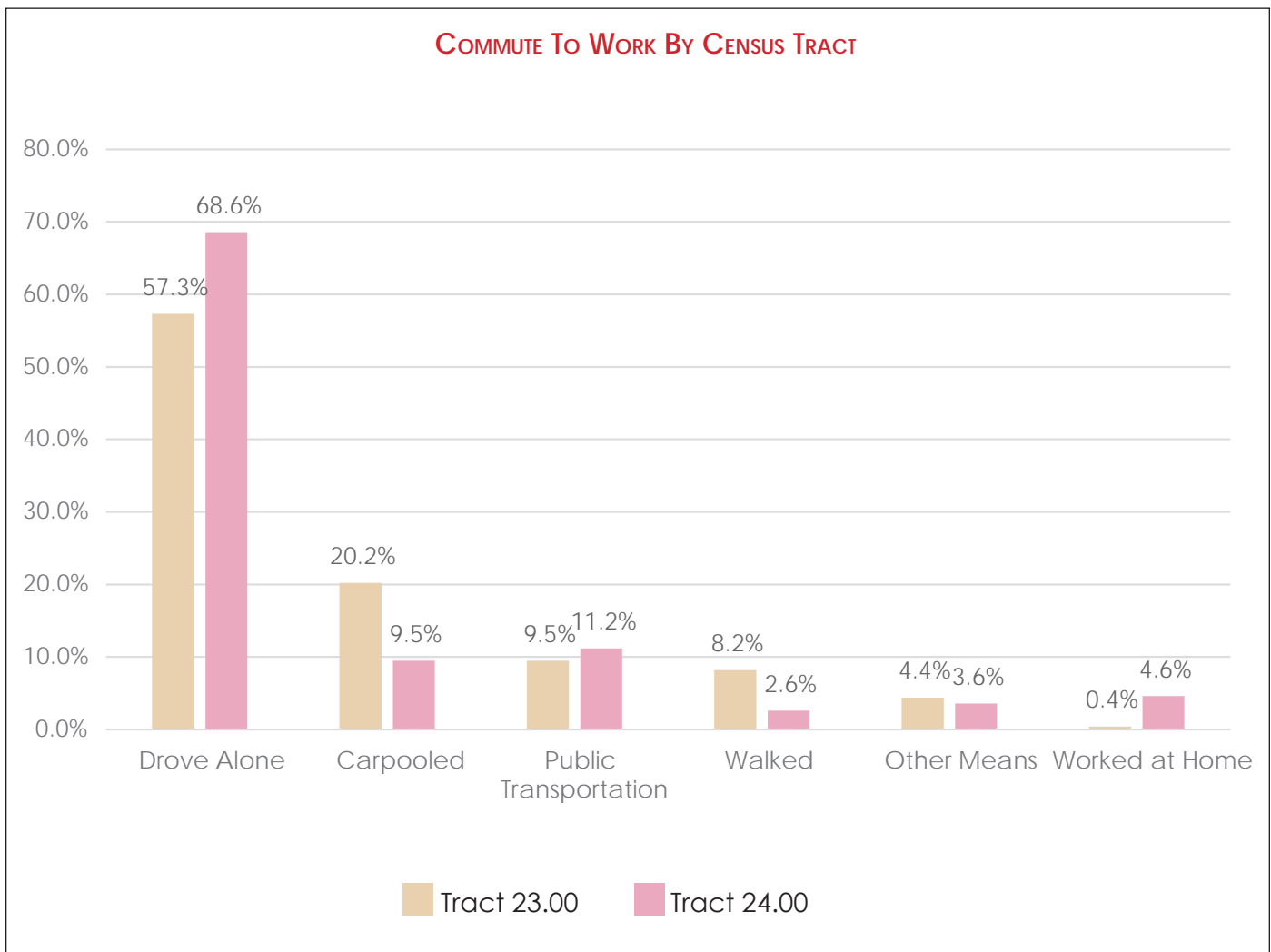


Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

COMMUTING CHARACTERISTICS BY CENSUS TRACT

	TRACT 23	TRACT 24	CITY OF SOUTH TUCSON
Total Population	5,606	5,853	5,669
# Workers Age 16+ Commuting to Work	1,891	2,055	1,919
Mean Travel Time to Work (Minutes)	21.9	26.4	21.8
Vehicles Available			
None	26.3%	18.7%	26.1%
One	41.9%	48.5%	41.6%
Two or More	31.8%	32.9%	32.2%

COMMUTE TO WORK BY CENSUS TRACT



Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

6th + 39th

COMMUTING BY CENSUS TRACTS

Drachman Institute | City of South Tucson

CITY OF SOUTH TUCSON PROPOSED HCT STOPS: DEMOGRAPHIC & HOUSING COMPARISON (1 MILE AREA)				
	6TH & 29TH	6TH & 39TH	I-10 & INTERCITY RAIL	CITY OF SOUTH TUCSON
Total Population	6,252	4,332	889	5,652
Median Age	33.2	31.2	33.3	32.2
Households with Children Under 18	39.7%	41.8%	37.5%	39.7%
Median Income (2012)	\$15,688	\$20,771	\$16,851	\$15,776
Total Housing Units	2,201	1,536	318	2,137
Occupied-Owner	31.5%	36.3%	36.5%	31.0%
Occupied-Renter	54.4%	49.0%	43.1%	54.5%
Vacant	14.1%	14.7%	20.4%	14.5%
Median Home Value	\$75,281	\$70,595	\$73,155	\$71,866

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.

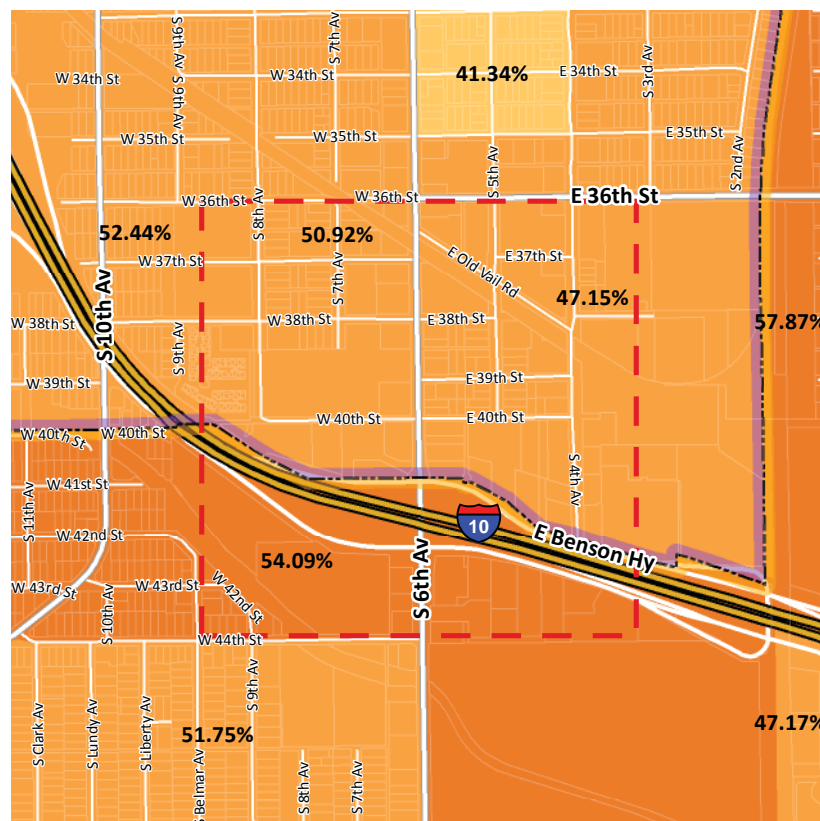
Location Affordability

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.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>.

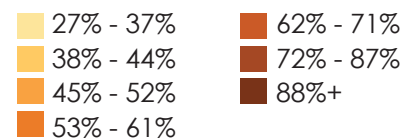
1 Center for Transit-Oriented Development. 2009. “Mixed-Income Housing Near Transit: Increasing Affordability With Location Efficiency.” On-line: <http://www.reconnectingamerica.org/assets/uploads/091030ra201mixedhousefinal.pdf>.

2 Center for Neighborhood Technology. 2012. “<http://www.cnt.org/tcd/location-efficiency>.”



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.

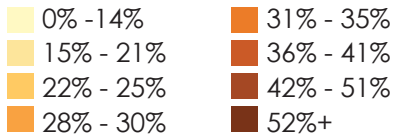


■ Data not available

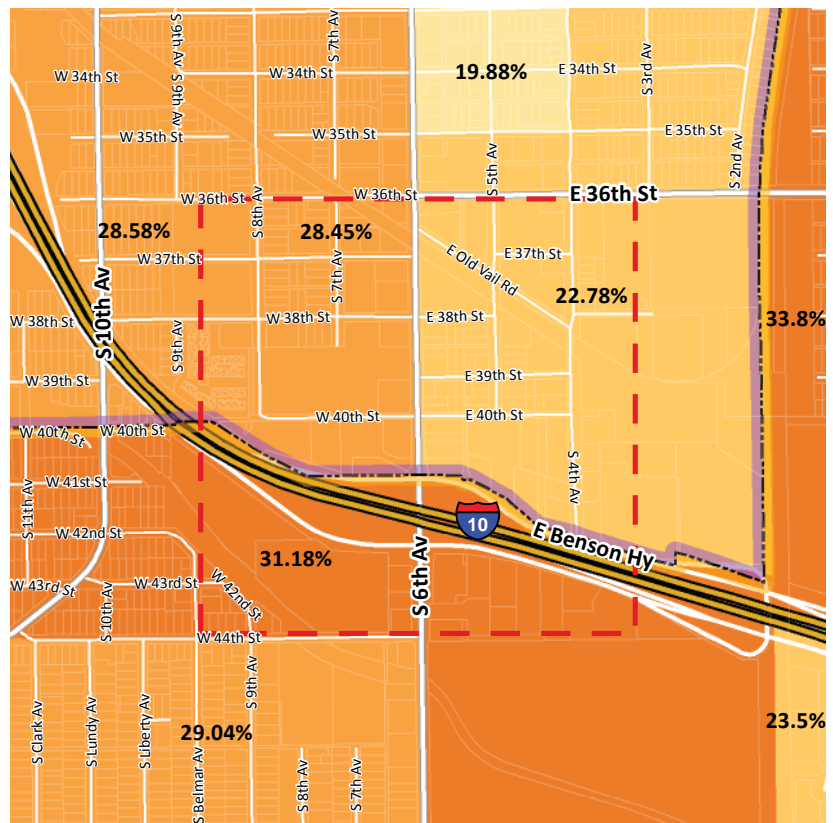
HOUSING COST

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 north of Interstate 10.



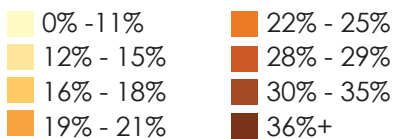
■ Data not available



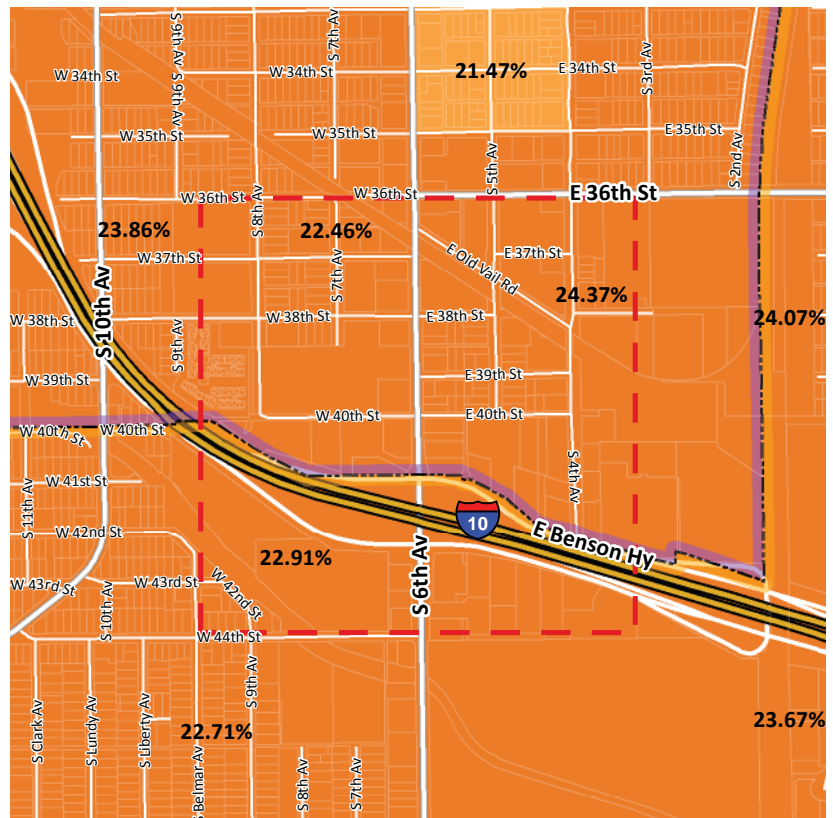
TRANSPORTATION COST

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.

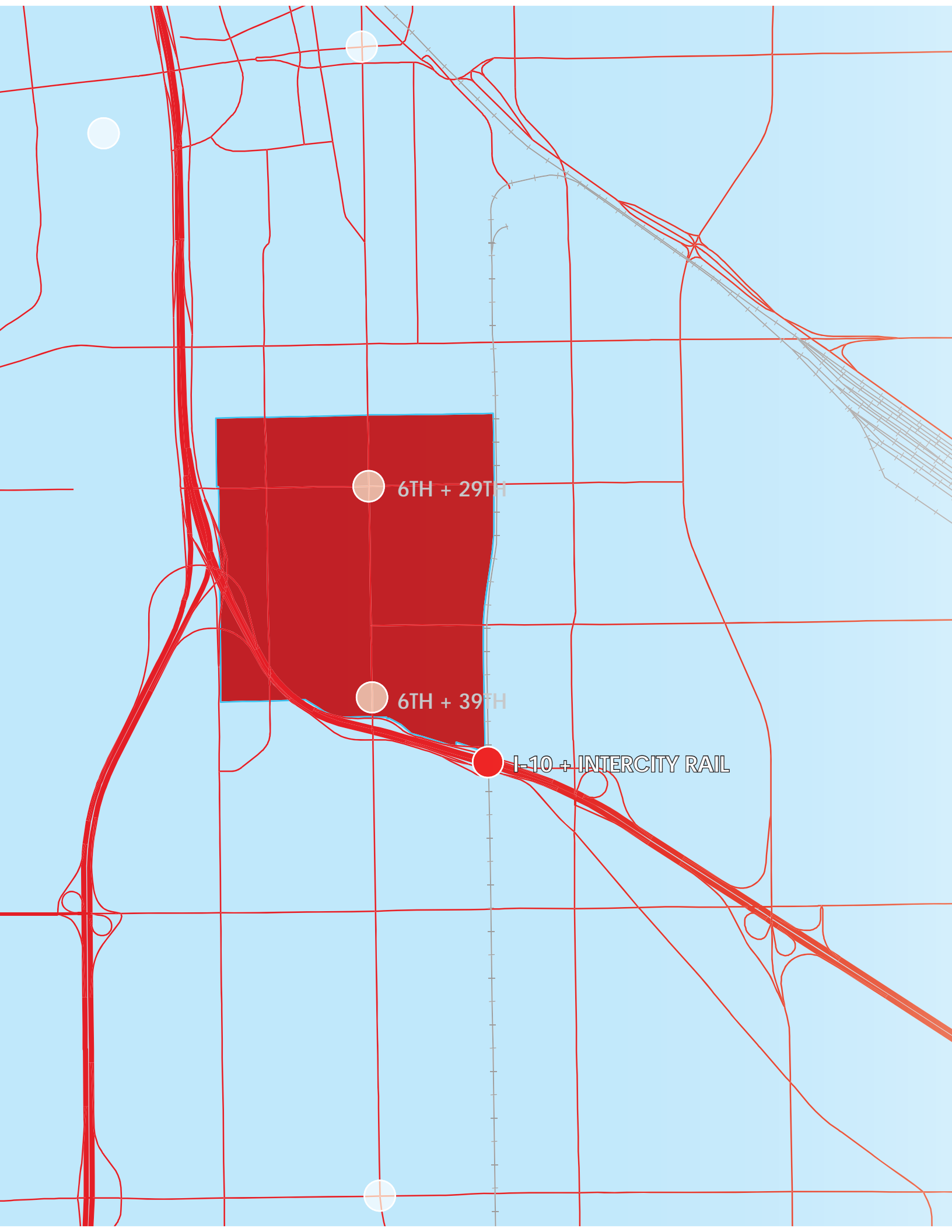


■ Data not available



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>.

6th + 39th
LOCATION AFFORDABILITY





I-10 & intercity rail

CITY OF SOUTH TUCSON

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I-10 & INTERCITY RAIL

Description and Impressions

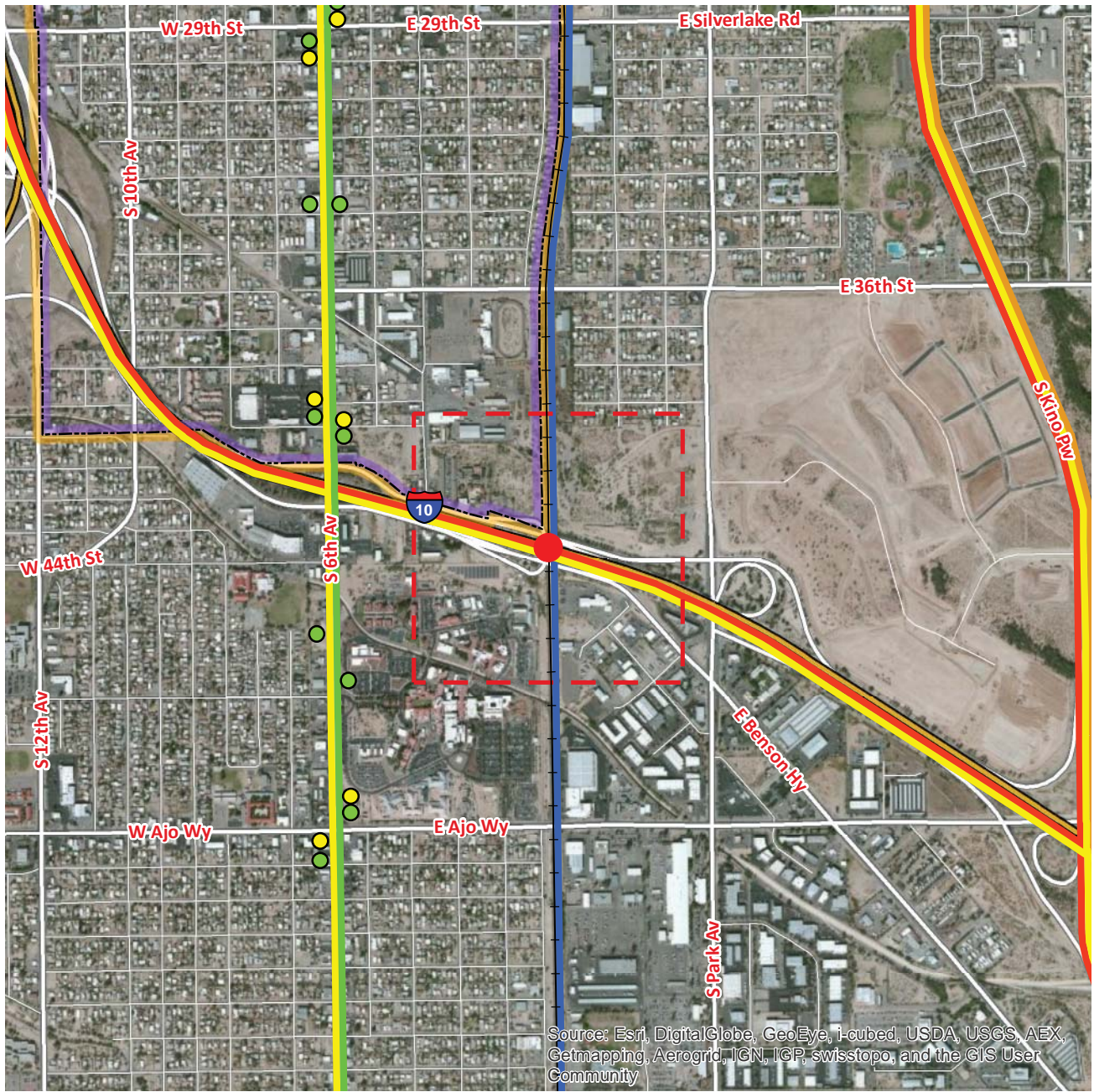
North of Interstate 10: Primarily vacant land.

Northwest: The site of the historic Spanish Trail Motel. The motel was a thriving business from the 1960s-1980s with an olympic-size swimming pool, restaurant, and nighttime entertainment. It has since been boarded-up and left vacant.

Southeast of the Interstate: An industrial area and Rush Truck Center.

Southwest quadrant: The Southern Arizona VA Health Care System complex.



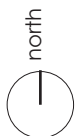


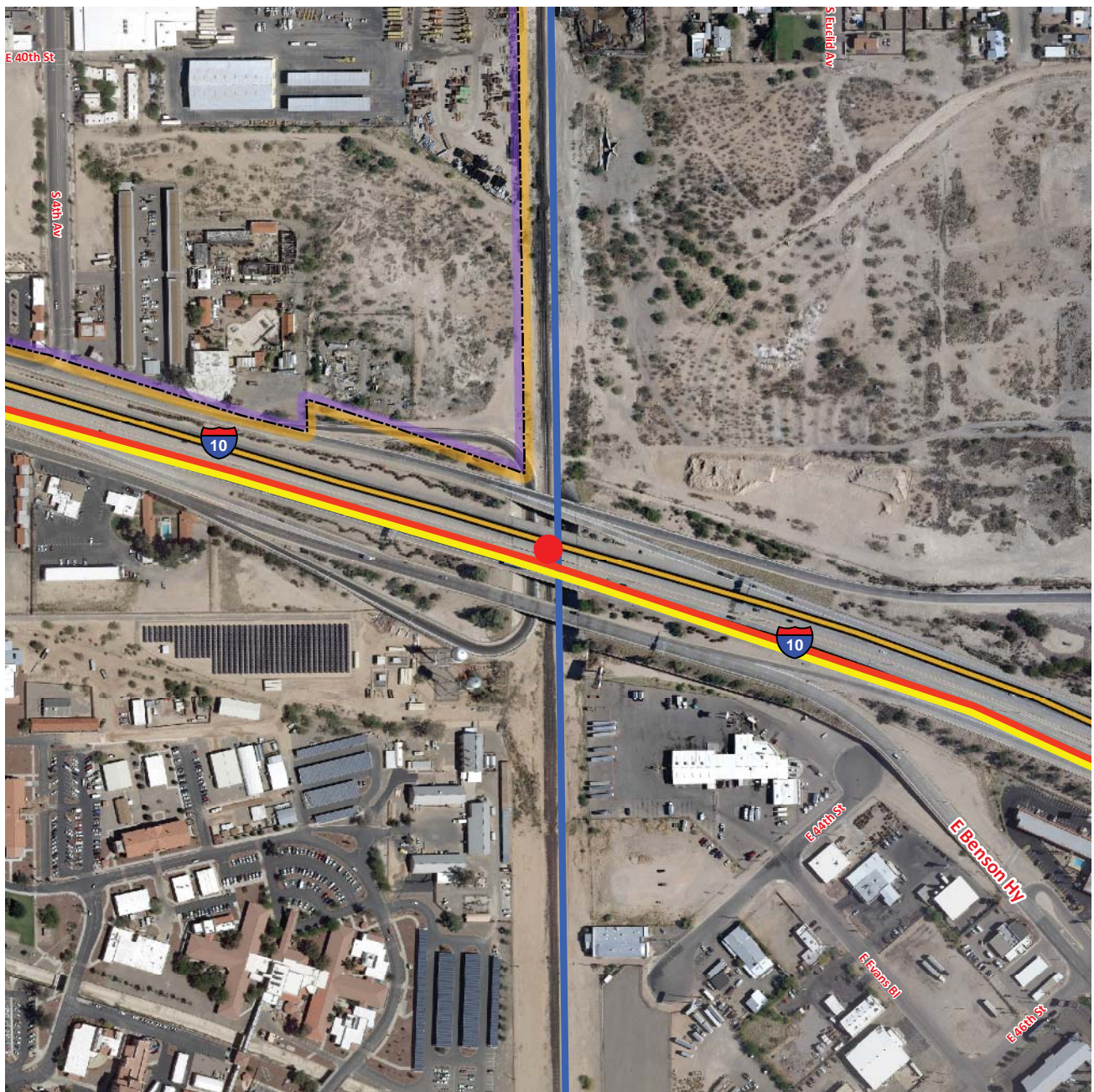
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed light rail
- proposed intercity rail
- 1/4 mile target area

I-10 + intercity rail AREA MAP

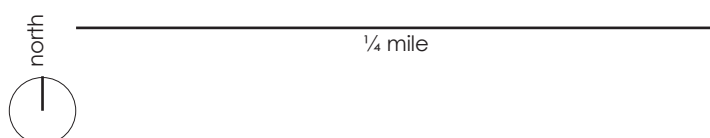
1 mile





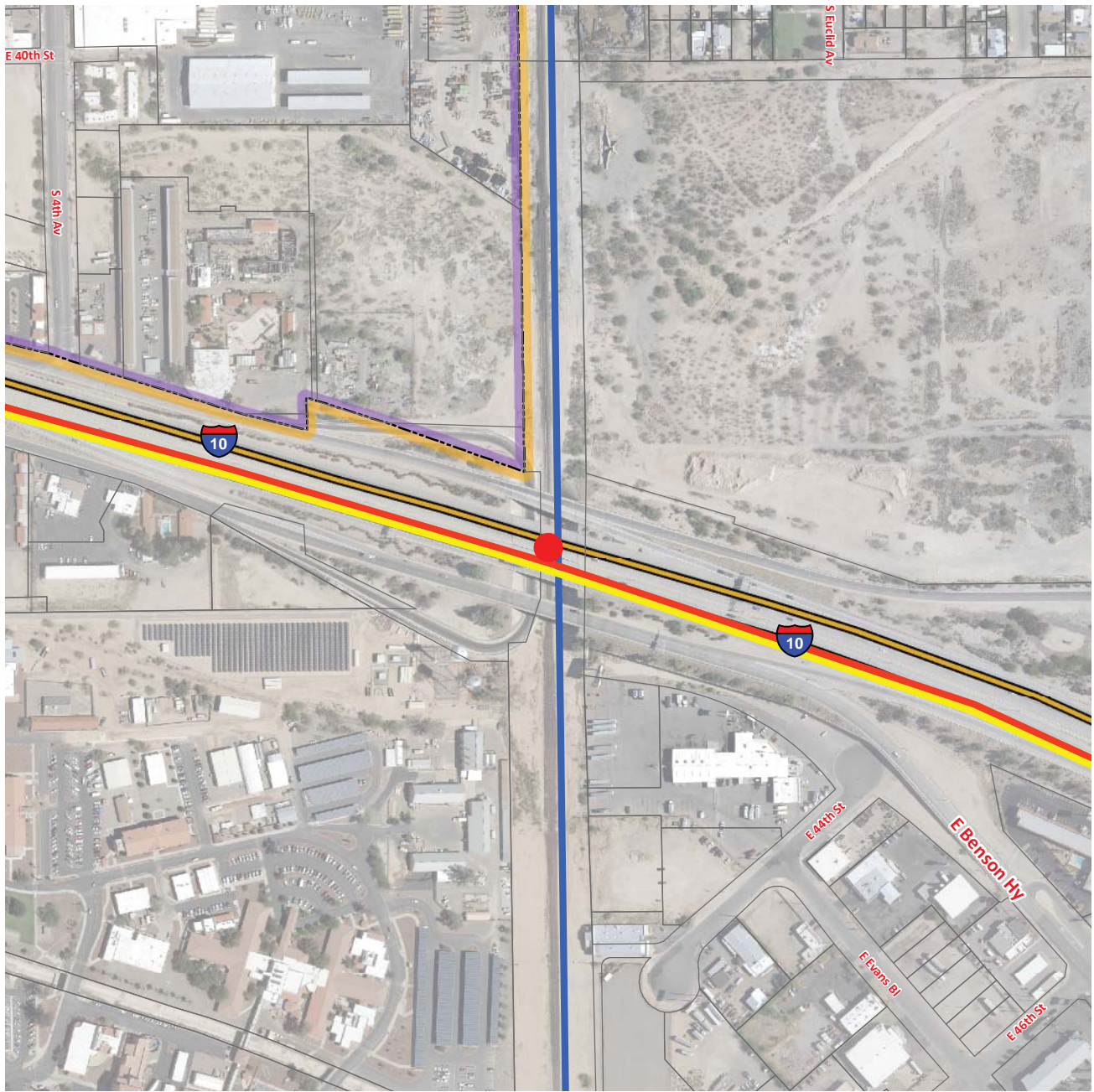
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail



I-10 + intercity rail
AERIAL

City of South Tucson | Drachman Institute

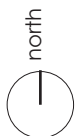


Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

I-10 + intercity rail
PARCEL MAP

¼ mile

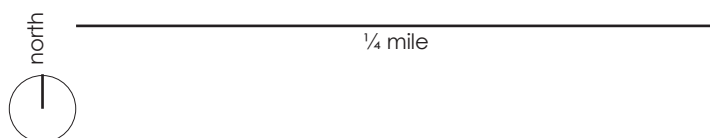




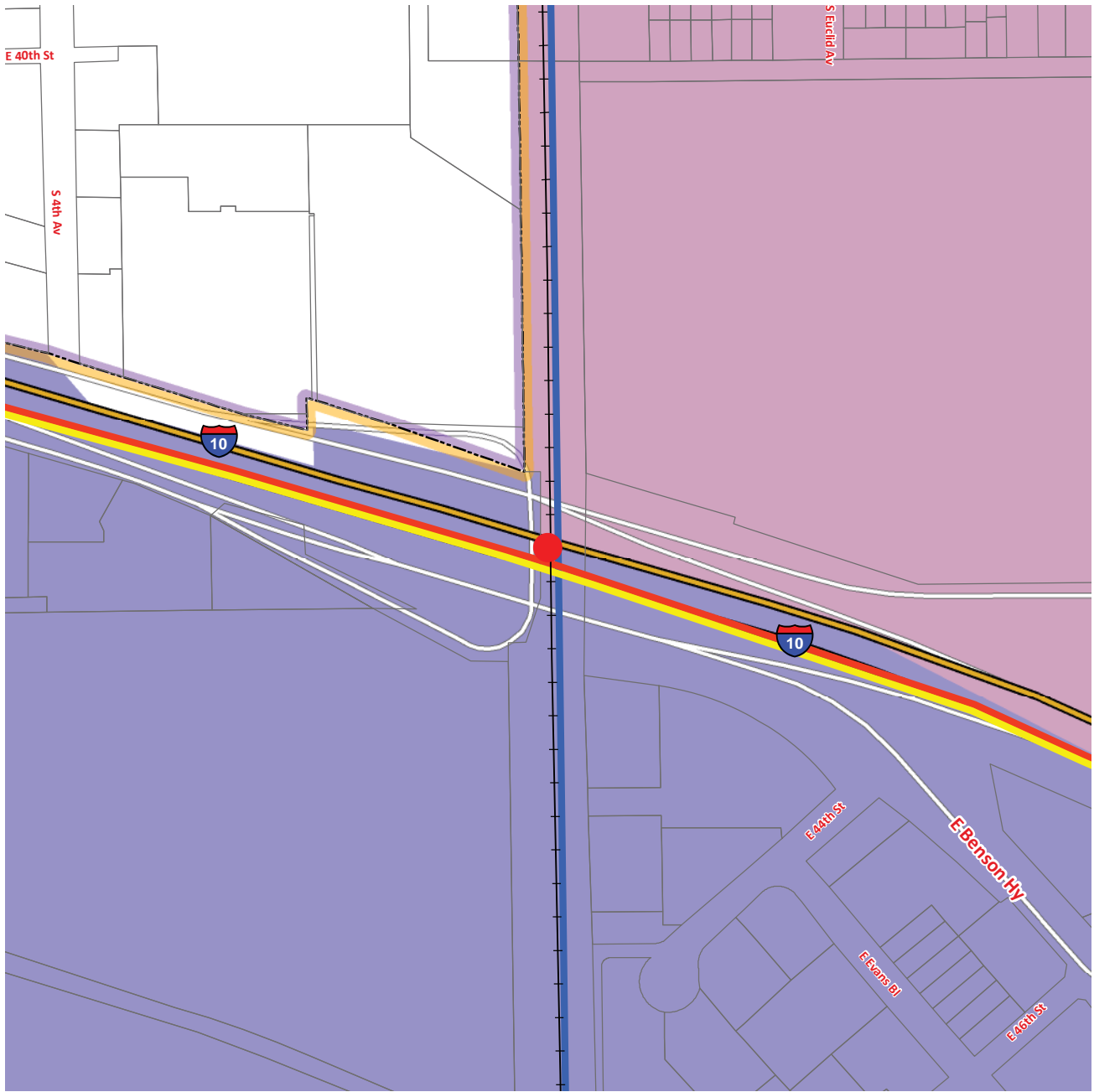
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

structures



I-10 + intercity rail
BUILDING FOOTPRINT



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

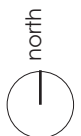
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

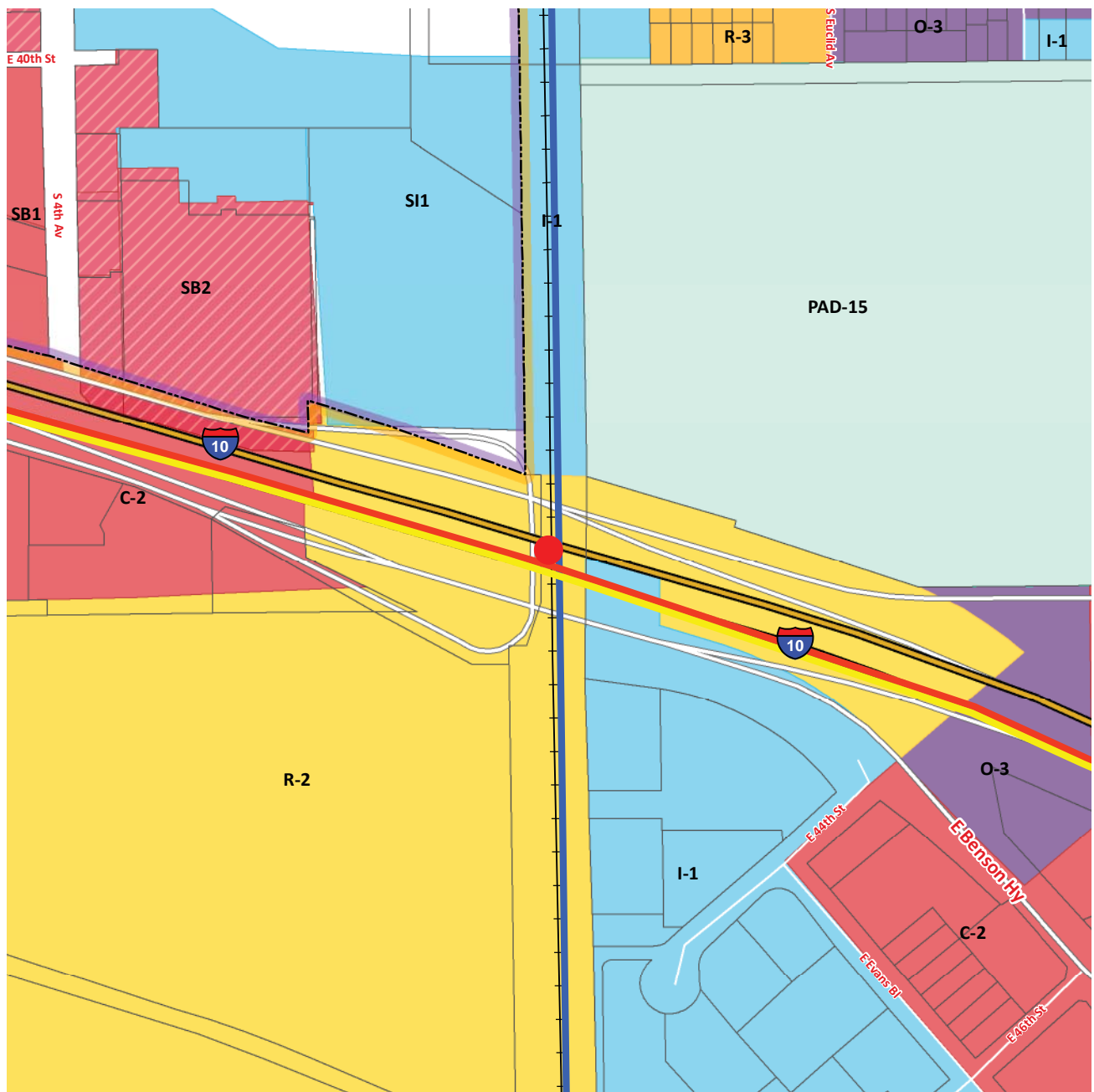
- City of Tucson central development impact fee area
- City of Tucson west development fee impact area

I-10 + intercity rail ZONING OVERLAYS

Drachman Institute | City of South Tucson

¼ mile





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

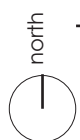
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

City of South Tucson

- SB1 local business
- SB2 general and intensive business
- SI1 light industrial

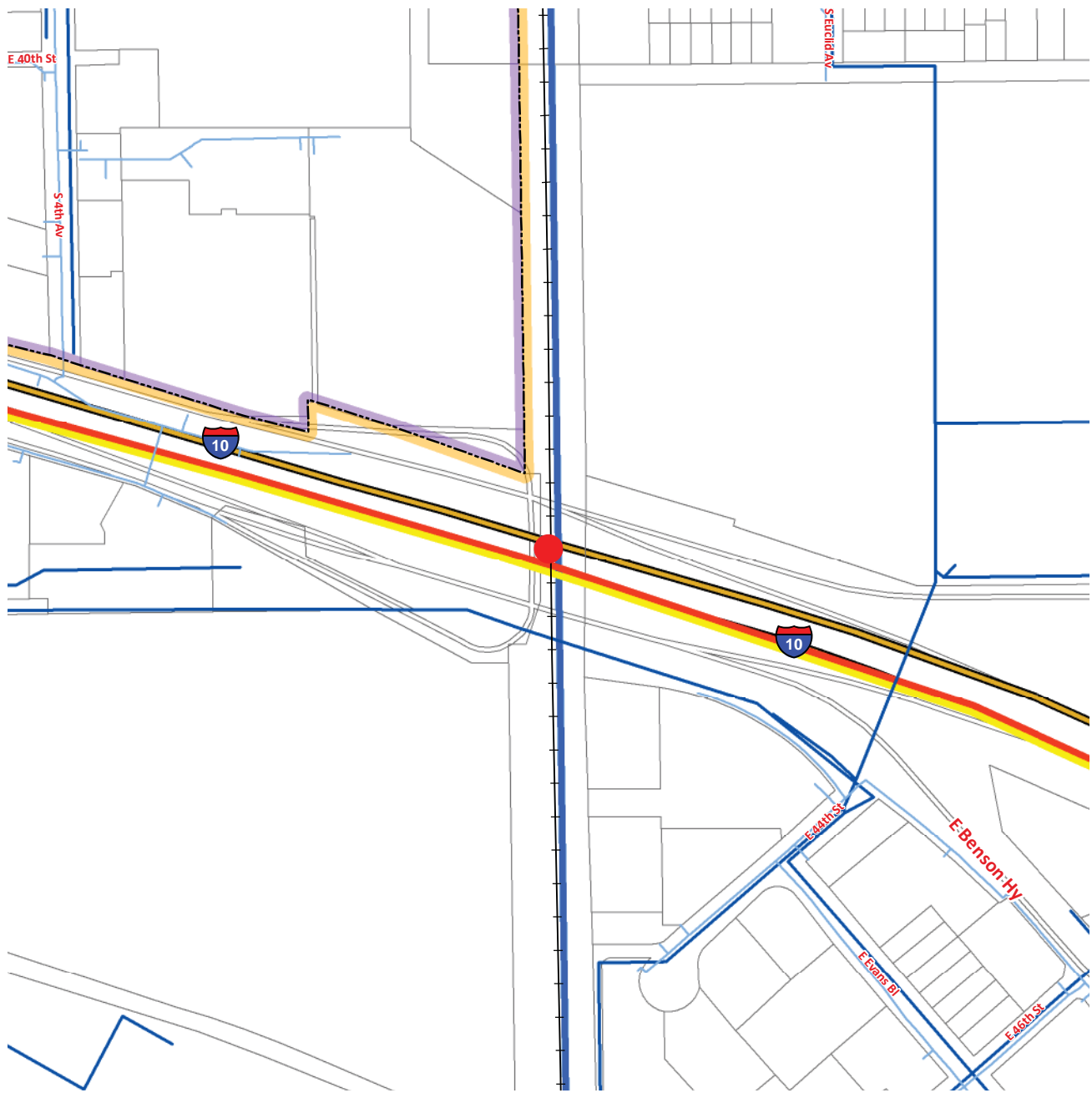
City of Tucson

- PAD-15 The Bridges Planned Area Development
- C-2 general and intensive commercial
- I-1 light industrial
- O-3 office
- R-2 medium density residential
- R-3 high density residential



¼ mile

I-10 + intercity rail
ZONING



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

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

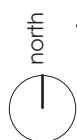
- potable water main ≤ 16inØ
- potable water main > 16inØ
- non-potable water main ≤ 16inØ
- non-potable water main > 16inØ
- wastewater lines

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



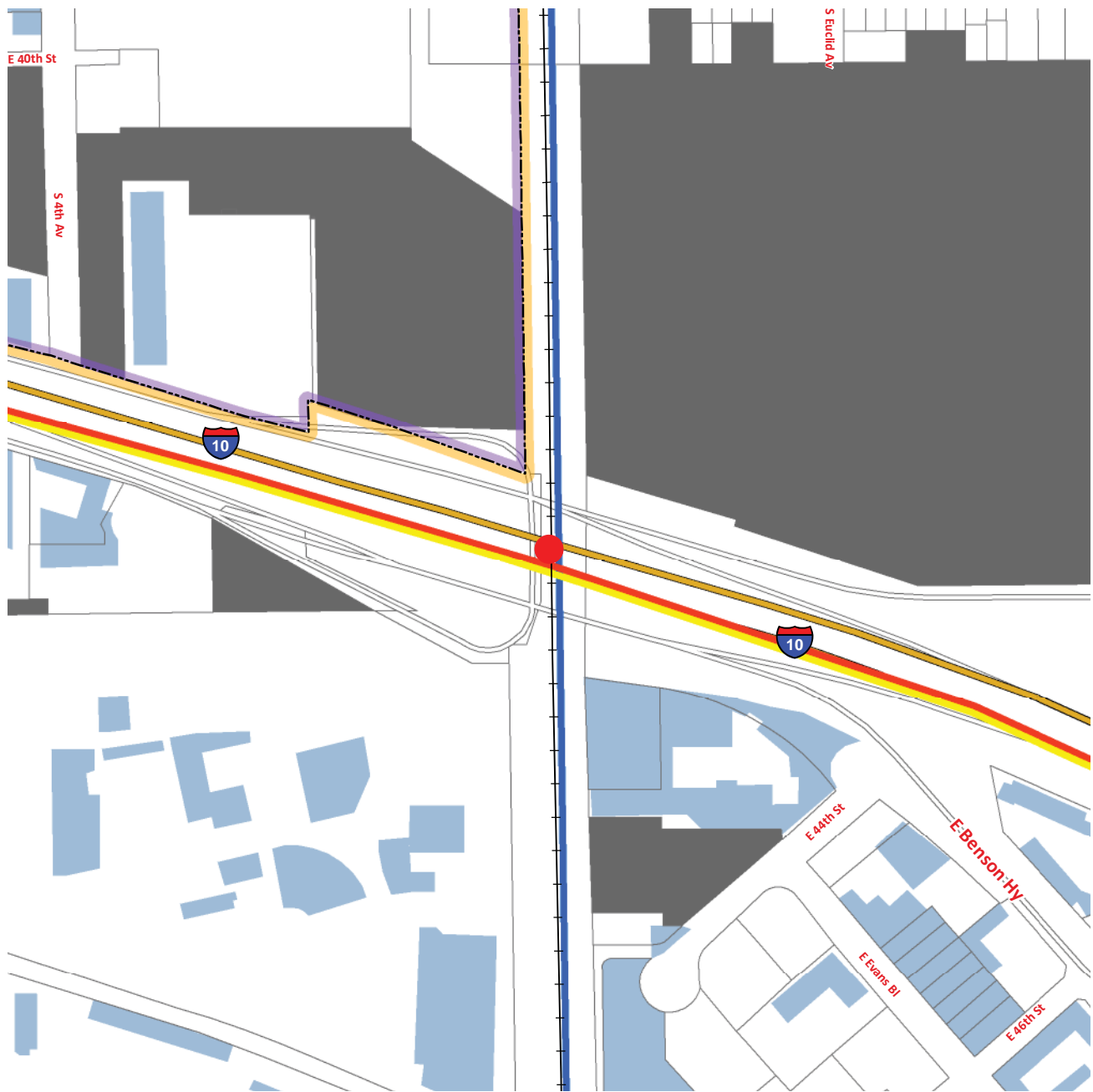
Pima County GIS Library, 2013; Pima Association of Governments, 2013; Drachman Institute, 2014

- | | | |
|-----------------------------------|--------------------|-------------------------|
| ● proposed HCT station | ■ commercial | ■ hotel/motel |
| — proposed express bus | ■ office | ■ surface parking |
| — proposed bus rapid transit line | ■ medical | ■ vacant |
| — proposed intercity rail | ■ industrial | ■ park/plaza/open space |
| | ■ residential - SF | |
| | ■ residential - MF | |



1/4 mile

I-10 + intercity rail
LAND USE



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

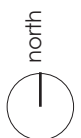
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

- vacant land
- surface parking

I-10 + intercity rail VACANT + PARKING

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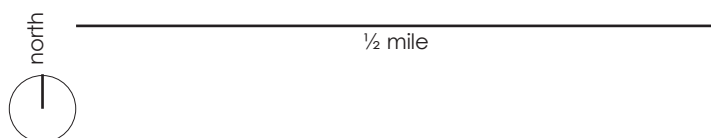
¼ mile



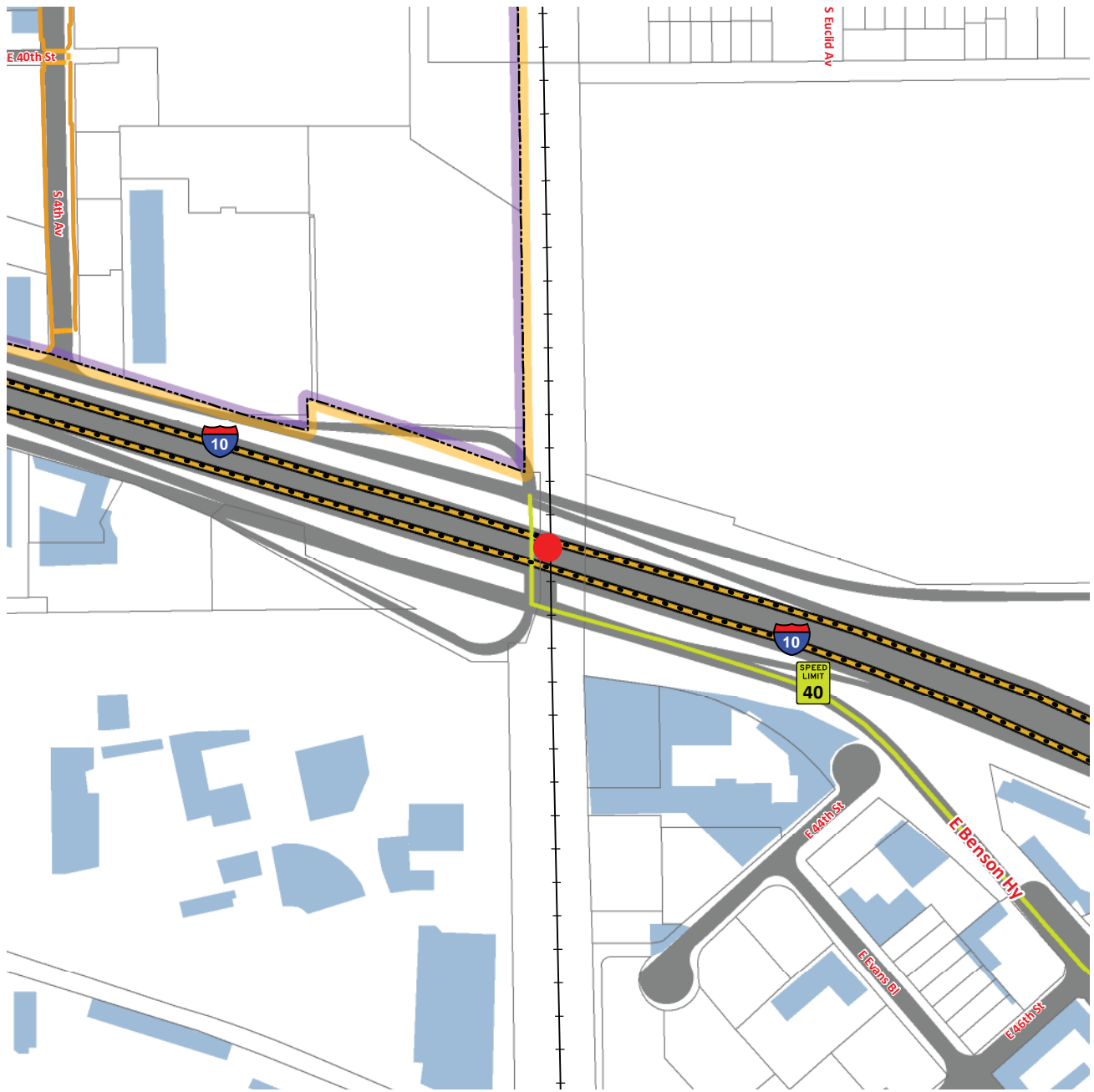


Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed express bus
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area
- greenway
- wash
- wash - major
- park/plaza/open space



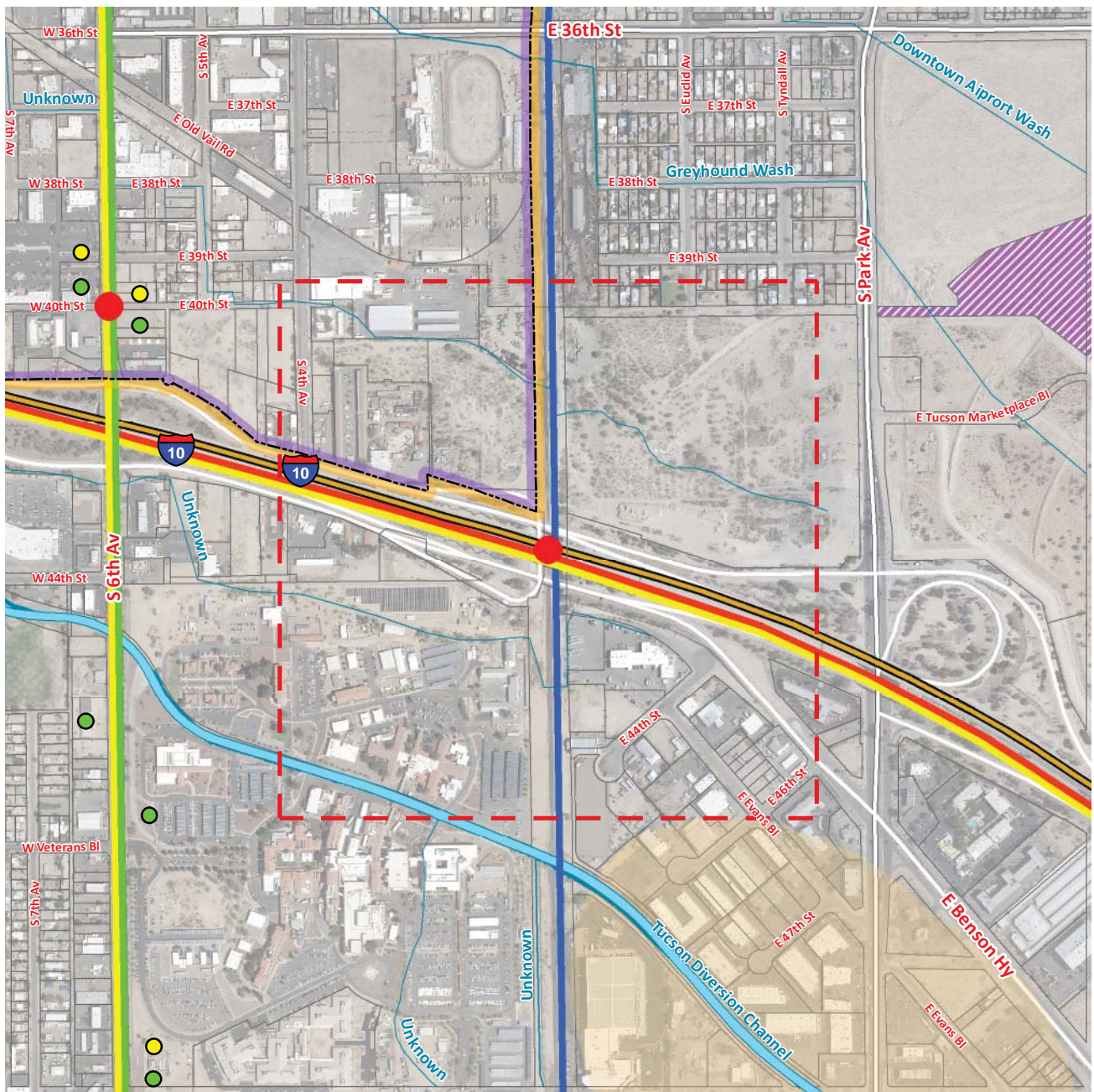
I-10 + intercity rail
PARKS + OPEN SPACE



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

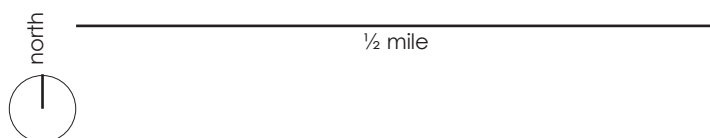
● proposed HCT station

- ... existing bus route
- striped pedestrian crossing
- sidewalk
- paved surface streets
- surface parking



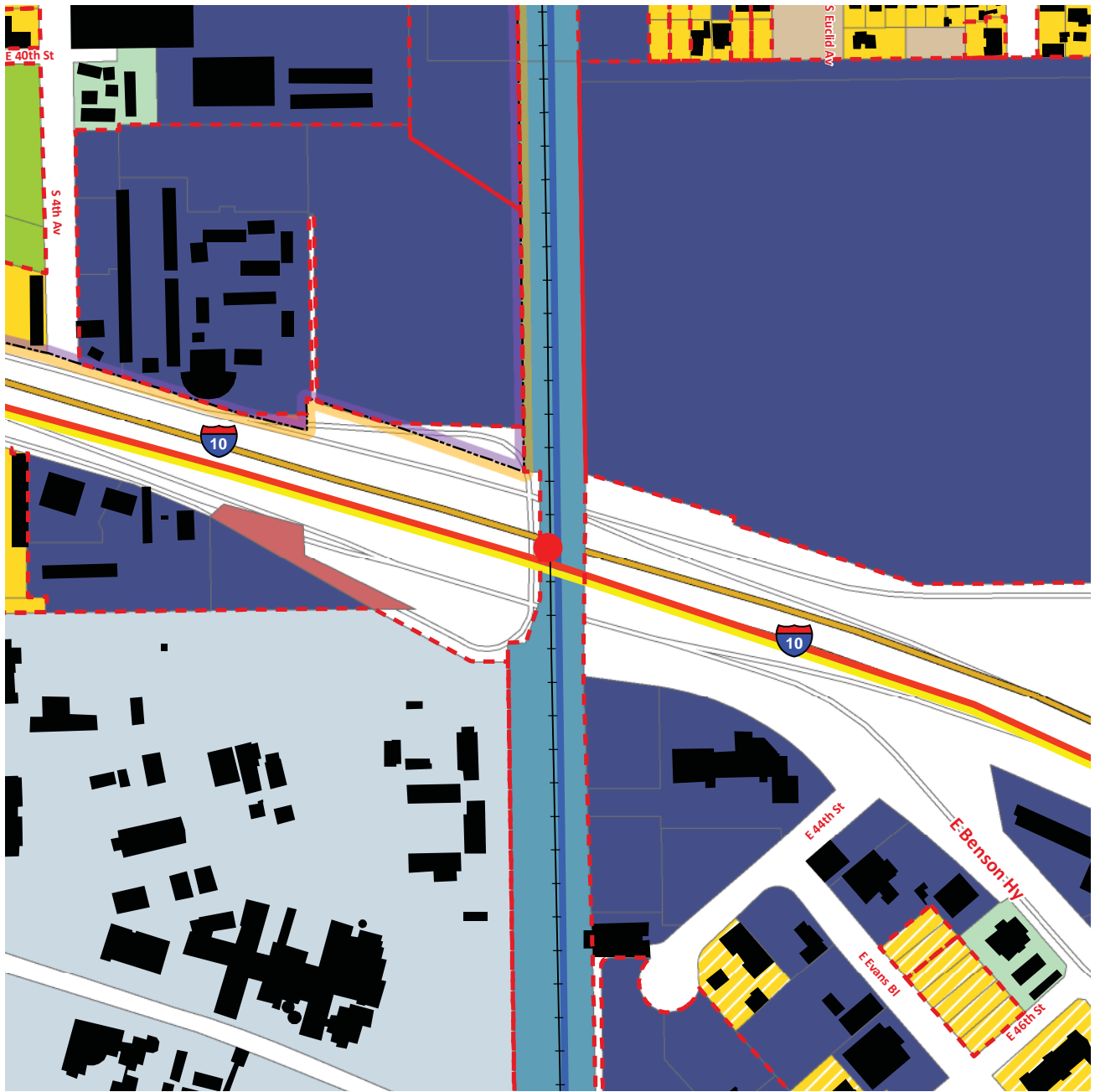
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed express bus
- proposed streetcar extension/stop
- proposed bus rapid transit line/stop
- proposed intercity rail
- ¼ mile area
- wash
- wash - major
- FEMA 100 year floodplain
- groundwater petroleum products plume
- detention/retention basin - publicly owned



I-10 + intercity rail
FLOODPLAIN + ENVIRONMENTAL

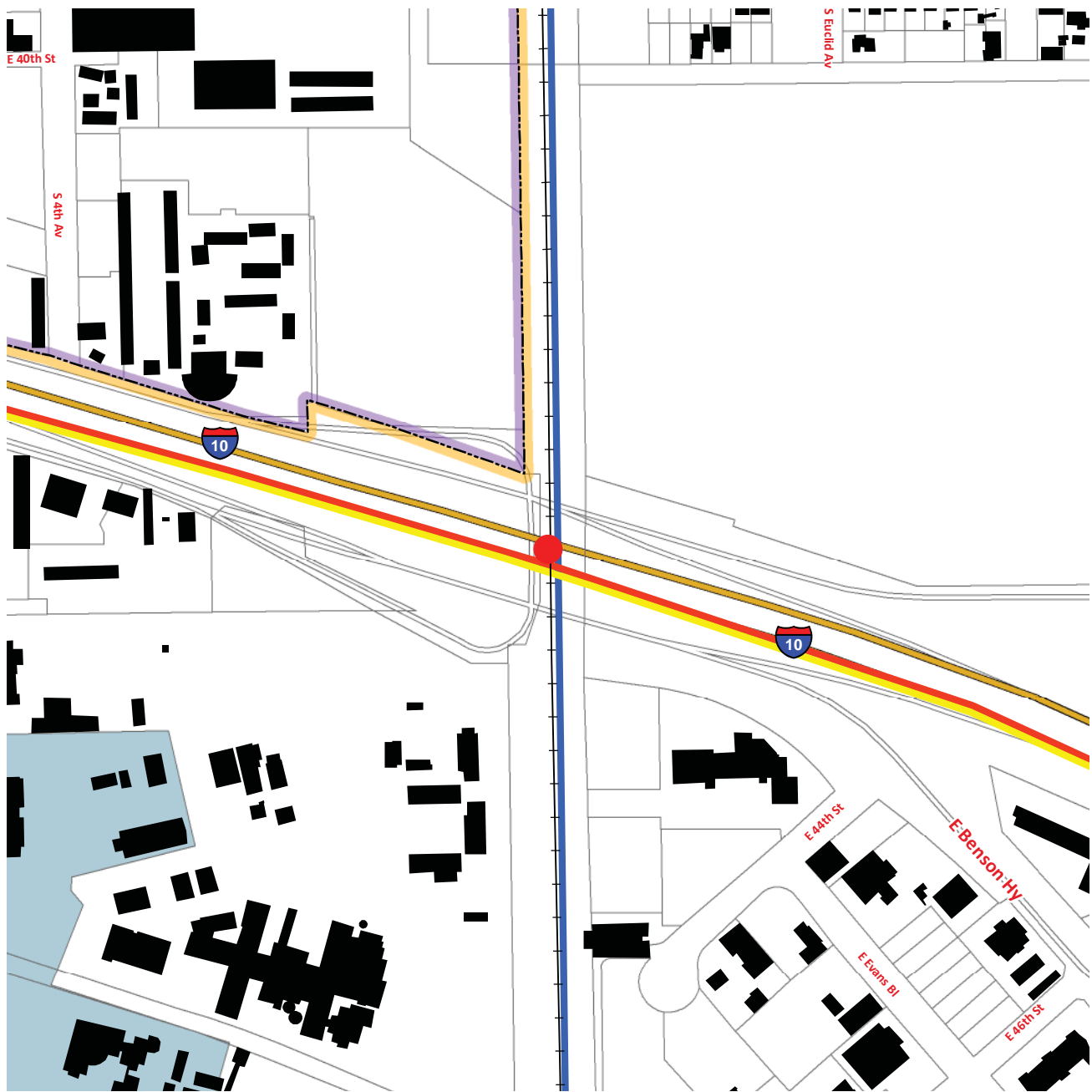
City of South Tucson | Drachman Institute



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

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail
- contiguously owned properties
- Federal gov't
- State of Arizona
- City of Tucson
- Ilc/corporate
- private (multiple owners)
- religious
- Union Pacific Railroad

I-10 + intercity rail OWNERSHIP

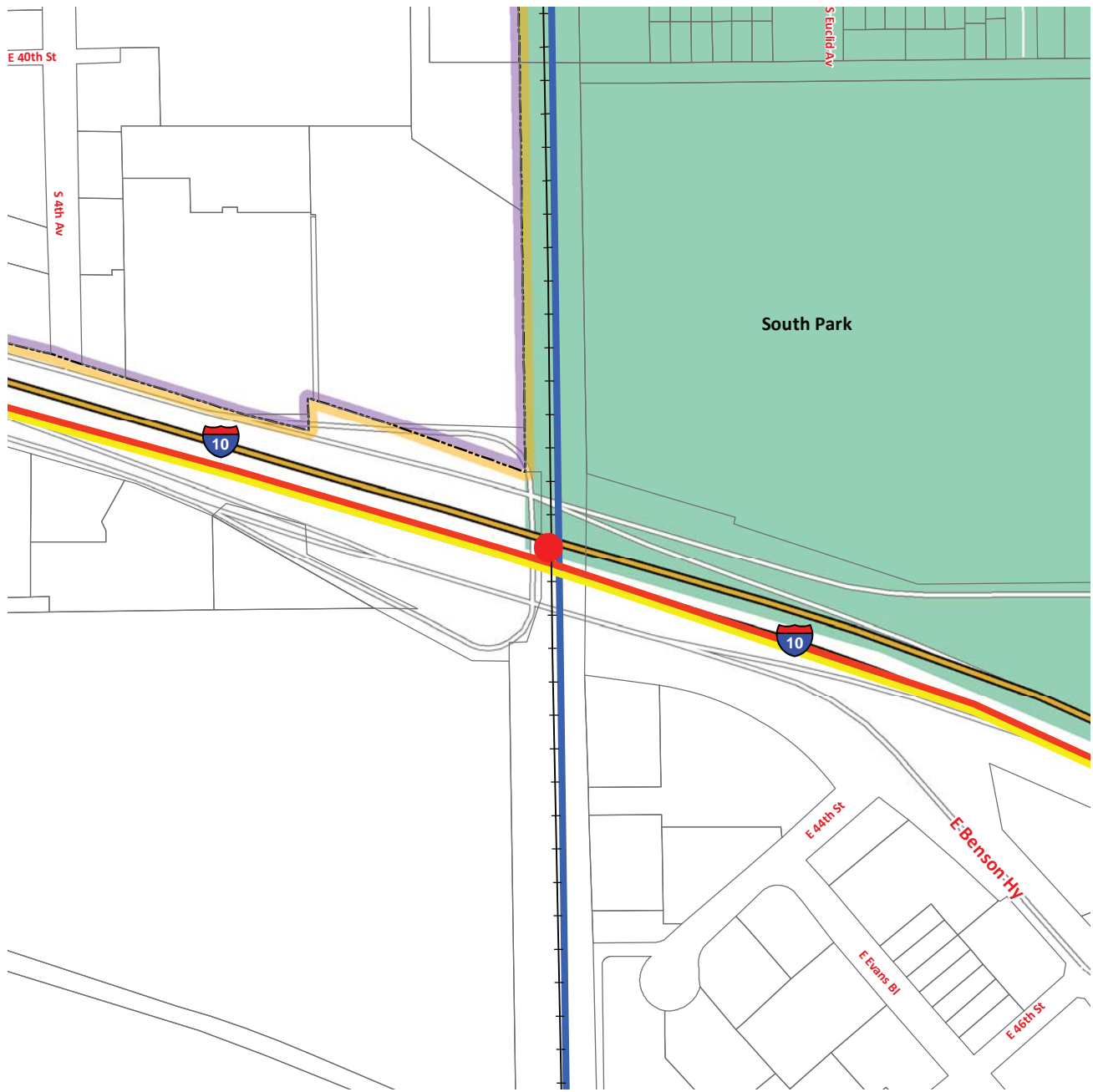


Pima County GIS Library, 2013; Pima Association of Governments, 2013; City of Tucson, 2013; Drachman Institute, 2014

- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

- historic districts
- Veteran's Administration Hospital District

- structures
- non-contributing



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

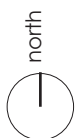
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

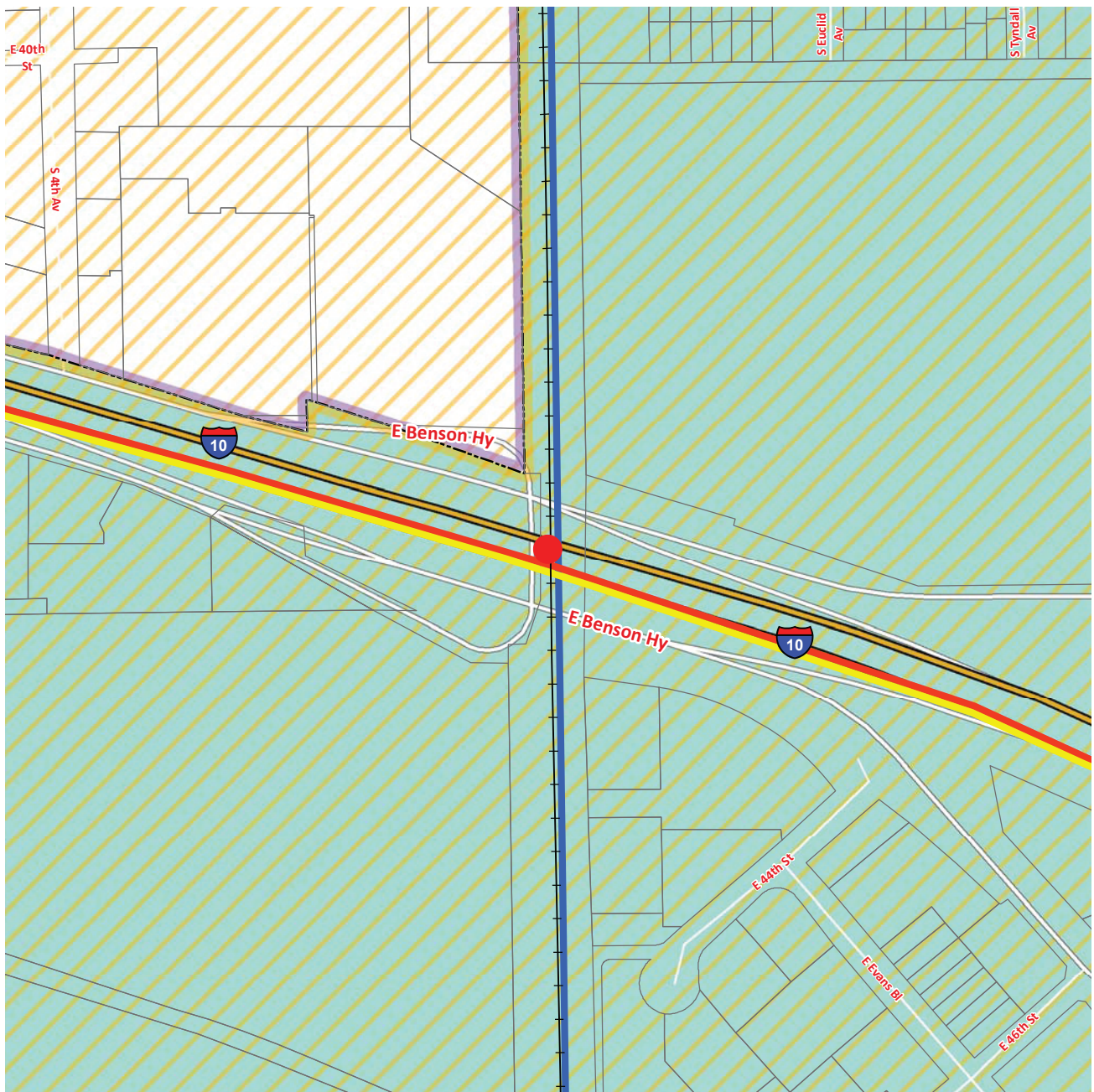
■ South Park Neighborhood Association

I-10 + intercity rail NEIGHBORHOOD ASSOCIATIONS

Drachman Institute | City of South Tucson

¼ mile





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

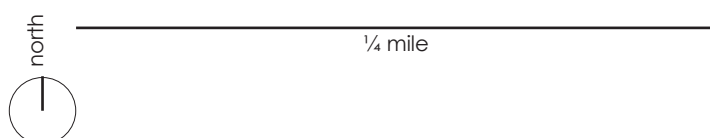
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

Pima County Board of Supervisors Districts

- district 2

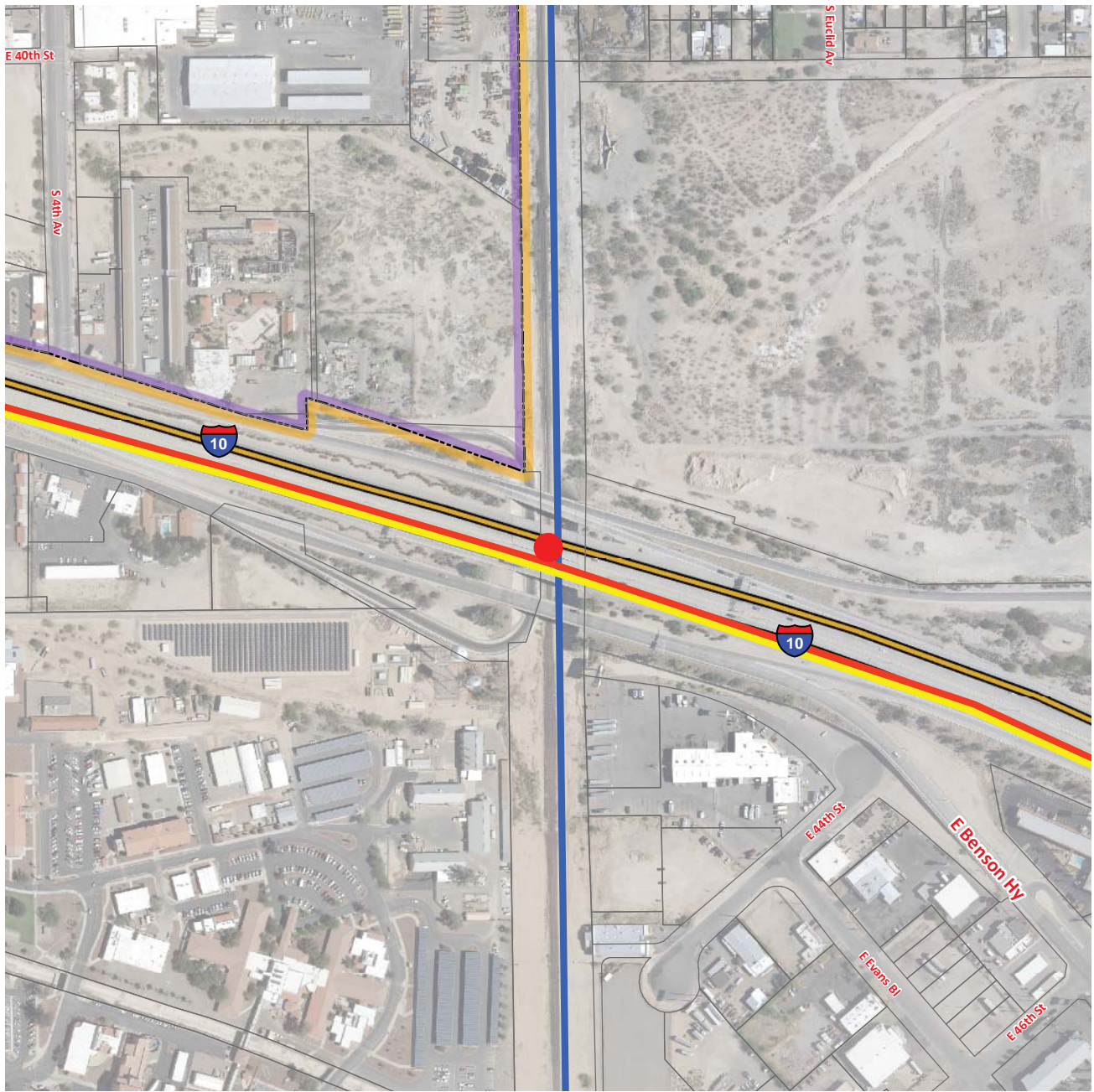
City of Tucson Wards

- ward 5



I-10 + intercity rail
POLITICAL BOUNDARIES

City of South Tucson | Drachman Institute



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

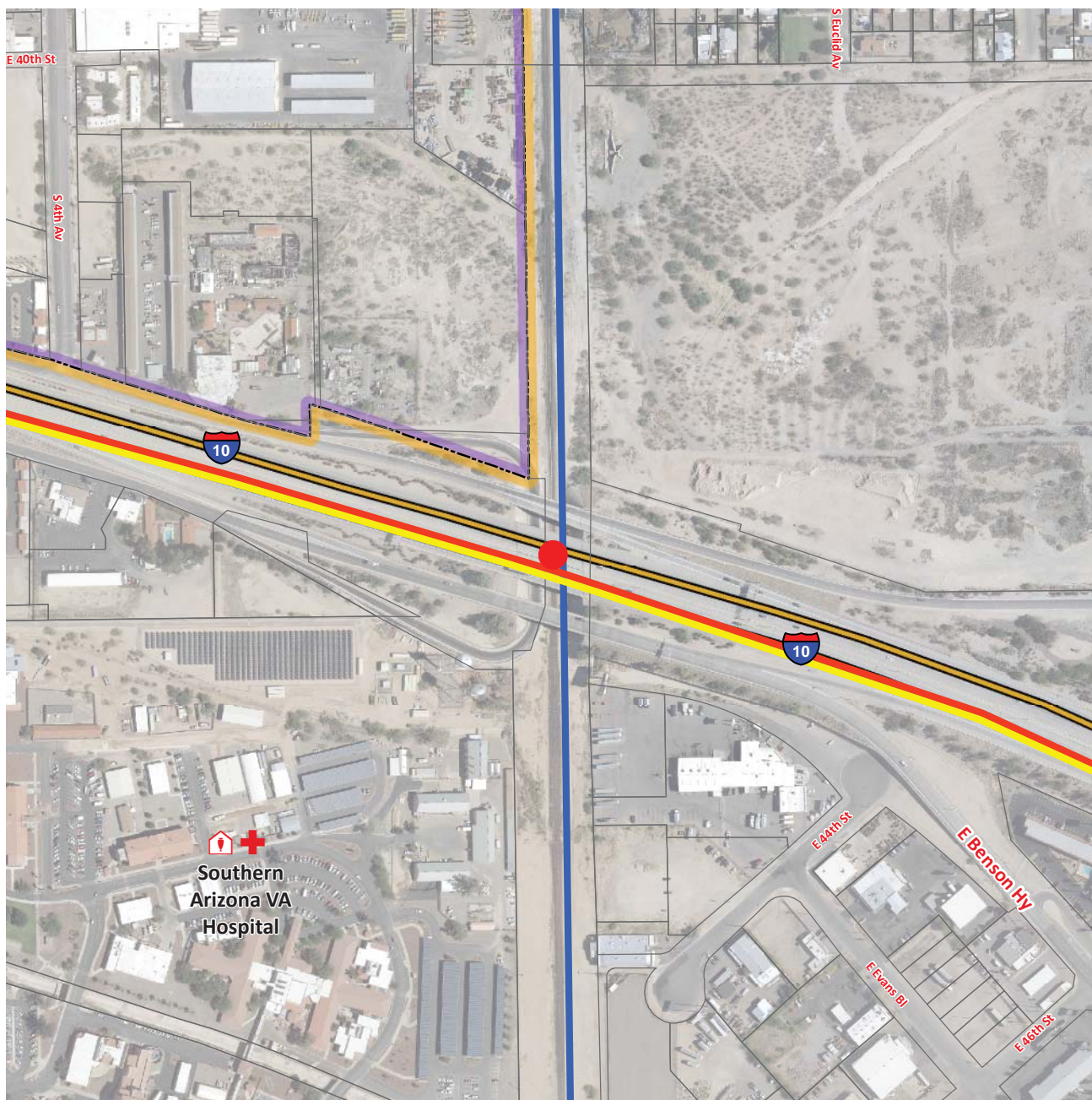
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

According to current data, there are no significant cultural or community events that occur in this target area.

I-10 + intercity rail
EVENTS + TEMPORARY INSTALLATIONS

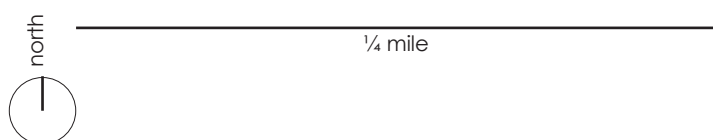
¼ mile





- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

- 📍 cultural/historic
- + medical



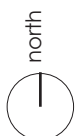
I-10 + intercity rail LANDMARKS



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

- | | | | |
|---|---------------------------------|----|--------------------------------|
| ● | proposed HCT station | P | public |
| — | proposed streetcar extension | PR | private |
| — | proposed express bus | 🏠 | elementary school |
| — | proposed bus rapid transit line | 🏫 | middle school |
| — | proposed light rail | 🏢 | other |
| — | proposed intercity rail | 🌿 | Tucson Unified School District |

I-10 + intercity rail AREA SCHOOLS



List of Local Schools

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

None

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

None

- **WITHIN 1 MILE OF STOP**

1. Holladay Elementary School

1110 E 33rd St

Public Magnet PK-5

260 students in 2012

62.7% free/reduced lunch

23.6:1 student teacher ratio

Rank 1062 out of 1089

Arizona State Percentile 2.5%

456 reading score (5th grade)

348 math score (5th grade)

2. Mission View Elementary School

2600 E 8th Ave

Public PK-5

302 students in 2012

88.4% free/reduced lunch

14.3:1 student teacher ratio

Rank 1058 out of 1089

Arizona State Percentile 2.8%

469 reading score (5th grade)

376 math score (5th grade)

3. Wakefield Middle School

101 W 44th St

Public 6-8

449 students in 2012

81.1% free/reduced lunch

14:1 student teacher ratio

Rank 695 out of 760

Arizona State Percentile 8.6%

484 reading score (8th gr)

395 math score (8th gr)

4. Hollinger Elementary School

150 E Ajo Wy

Public PK-5

443 students in 2012

77.9% free/reduced lunch

18.4:1 student teacher ratio

Rank 517 out of 760

Arizona State Percentile 52.5%

506 reading score (5th grade)

387 math score (5th grade)

5. Van Buskirk Elementary School

725 E Fair St

Public PK-8

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)

6. St John the Evangelist School

600 W Ajo Wy

Private K-8

165 students in 2012

10.6:1 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.

123

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

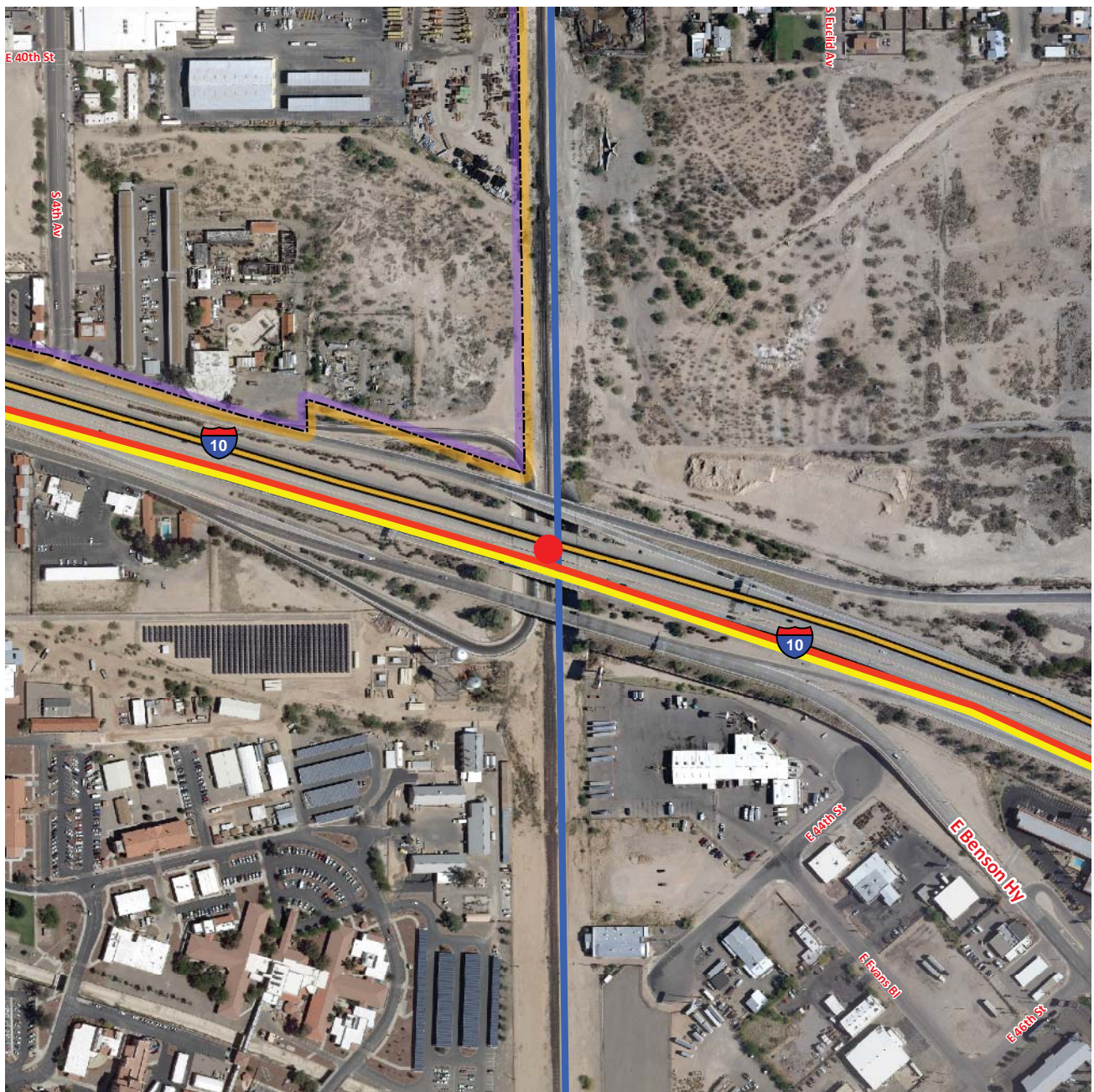
- State Mean Scaled Math Score=393
- State Mean Scaled Reading Score=499

3rd Grade Math and Reading Scores:

Scale 0-500

- State Mean Scaled Math Score=369
- State Mean Scaled Reading Score=459





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

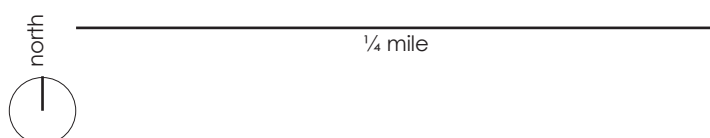
- proposed HCT station
- proposed express bus
- proposed bus rapid transit line
- proposed intercity rail

Northwest quadrant: Historic Spanish Trail Motel (now vacant), Spanish Trail Apartments

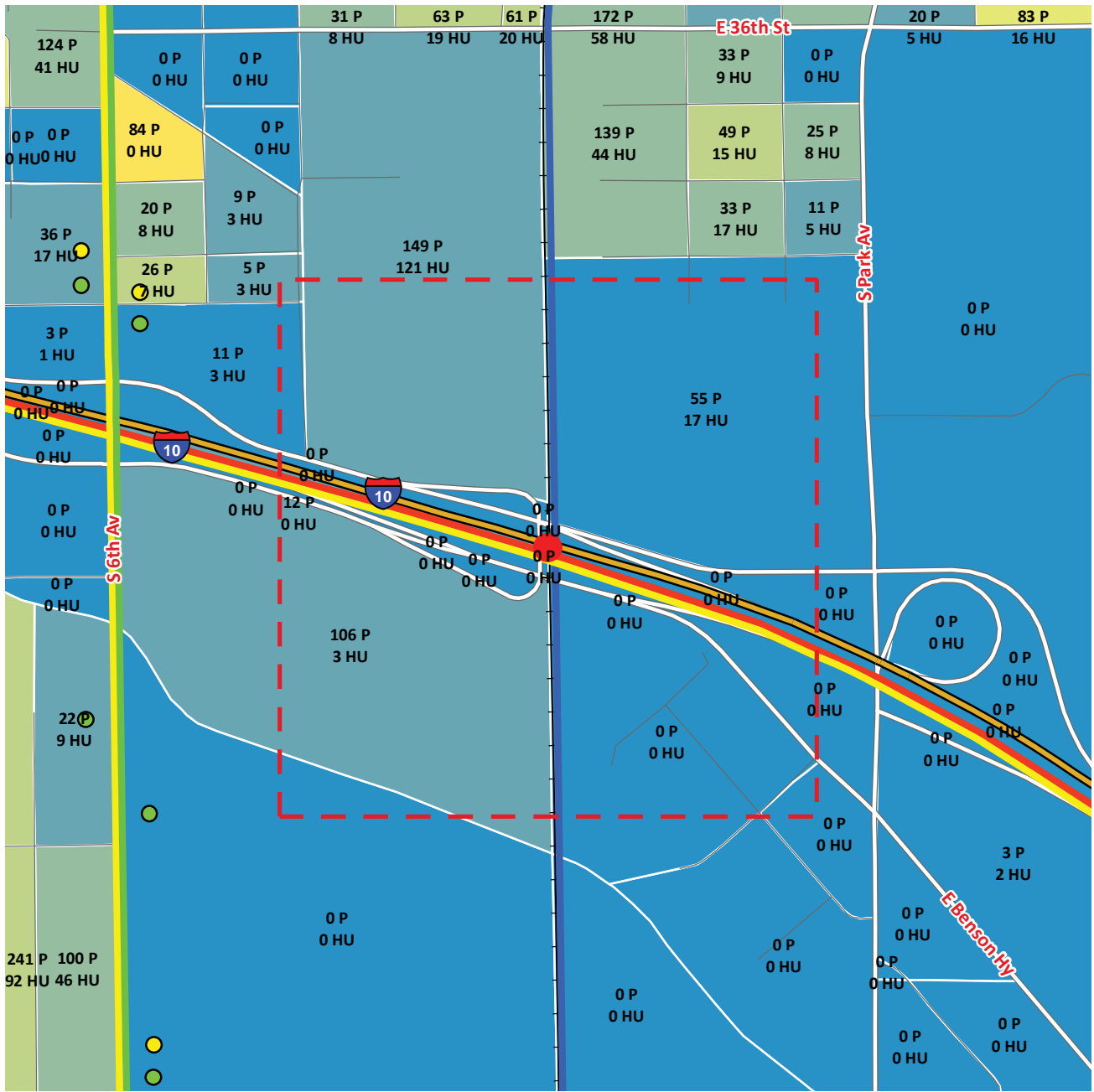
Northeast quadrant: Vacant

Southwest quadrant: Southern Arizona VA Health Care complex

Southeast quadrant: Rush Truck Center and Industrial area



**I-10 + intercity rail
BUSINESSES**



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

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

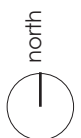
- 1/4 mile area
- P** total population per census block
- HU** total housing units per census block

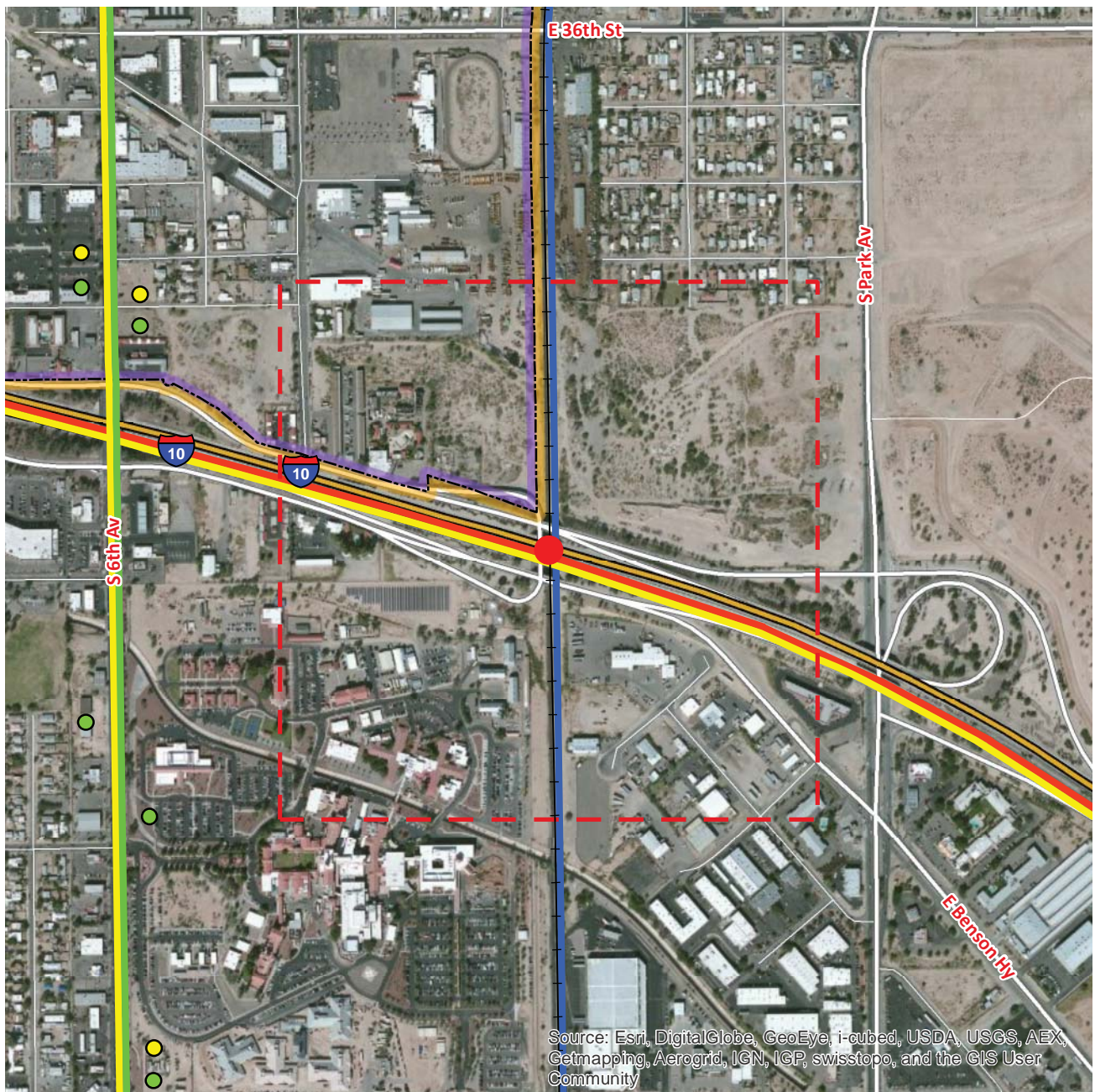
Population density per square mile

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

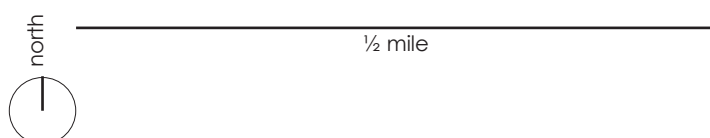
**I-10 + intercity rail
POPULATION DENSITY**

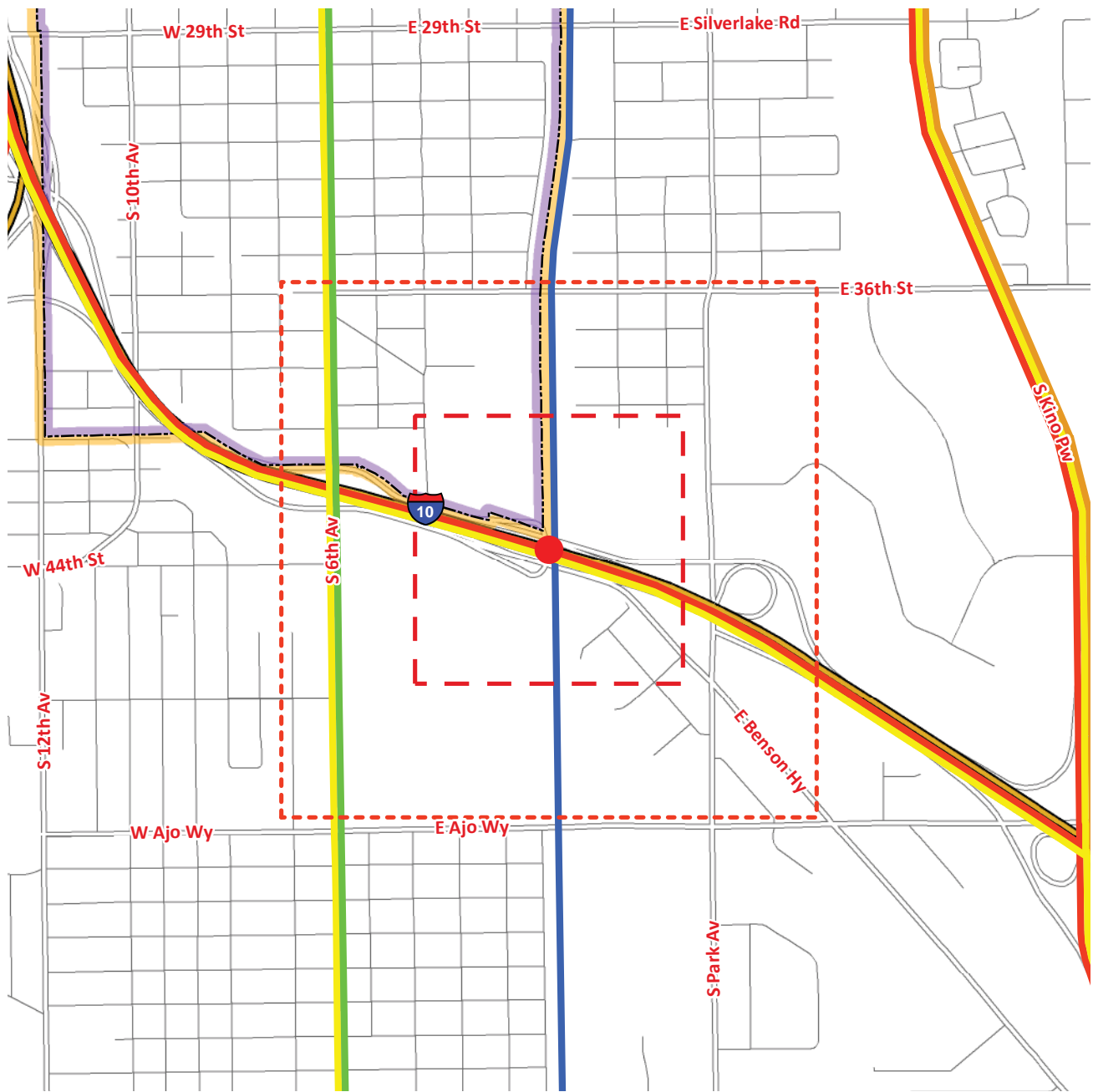
1/2 mile





- proposed HCT station
- proposed streetcar extension/stop
- proposed express bus
- proposed bus rapid transit line/stop
- proposed intercity rail
- 1/4 mile area





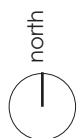
Pima County GIS Library, 2013; Pima Association of Governments, 2013

- proposed HCT station
- proposed streetcar extension
- proposed express bus
- proposed bus rapid transit line
- proposed light rail
- proposed intercity rail
- 1/4 mile area
- 1 mile area

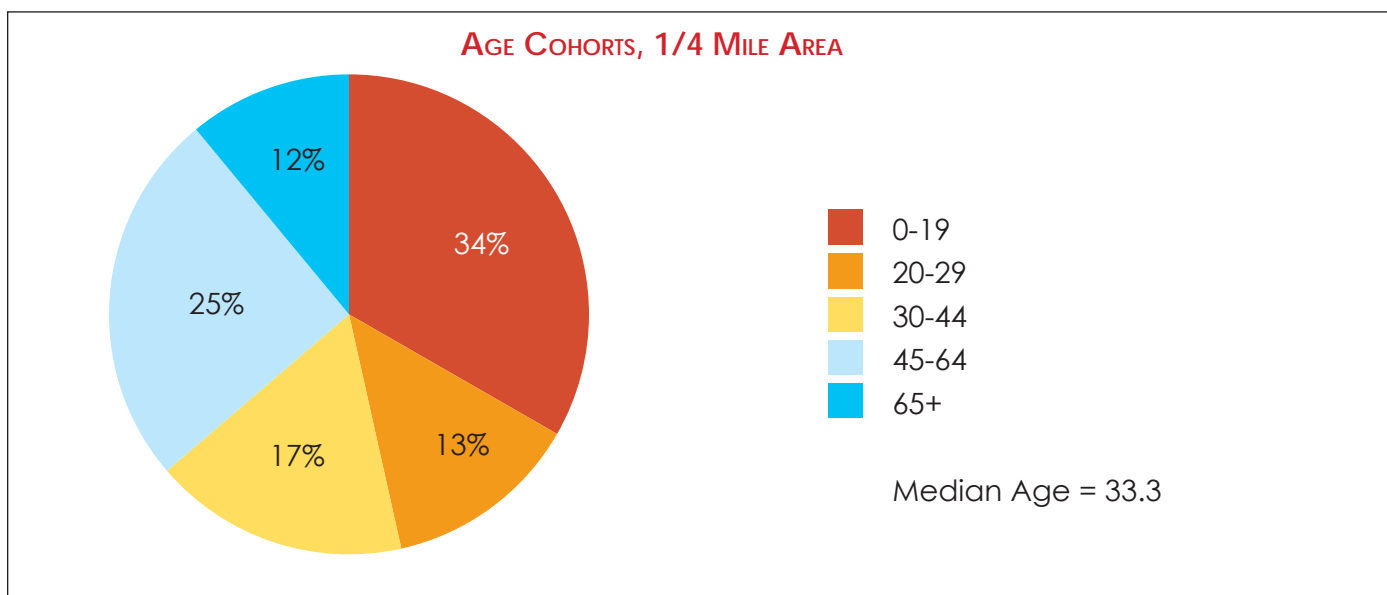
I-10 + intercity rail DEMOGRAPHICS BY TARGET AREA

Drachman Institute | City of South Tucson

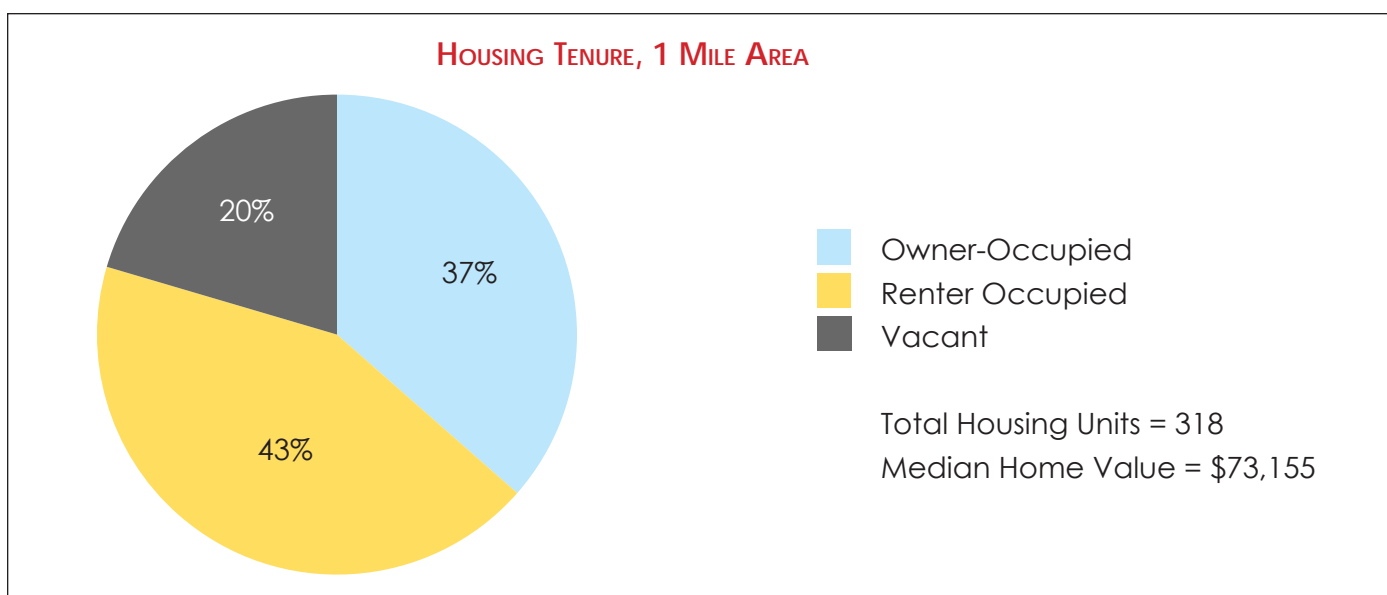
1 mile



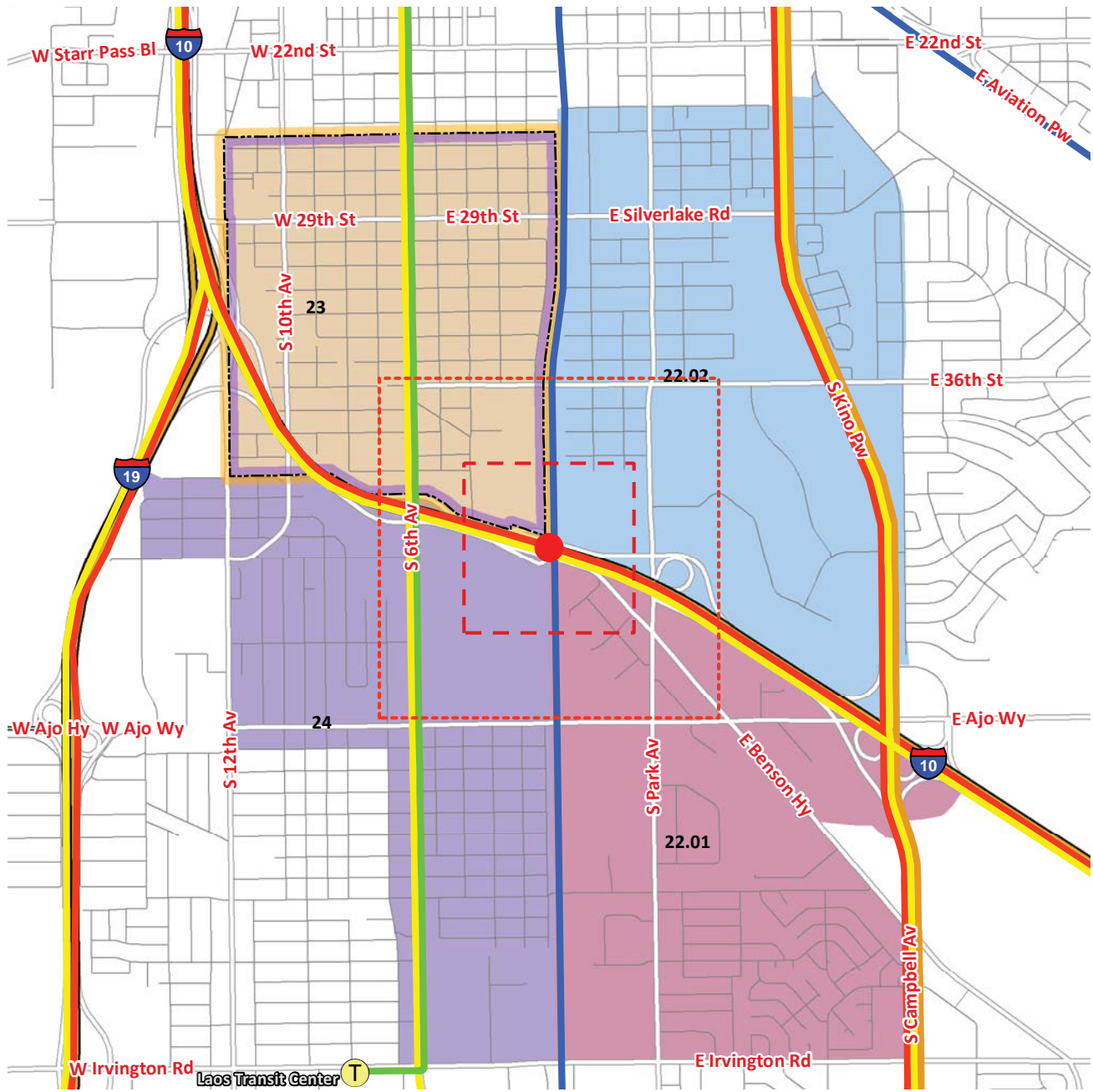
DEMOGRAPHICS BY TARGET AREA			
	1/4 MILE AREA	1 MILE AREA	CITY OF SOUTH TUCSON
Population (2010)	173	889	5,652
Households (2010)	18	253	1,827
Hispanic (%)	83.2%	78.1%	78.5%
Median Income (2012)	\$17,443	\$16,851	\$15,776
Projected Median Income 2017	\$20,734	\$18,302	\$16,883



129



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.

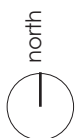


Pima County GIS Library, 2013; Pima Association of Governments, 2013

- 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
- | census tracts | |
|---------------|-------------|
| | tract 22.01 |
| | tract 22.02 |
| | tract 23 |
| | tract 24 |

I-10 + intercity rail DEMOGRAPHICS BY CENSUS TRACTS

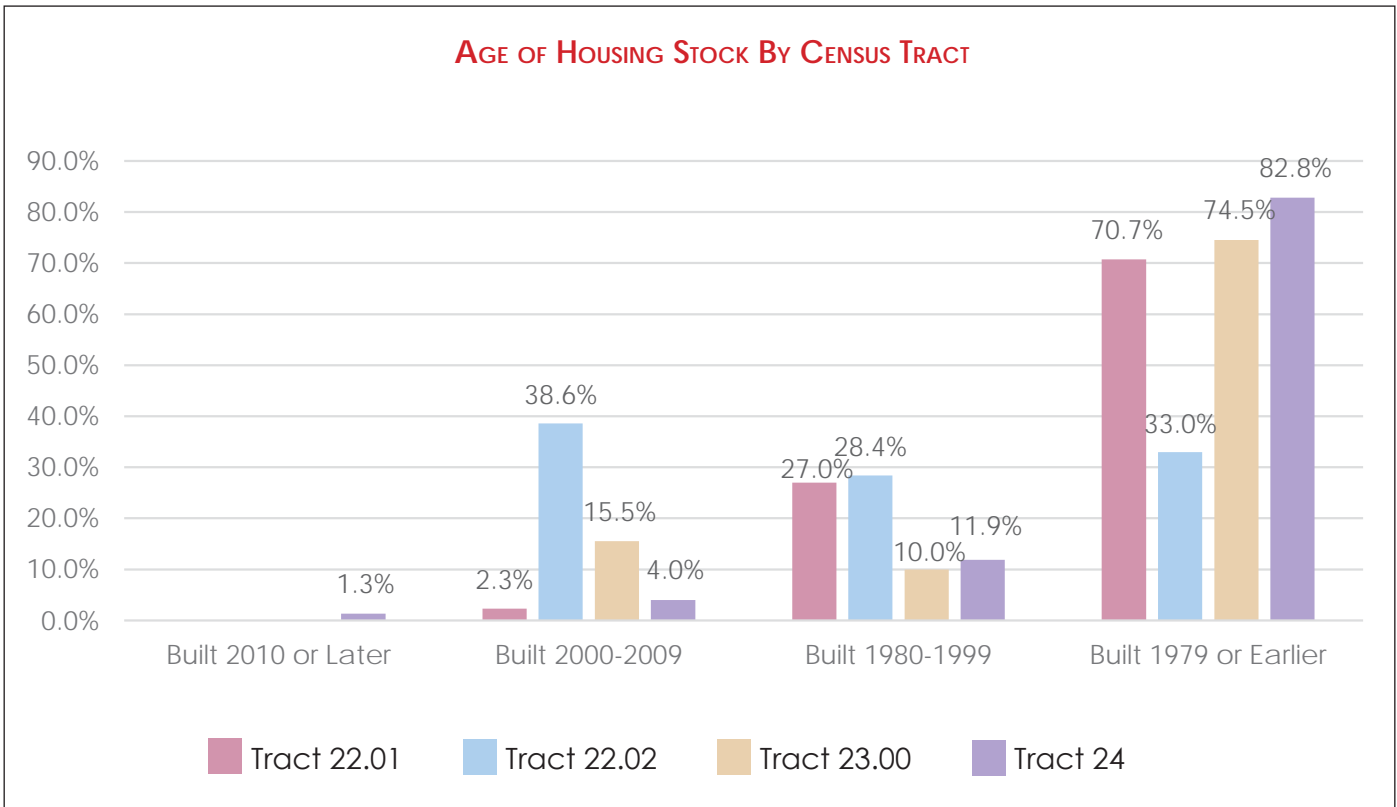
1½ mile



DEMOGRAPHICS & HOUSING CHARACTERISTICS BY CENSUS TRACT

	TRACT 22.01	TRACT 22.02	TRACT 23	TRACT 24	CITY OF SOUTH TUCSON
Total Population	3,590	3,834	5,606	5,853	5,669
Total Housing Units	1,269	1,202	2,195	2,105	2,205
Homeowner Vacancy Rate	0.0%	0.0%	0.0%	0.0%	0.0%
Rental Vacancy Rate	24.3%	14.0%	7.3%	6.1%	7.3%
Single Family Detached (%)	53.0%	72.3%	53.6%	72.7%	53.8%
Median Home Value	\$91,300	\$115,300	\$81,500	\$90,400	\$82,200
% of Families with Income Below Poverty Level	18.3%	33.7%	44.6%	28.2%	44.2%
% of Homeowners Paying 30% or More of their Income on Housing	34.0%	44.2%	39.4%	33.8%	38.7%
% of Renters Paying 30% or More on Rent	35.5%	70.0%	63.7%	83.4%	63.7%

AGE OF HOUSING STOCK BY CENSUS TRACT

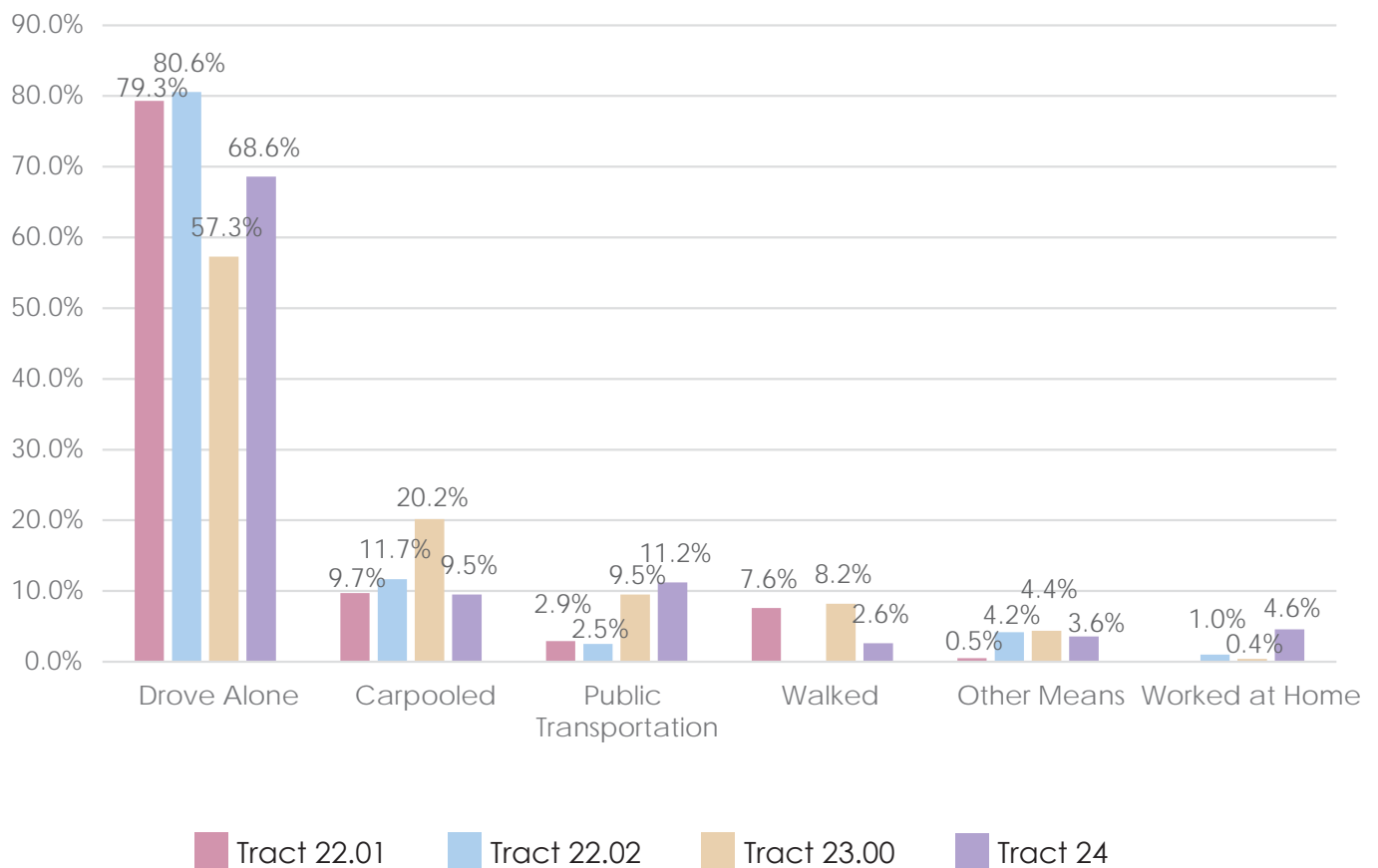


Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

COMMUTING CHARACTERISTICS BY CENSUS TRACT

	TRACT 22.01	TRACT 22.02	TRACT 23.00	TRACT 24.00	CITY OF SOUTH TUCSON
Total Population	3,590	3,834	5,606	5,853	5,669
# Workers Age 16+ Commuting to Work	1,256	1,178	1,891	2,055	1,919
Mean Travel Time to Work (Minutes)	15.9	21.8	21.9	26.4	21.8
Vehicles Available					
None	12.3%	12.7%	26.3%	18.7%	26.1%
One	35.7%	41.0%	41.9%	48.5%	41.6%
Two or More	51.9%	46.3%	31.9%	32.9%	32.2%

COMMUTE TO WORK BY CENSUS TRACT



Source This Page: American Community Survey 2008-2012, Five-Year Estimates.

I-10 + intercity rail
COMMUTING BY CENSUS TRACTS

CITY OF SOUTH TUCSON PROPOSED HCT STOPS: DEMOGRAPHIC & HOUSING COMPARISON (1 MILE AREA)				
	6TH & 29TH	6TH & 39TH	I-10 & INTERCITY RAIL	CITY OF SOUTH TUCSON
Total Population	6,252	4,332	889	5,652
Median Age	33.2	31.2	33.3	32.2
Households with Children Under 18	39.7%	41.8%	37.5%	39.7%
Median Income (2012)	\$15,688	\$20,771	\$16,851	\$15,776
Total Housing Units	2,201	1,536	318	2,137
Occupied-Owner	31.5%	36.3%	36.5%	31.0%
Occupied-Renter	54.4%	49.0%	43.1%	54.5%
Vacant	14.1%	14.7%	20.4%	14.5%
Median Home Value	\$75,281	\$70,595	\$73,155	\$71,866

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.

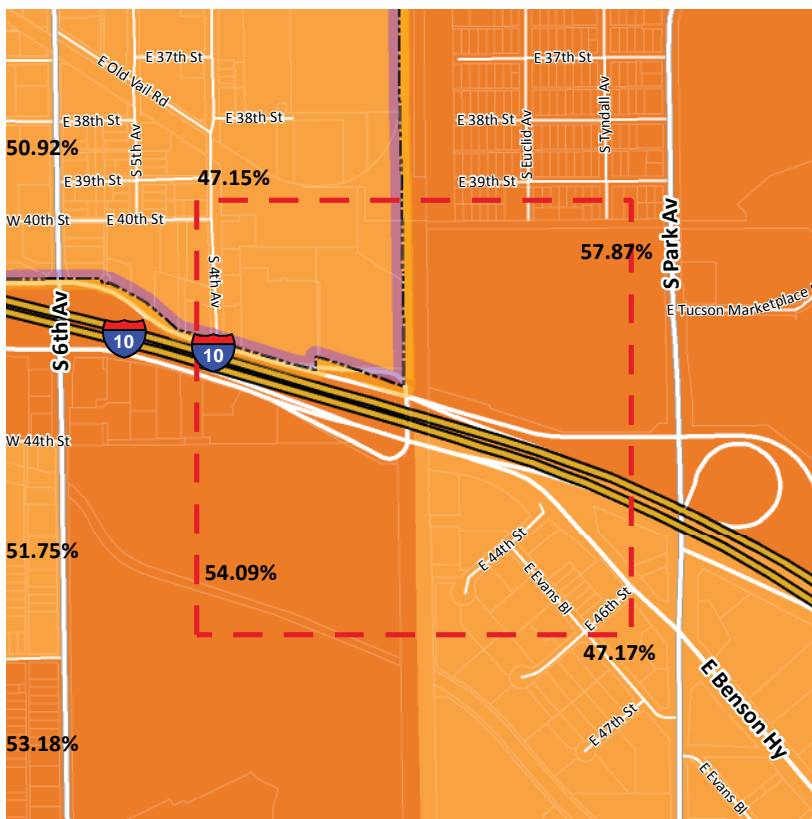
LOCATION AFFORDABILITY

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.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>.

1 Center for Transit-Oriented Development. 2009. “Mixed-Income Housing Near Transit: Increasing Affordability With Location Efficiency.” Online: <http://www.reconnectingamerica.org/assets/uploads/091030ra201mixedhousefinal.pdf>.

2 Center for Neighborhood Technology. 2012. “<http://www.cnt.org/tcd/location-efficiency>.”



HOUSING + TRANSPORTATION COST AS A PERCENTAGE OF INCOME

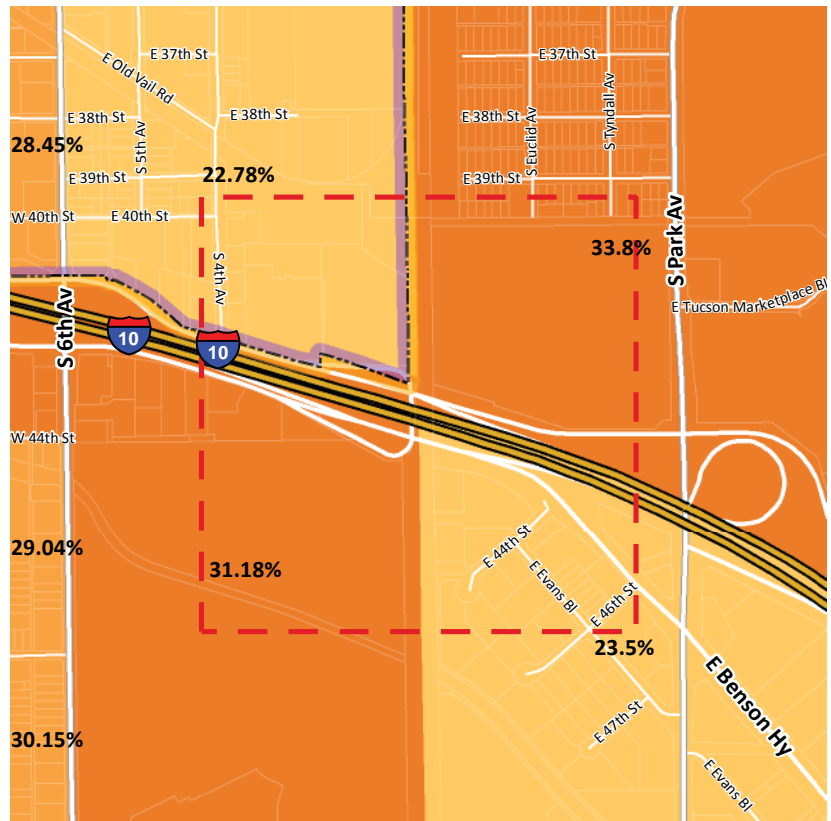
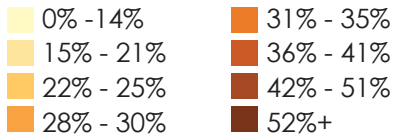
The U.S. Department of Housing and Urban Development has defined location affordability as the combined costs of housing and transportation consuming no more than 45% of income. By this measure, the target area is considered unaffordable.

27% - 37%	62% - 71%
38% - 44%	72% - 87%
45% - 52%	88%+
53% - 61%	

HOUSING COST

AS A PERCENTAGE OF INCOME

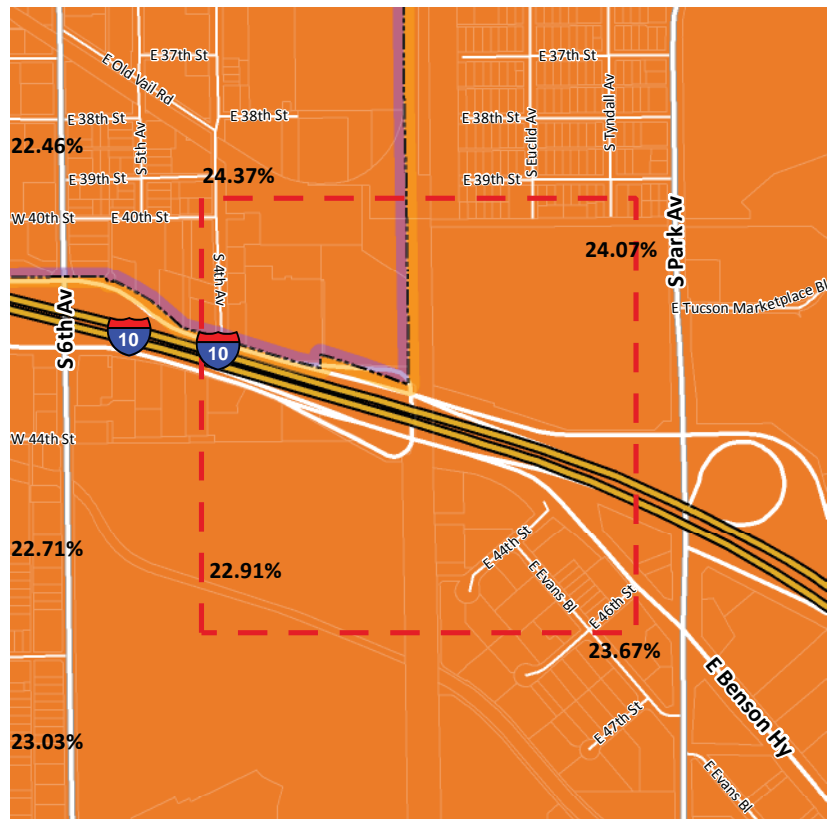
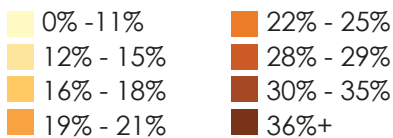
Traditionally, a home is considered affordable when the costs consume no more than 30% of household income. In the 1/4 mile target area, housing is considered unaffordable in the northeast and southwest quadrants.



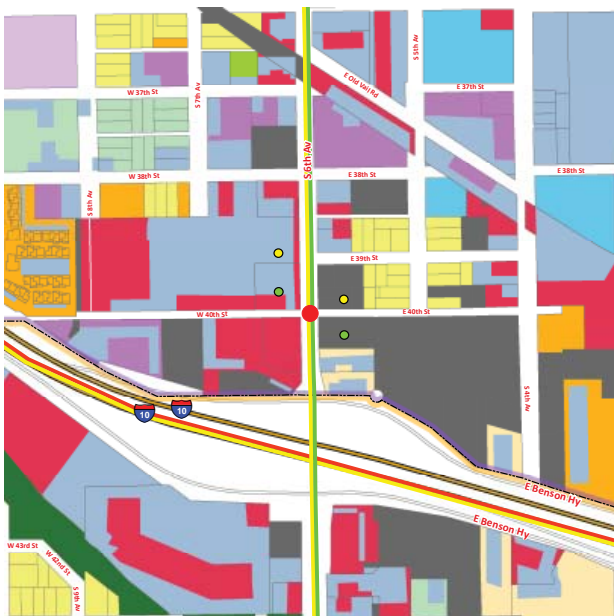
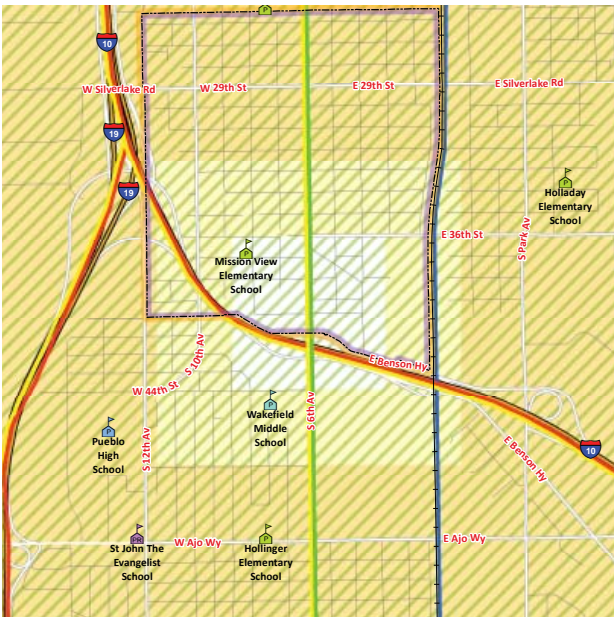
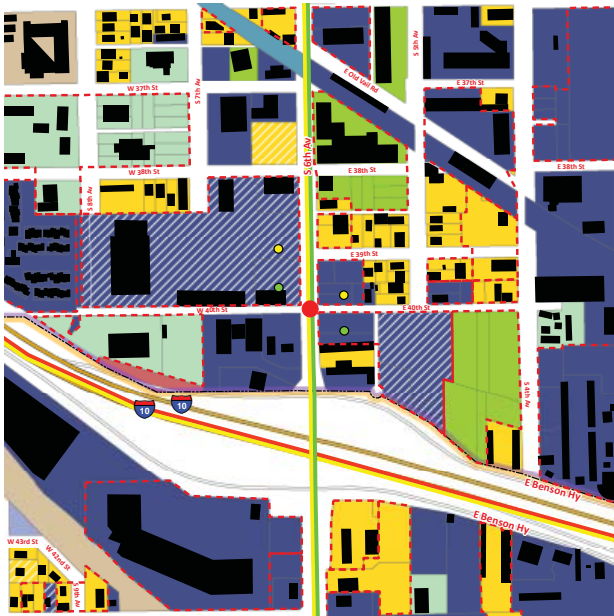
TRANSPORTATION COST

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>.



5 EXPLORING OPPORTUNITIES: EXAMPLE AT SOUTH 6TH AND EAST 40TH

The existing conditions maps for South Sixth Avenue and East 40th Street in the **City of South 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 *southeast quadrant* (south from 40th to I-10) is shown in the concept plan with substantial transit-oriented mixed-use development including medium and high density residential with open space/plazas/parks and walk-able, bike-able access to the grocery store and other services nearby on Sixth Avenue. The area is predominantly vacant, currently zoned for “local business” with several small motels located here. The area to the north is residential with some vacant parcels and to the east across Fourth Avenue is more vacant land and multi-family residential.

The *northeast quadrant* (north from 40th to 38th) includes residential mixed with commercial development/zoning. There are also several parcels of vacant land in this area which are shown in the concept plan with street-front retail/commercial along South Sixth Avenue and low/medium density housing to strengthen the residential character and density in this area.

The *northwest quadrant* includes commercial development dominated by surface parking and scattered medium- and low-density housing. There are also some office and social service facilities and scattered vacant parcels including a large one on Sixth Avenue at 38th. New low and medium density residential is shown here in the concept plan linked with existing residential areas through walk-able and bike-able connections to new neighborhood retail and commercial on Sixth Avenue.



Drachman Institute, 2014

6th + 40th

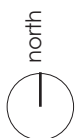
- ⬢ proposed HCT station
- proposed streetcar extension
- proposed express bus
- proposed bus rapid transit

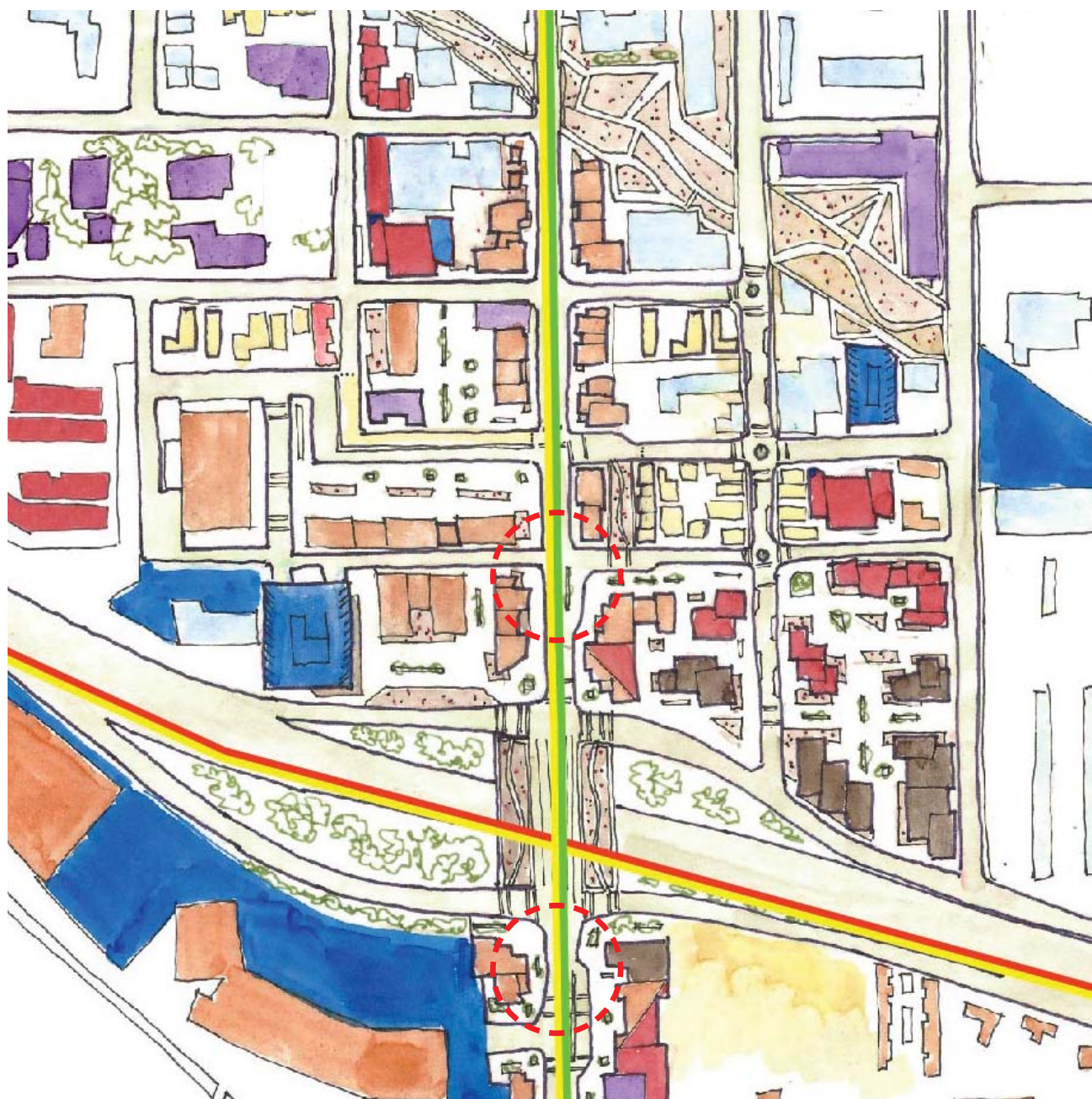
- low density residential (single-family)
- medium density residential (multi-family)
- high density residential (multi-family)
- commercial
- social/public services
- industrial
- parking
- desert landscape
- park landscape

6th + 40th
EXISTING CONDITIONS

Drachman Institute | City of South Tucson

1/4 mile





Drachman Institute, 2014

6th + 40th

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



1/4 mile

6th + 40th
TRANSIT ORIENTED DEVELOPMENT CONCEPT

City of South Tucson | Drachman Institute

APPENDIX A:

HOUSING DEMAND MARKET STUDY - FULL REPORT

bae urban economics

Affordable and Mixed-Income TOD Housing Study Eastern Pima County

Prepared for the Drachman Institute, University of Arizona
May 19, 2014



bae urban economics

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

San Francisco
1285 66th Street
Second Floor
Emeryville, CA 94608
510.547.9380

Sacramento
803 2nd Street
Suite A
Davis, CA 95616
530.750.2195

Los Angeles
448 South Hill St.
Suite 301
Los Angeles, CA 90013
213.471.2666

Washington DC
1436 U Street NW
Suite 403
Washington, DC 20009
202.588.8945

New York City
121 West 27th Street
Suite 705
New York, NY 10001
212.683.4486

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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

Area	2000	2010	2014 (a)	Total Growth 2000-2014	Avg. Annual Growth 2000-2014	Avg. Annual Growth 2010-2014
Pima County						
Population	843,746	980,263	999,461	18.5%	1.2%	0.5%
Households	332,350	388,660	396,111	19.2%	1.3%	0.5%
Avg. household size	2.47	2.46	2.46			
Tucson						
Population	486,699	520,116	524,264	7.7%	0.5%	0.2%
Households	192,891	205,390	208,167	7.9%	0.5%	0.3%
Avg. household size	2.42	2.43	2.41			
Oro Valley						
Population	29,700	41,011	42,391	42.7%	2.6%	0.8%
Households	12,249	17,804	18,201	48.6%	2.9%	0.6%
Avg. household size	2.41	2.30	2.32			
Marana						
Population	13,556	34,961	38,925	187.1%	7.8%	2.7%
Households	4,944	13,073	14,232	187.9%	7.8%	2.1%
Avg. household size	2.66	2.63	2.71			
Sahuarita						
Population	3,242	25,259	28,619	782.8%	16.8%	3.2%
Households	1,155	9,020	9,883	755.7%	16.6%	2.3%
Avg. household size	2.78	2.79	2.89			
South Tucson						
Population	5,490	5,652	5,499	0.2%	0.0%	-0.7%
Households	1,810	1,827	1,772	-2.1%	-0.2%	-0.8%
Avg. household size	2.94	2.93	2.91			

Notes:

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

Sources: US Census, 2000, 2010; Nielsen, 2014; BAE, 2014.

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.

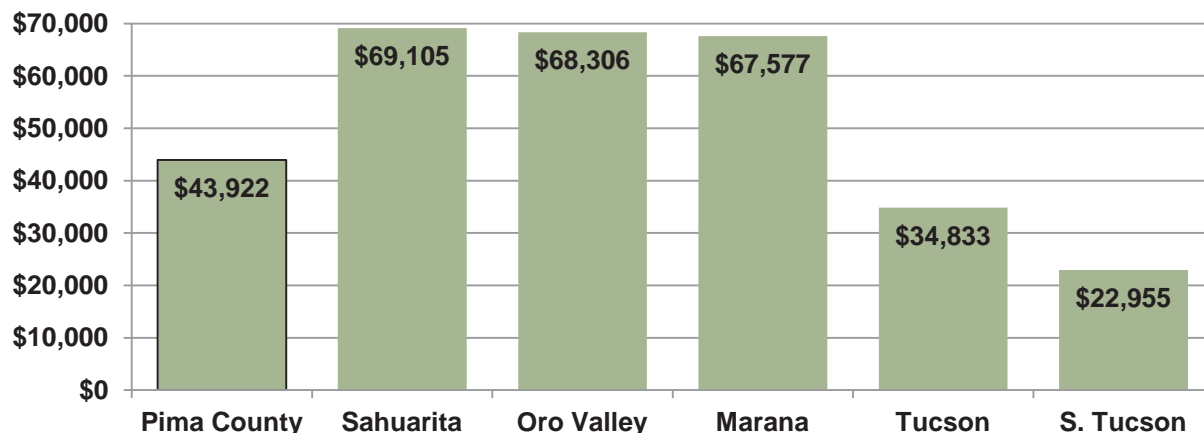
Table 2: Population Projections, 2014-2040

Area	2015	2020	2025	2030	2035	2040	2045	Total Growth 2015-2045	Avg. Annual Growth 2015-2045
Pima County	1,022,079	1,022,079	1,100,021	1,172,515	1,243,099	1,312,101	1,447,403	41.6%	1.2%
Tucson	537,129	537,129	572,636	610,374	647,118	683,038	753,472	40.3%	1.1%
Oro Valley	42,259	42,259	44,811	47,405	49,784	52,072	56,453	33.6%	1.0%
Marana	41,019	41,019	48,324	55,287	61,988	68,859	82,714	101.6%	2.4%
Sahuarita	28,483	28,483	34,529	41,276	45,403	48,527	54,729	92.1%	2.2%
South Tucson	5,670	5,670	5,637	5,585	5,550	5,544	5,727	1.0%	0.0%

Sources: ADOA, 2012; PAG, 2012; BAE, 2014.

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 \$67,577, respectively. South Tucson has the lowest median household income, at \$23,000.

Figure 1: Median Household Income, 2014



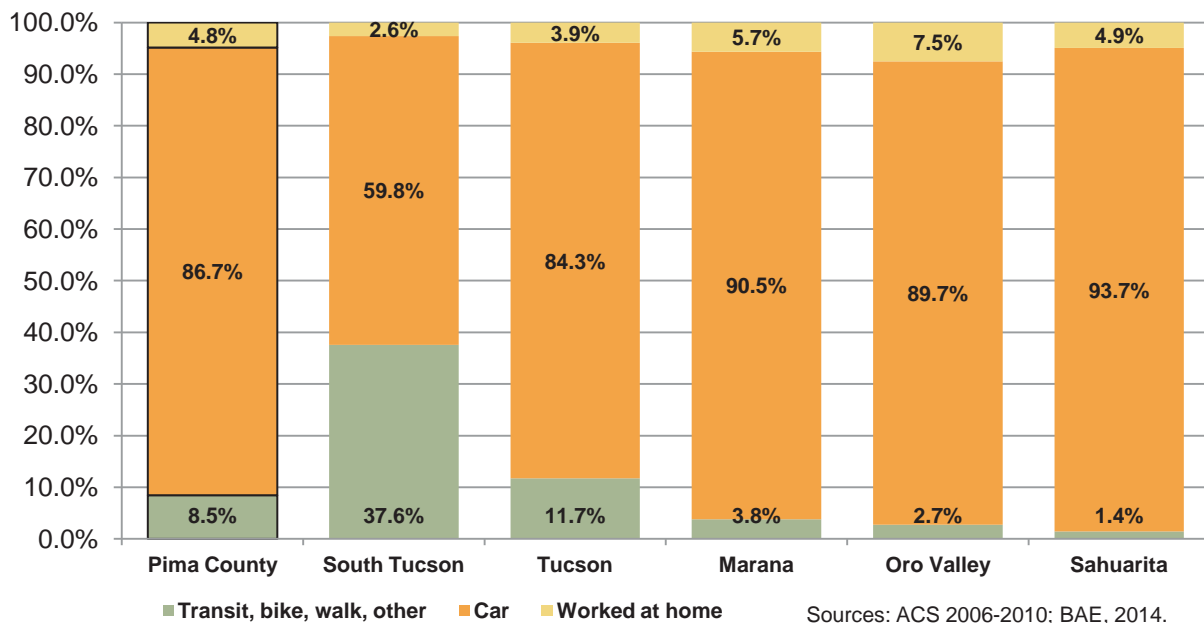
Sources: Nielsen, 2014; BAE, 2014.

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

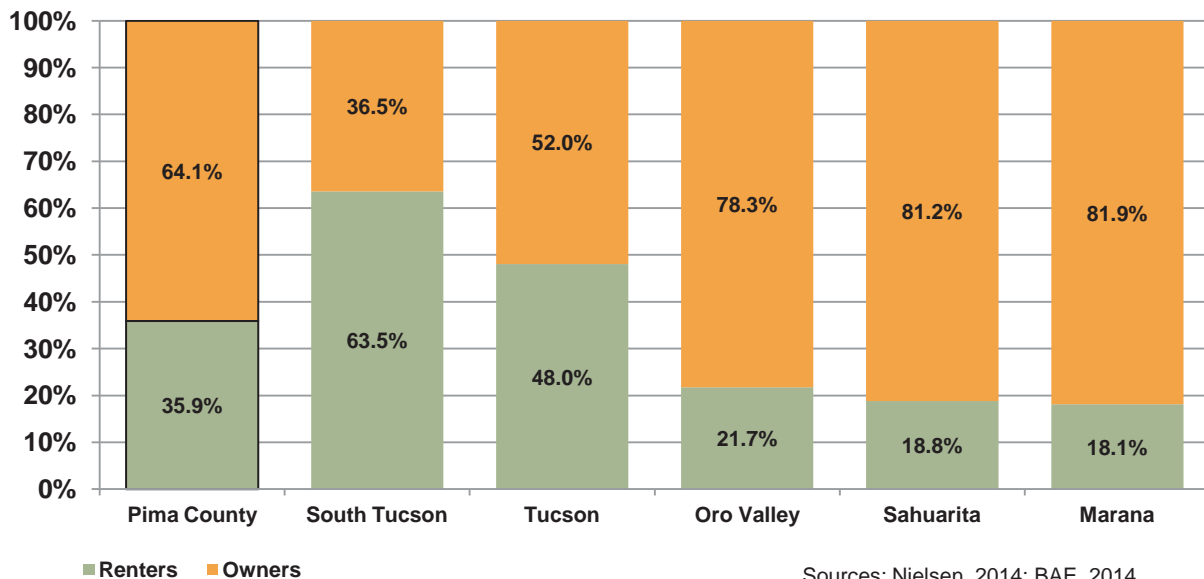


Housing Market Conditions

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.

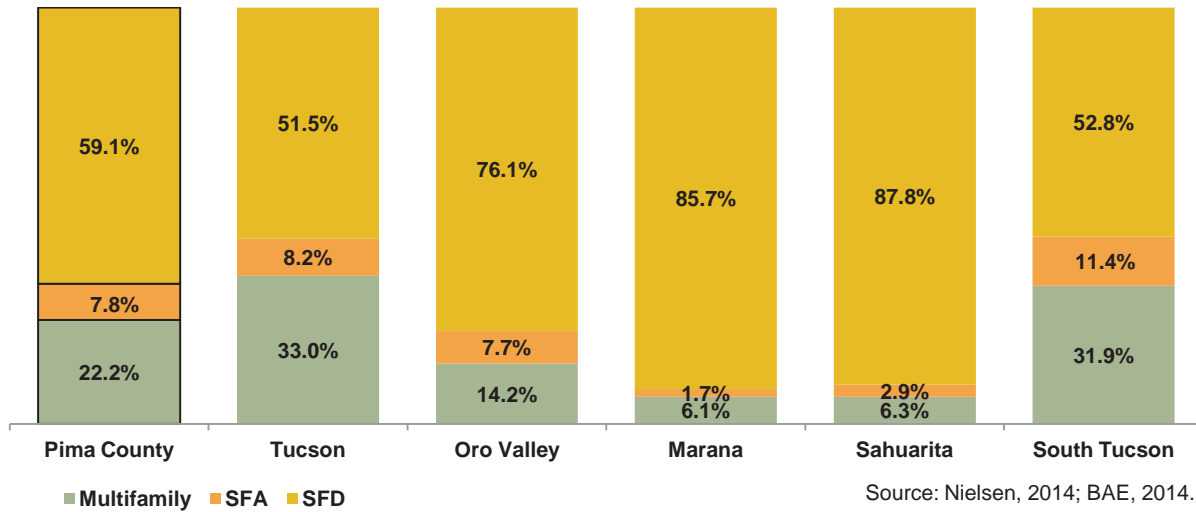
Figure 3: Household Tenure, 2014



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.

Figure 4: Housing Units by Type of Structure, 2014

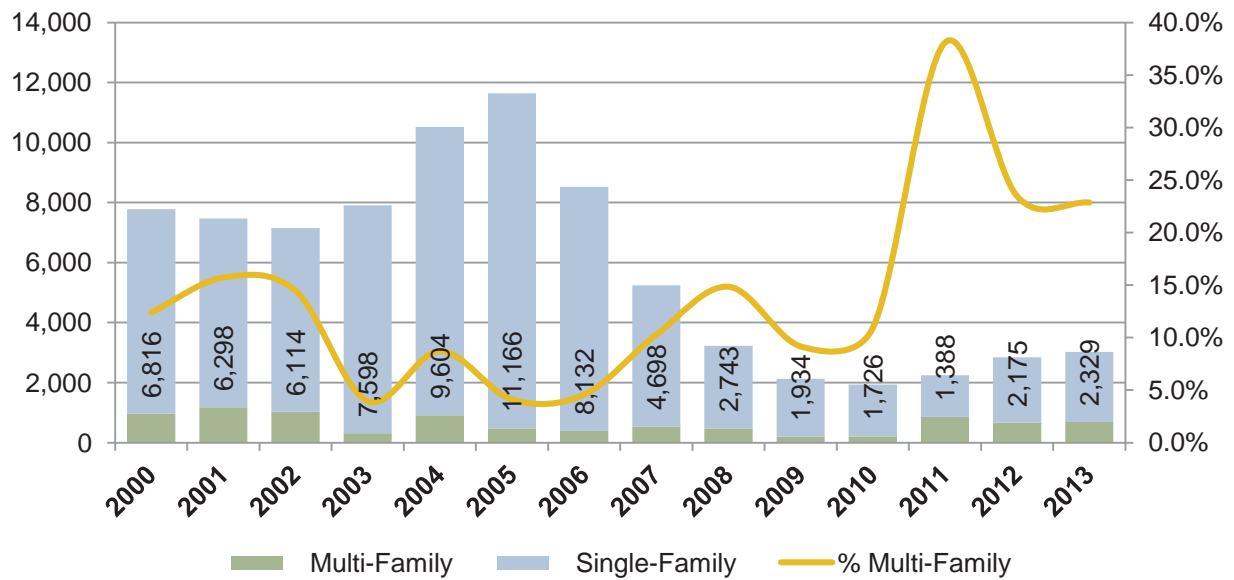


Housing construction has begun to pick up since 2011, though new starts are still well below pre-Recession levels. After a sharp decline in new home starts following the recession, the number of new housing units built in Pima County increased from the prior year since 2011. In 2013, more than 3,000 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 3: Rental Market Overview, Eastern Pima County
Sample, 4th Quarter 2013**

	Avg. Rental Rate	Avg. Unit Size (sq. ft.)	Number of Units	% Total Units
Studio	\$437	397	2,087	4.9%
1-Bedroom	\$555	600	21,836	50.8%
2-Bedroom	\$739	917	16,049	37.4%
3-Bedroom	\$918	1,122	2,592	6.0%
4-Bedroom	\$1,310	1,328	394	0.9%
Total	\$647	873	42,958	100.0%

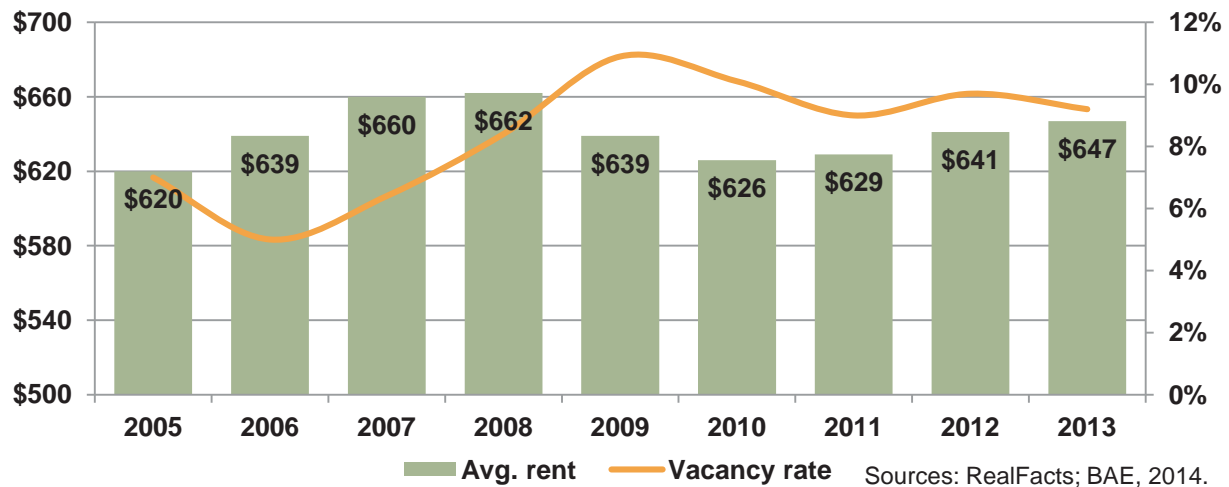
Notes:

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.

Figure 6: Multifamily Rental Rates and Vacancy Trends, Eastern Pima Co., 2005 - 2013



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

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

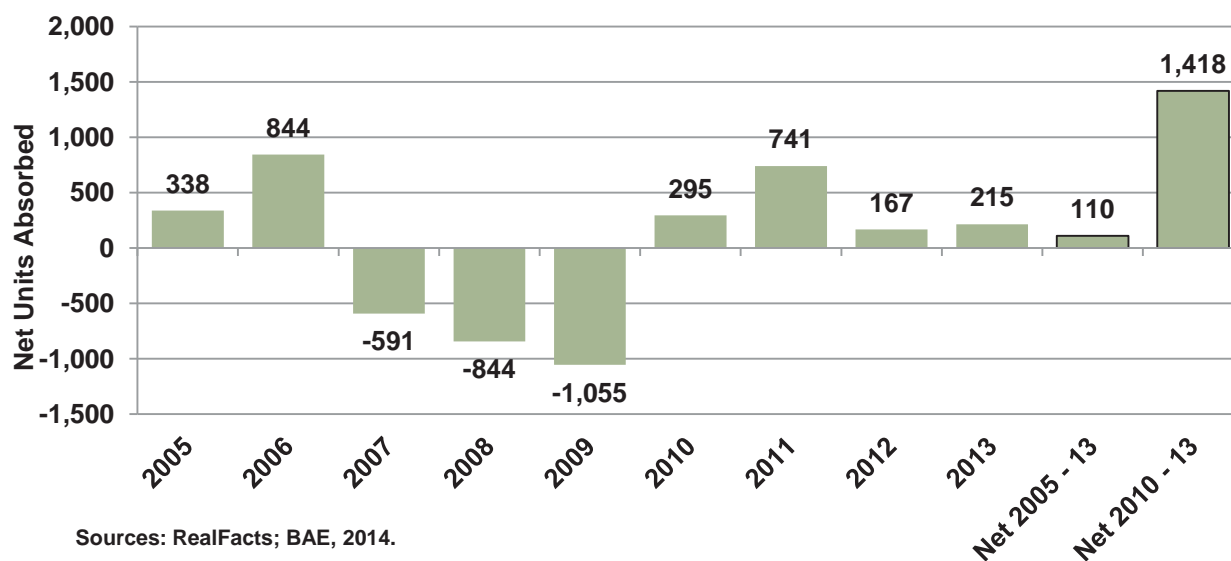
Notes:

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



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 percent¹. 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 5: Sale Price Distribution, Eastern Pima County, 2013 (a)

	Single-Family Residence	Condominium/ Townhouse	Total Units	% Total Units
Less than \$99,999	1,445	784	2,229	18%
\$100,000-\$199,999	5,002	726	5,728	45%
\$200,000-\$299,999	2,482	205	2,687	21%
\$300,000-\$399,999	981	53	1,034	8%
\$400,000-\$499,999	442	25	467	4%
\$500,000-\$749,999	370	6	376	3%
\$750,000 or more	173	0	173	1%
Total	10,895	1,799	12,694	100%
Average Sale Price	\$218,715	\$157,485	\$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: Tucson Association of Realtors, MLS, 2013; BAE, 2014.

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)**

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

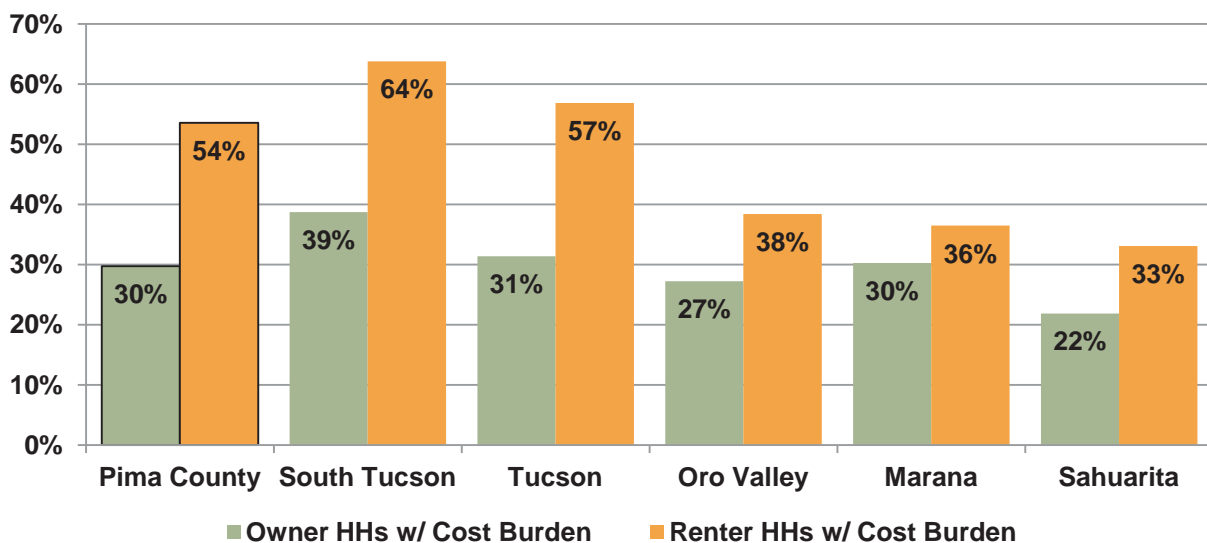
Housing cost burden is a standard national measure of housing affordability. As defined by the Department of Housing and Urban Development (HUD), households that spend more than 30 percent of monthly household income on housing costs (e.g. mortgage or rent payments and utilities) are considered to be 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



Source: American Community Survey (ACS), 2008-2012; BAE, 2014.

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 2013.² 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.

² U.S. Department of Housing and Urban Development. *Section 202 Supportive Housing for the Elderly Program*. HUD.gov. 2014.

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.

TRANSIT 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.

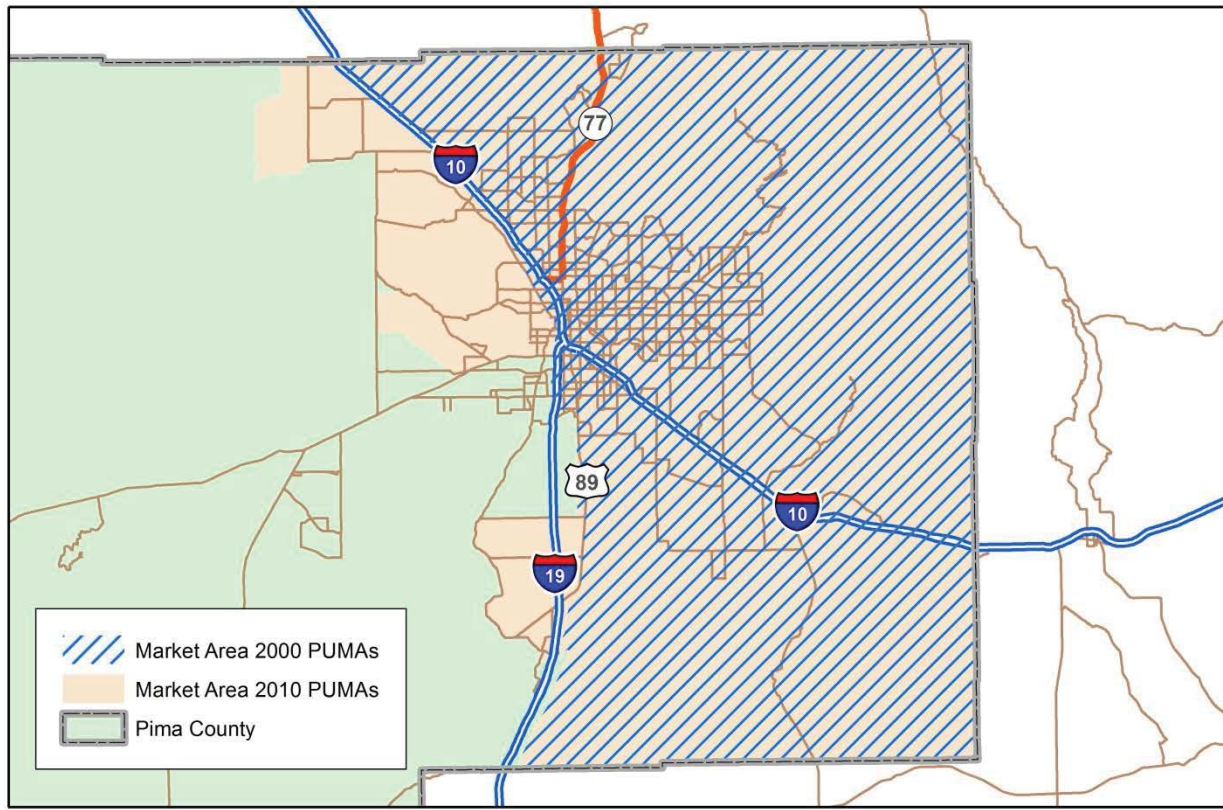
Methodology

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.

Figure 9: Eastern Pima County Market Area, Corresponding PUMA Boundaries



TOD Housing Demand: Baseline Estimate

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 discrete 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

	Renter					Owner					Grand Total
	Elderly	Small Related	Large Related	All Other	Total	Elderly	Small Related	Large Related	All Other	Total	
2015 (a)	7,827	14,880	3,144	18,035	43,886	4,661	10,927	2,331	2,631	20,549	64,435
2020 (b)	1,644	780	165	946	3,535	979	573	122	138	1,812	5,347
2025	1,748	790	167	958	3,662	1,041	580	124	140	1,884	5,547
2030	1,400	830	175	1,005	3,410	833	609	130	147	1,719	5,129
2035	749	1,095	231	1,327	3,402	446	804	171	194	1,615	5,017
2040	580	1,175	248	1,425	3,428	345	863	184	208	1,600	5,028
2045	427	1,263	267	1,531	3,488	254	927	198	223	1,603	5,090
Total	14,375	20,812	4,398	25,225	64,811	8,560	15,283	3,260	3,680	30,783	95,594

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 additions TOD housing demand from new households for each five-year increment based on State population forecast

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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

	Income Level (All Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income			
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%	above 120%	
	AMI	AMI	AMI	AMI	AMI	AMI	
2015 (a)	19,534	11,746	12,004	5,285	4,092	11,775	64,435
2020 (b)	1,671	1,148	978	422	308	821	5,347
2025	1,736	1,198	1,014	437	318	845	5,547
2030	1,594	1,070	941	408	301	815	5,129
2035	1,528	939	932	409	314	895	5,017
2040	1,523	911	937	413	320	924	5,028
2045	1,534	895	952	421	329	960	5,090
Total	29,119	17,906	17,757	7,794	5,983	17,034	95,594
% total	30.5%	18.7%	18.6%	8.2%	6.3%	17.8%	

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 additions TOD housing demand from new households for each five-year increment based on State population forecast

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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

	Income Level (Renter Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income			
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%	above 120%	
	AMI	AMI	AMI	AMI	AMI	AMI	
2015 (a)	17,044	8,801	8,439	3,006	2,373	4,224	43,886
2020 (b)	1,375	785	644	237	196	298	3,535
2025	1,425	816	666	246	203	307	3,662
2030	1,326	743	628	230	188	295	3,410
2035	1,322	693	649	232	185	322	3,402
2040	1,331	685	660	235	185	331	3,428
2045	1,354	685	677	240	188	344	3,488
Total	25,177	13,207	12,363	4,425	3,517	6,121	64,811
<i>% total</i>	38.8%	20.4%	19.1%	6.8%	5.4%	9.4%	

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 additionsl TOD housing demand from new households for each five-year increment based on State population forecast

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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 types³, 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

Monthly Rent by Income Level (a)					
	Studio	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm
50 to 80% AMI	\$498 - \$796	\$534 - \$853	\$641 - \$1,024	\$741 - \$1,184	\$827 - \$1,320
30 to 50% AMI	\$299 - \$498	\$320 - \$534	\$384 - \$641	\$444 - \$741	\$496 - \$827
below 30% AMI	< \$299	< \$320	< \$384	< \$444	< \$496

Market Data (b)					
	Studio	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm
Market rental rates	\$437	\$555	\$739	\$918	\$1,310
Share Mkt. Area units	4.9%	50.8%	37.4%	6.0%	0.9%

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

	Income Level (Owner Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income			
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%	above 120%	
	AMI	AMI	AMI	AMI	AMI	AMI	
2015 (a)	2,491	2,945	3,565	2,279	1,719	7,550	20,549
2020 (b)	296	363	334	185	112	523	1,812
2025	311	382	348	191	115	538	1,884
2030	268	327	313	178	113	520	1,719
2035	206	246	283	177	130	573	1,615
2040	192	226	277	178	135	592	1,600
2045	180	210	274	181	142	616	1,603
Total	3,943	4,699	5,394	3,369	2,465	10,913	30,783
<i>% total</i>	12.8%	15.3%	17.5%	10.9%	8.0%	35.5%	

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

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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.

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

Household Incomes by Percent of AMI (a)				
	1 Person HH	2 Person HH	3 Person HH	4 Person HH
50 to 80% AMI	\$19,950 - \$31,870	\$22,800 - \$36,447	\$25,650 - \$41,023	\$28,500 - \$45,600
30 to 50% AMI	\$11,970 - \$19,950	\$13,680 - \$22,800	\$15,390 - \$25,650	\$17,100 - \$28,500
below 30% AMI	< \$11,970	< \$13,680	< \$15,390	< \$17,100
Affordable Home Sale Price (b)				
	1 Person HH	2 Person HH	3 Person HH	4 Person HH
50 to 80% AMI	\$83,520 - \$133,423	\$95,451 - \$152,583	\$107,383 - \$171,742	\$119,314 - \$190,902
30 to 50% AMI	\$50,112 - \$83,520	\$57,271 - \$95,451	\$64,430 - \$107,383	\$71,588 - \$119,314
below 30% AMI	< \$50,112	< \$57,271	< \$64,430	< \$71,588
Share of Recent Sales by Household Price Range (c)				
	1 Person HH	2 Person HH	3 Person HH	4 Person HH
50 to 80% AMI	25%	32%	37%	36%
30 to 50% AMI	8%	9%	10%	18%
below 30% AMI	5%	7%	10%	10%
subtotal	38%	48%	57%	64%

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.

Sources: ADOH, 2013; HUD, 2014; Arizona Department of Insurance, 2013; Pima County Board of Supervisors, 2014; Tucson Realtors Association MLS, 2014; BAE, 2014.

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

New Unit Sales			
10-year annual average (a):	1,735		
30-year projected new unit sales:	52,062		
New Unit Affordability			
	Extremely/Very Low- Income HHs (< 50% AMI)	Low to Moderate Income HHs (50 - 80% AMI)	Total Below Moderate Income HHs (< 80% AMI)
Percent of Sales Affordable (b)	20.0%	37.0%	57.0%
Projected Affordable Sales, 30-yr	10,412	19,263	29,675
New Unit Affordability			
	Extremely/Very Low- Income HHs (< 50% AMI)	Low to Moderate Income HHs (50 - 80% AMI)	Total Below Moderate Income HHs (< 80% AMI)
30-yr TOD Demand (Households) (c)	8,642	5,394	14,036
TOD Demand as % of Aff. Sales	83.0%	28.0%	47.3%

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 development⁵. Eight stations were ranked as mid-term priorities for development, while nine stations received long-term priority designation.

Table 14: TOD Housing Development Priority for Proposed HCT Station Areas

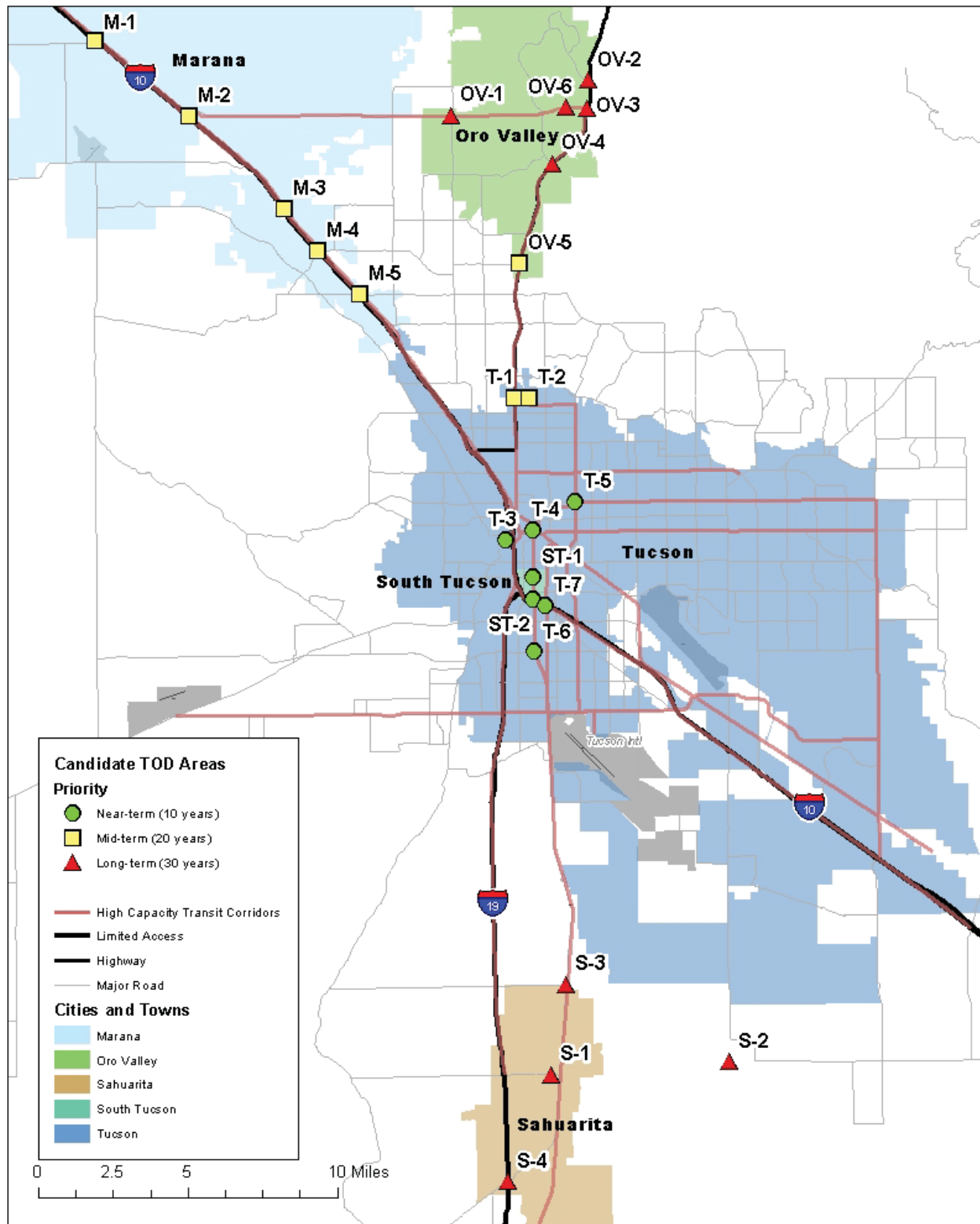
Station	Location	City	Rank	Priority
T-5	Speedway & Campbell	Tucson	6	Near-term
T-4	Ronstadt Transit Center	Tucson	6	Near-term
ST-1	29th & 6th Ave	South Tucson	7	Near-term
ST-2	39th & 6th Ave	South Tucson	7	Near-term
T-3	Mercado Streetcar Stop	Tucson	7	Near-term
T-7	RR & I-10	Tucson	8	Near-term
T-6	Laos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

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.

APPENDIX A: HOUSING MARKET EXISTING CONDITIONS DATA TABLES

Table A-1: Population and Household Trends, 2000-2014 (a)

Area	2000	2010	2014 (a)	Total Growth 2000-2014	Avg. Annual Growth 2000-2014	Avg. Annual Growth 2010-2014
Pima County						
Population	843,746	980,263	999,461	18.5%	1.2%	0.5%
Households	332,350	388,660	396,111	19.2%	1.3%	0.5%
Avg. household size	2.47	2.46	2.46			
Tucson						
Population	486,699	520,116	524,264	7.7%	0.5%	0.2%
Households	192,891	205,390	208,167	7.9%	0.5%	0.3%
Avg. household size	2.42	2.43	2.41			
Oro Valley						
Population	29,700	41,011	42,391	42.7%	2.6%	0.8%
Households	12,249	17,804	18,201	48.6%	2.9%	0.6%
Avg. household size	2.41	2.30	2.32			
Marana						
Population	13,556	34,961	38,925	187.1%	7.8%	2.7%
Households	4,944	13,073	14,232	187.9%	7.8%	2.1%
Avg. household size	2.66	2.63	2.71			
Sahuarita						
Population	3,242	25,259	28,619	782.8%	16.8%	3.2%
Households	1,155	9,020	9,883	755.7%	16.6%	2.3%
Avg. household size	2.78	2.79	2.89			
South Tucson						
Population	5,490	5,652	5,499	0.2%	0.0%	-0.7%
Households	1,810	1,827	1,772	-2.1%	-0.2%	-0.8%
Avg. household size	2.94	2.93	2.91			

Notes:

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

Sources: US Census, 2000, 2010; Nielsen, 2014; BAE, 2014.

Table A-2: Population Projections, 2014-2040

Area	2015	2020	2025	2030	2035	2040	2045	Total Growth 2015-2045	Avg. Annual Growth 2015-2045
Pima County	1,022,079	1,022,079	1,100,021	1,172,515	1,243,099	1,312,101	1,447,403	41.6%	1.2%
Tucson	537,129	537,129	572,636	610,374	647,118	683,038	753,472	40.3%	1.1%
Oro Valley	42,259	42,259	44,811	47,405	49,784	52,072	56,453	33.6%	1.0%
Marana	41,019	41,019	48,324	55,287	61,988	68,859	82,714	101.6%	2.4%
Sahuarita	28,483	28,483	34,529	41,276	45,403	48,527	54,729	92.1%	2.2%
South Tucson	5,670	5,670	5,637	5,585	5,550	5,544	5,727	1.0%	0.0%

Sources: ADOA, 2012; PAG, 2012; BAE, 2014.

Table A-3: Household Income, Pima County, 2014

	Number of Households by Annual Household Income											
	Pima County		Tucson		Oro Valley		Marana		Sahuarita		S. Tucson	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than \$15,000	64,887	16.4%	44,790	21.5%	1,364	7.5%	890	6.3%	562	5.7%	606	34.2%
\$15,000-\$24,999	51,657	13.0%	32,042	15.4%	1,424	7.8%	1,038	7.3%	640	6.5%	352	19.9%
\$25,000-\$34,999	47,148	11.9%	27,715	13.3%	1,455	8.0%	978	6.9%	587	5.9%	311	17.6%
\$35,000-\$49,999	57,770	14.6%	31,750	15.3%	2,537	13.9%	1,622	11.4%	1,190	12.0%	265	15.0%
\$50,000-\$74,999	70,778	17.9%	33,991	16.3%	3,169	17.4%	3,681	25.9%	2,568	26.0%	146	8.2%
\$75,000-\$99,999	42,374	10.7%	17,951	8.6%	2,694	14.8%	2,336	16.4%	1,842	18.6%	54	3.0%
\$100,000-\$149,999	39,256	9.9%	14,104	6.8%	3,063	16.8%	2,569	18.1%	1,903	19.3%	33	1.9%
\$150,000-\$199,999	11,641	2.9%	3,468	1.7%	1,195	6.6%	584	4.1%	441	4.5%	2	0.1%
\$200,000-\$249,999	3,920	1.0%	1,028	0.5%	470	2.6%	198	1.4%	93	0.9%	0	0.0%
\$250,000 or more	6,680	1.7%	1,328	0.6%	830	4.6%	336	2.4%	57	0.6%	3	0.2%
Total	396,111	100.0%	208,167	100.0%	18,201	100.0%	14,232	100.0%	9,883	100.0%	1,772	100.0%
Median HH Income	\$43,922		\$34,833		\$68,306		\$67,577		\$69,105		\$22,955	

Sources: Nielsen, 2014; BAE, 2014.

Table A-4: Means of Transportation to Work, 2010

Pima County			Tucson			South Tucson		
Means of Transportation			Means of Transportation			Means of Transportation		
Car, Truck or Van	Number	Percentage	Car, Truck or Van	Number	Percentage	Car, Truck or Van	Number	Percentage
Drove Alone	363,885	86.7%	Drove Alone	196,425	84.3%	Drove Alone	1,129	59.8%
Carpooled	317,862	75.7%	Carpooled	169,608	72.8%	Carpooled	809	42.8%
Public Transportation (excluding Taxi)	46,023	11.0%	Public Transportation (excluding Taxi)	26,817	11.5%	Public Transportation (excluding Taxi)	320	16.9%
Walked	10,513	2.5%	Walked	8,362	3.6%	Walked	266	14.1%
Taxi, motorcycle, bicycle, or other	11,208	2.7%	Taxi, motorcycle, bicycle, or other	8,788	3.8%	Taxi, motorcycle, bicycle, or other	213	11.3%
Worked at Home	13,755	3.3%	Worked at Home	10,123	4.3%	Worked at Home	231	12.2%
Total Workers	20,310	4.8%	Total	9,183	3.9%	Total	50	2.6%
	419,671	100.0%		232,881	100.0%		1,889	100.0%
Oro Valley			Marana			Sahuarita		
Means of Transportation			Means of Transportation			Means of Transportation		
Car, Truck or Van	Number	Percentage	Car, Truck or Van	Number	Percentage	Car, Truck or Van	Number	Percentage
Drove Alone	14,255	89.7%	Drove Alone	12,456	90.5%	Drove Alone	8,352	93.7%
Carpooled	12,758	80.3%	Carpooled	11,238	81.7%	Carpooled	7,198	80.7%
Public Transportation (excluding Taxi)	1,497	9.4%	Public Transportation (excluding Taxi)	1,218	8.9%	Public Transportation (excluding Taxi)	1,154	12.9%
Walked	42	0.3%	Walked	57	0.4%	Walked	0	0.0%
Taxi, motorcycle, bicycle, or other	112	0.7%	Taxi, motorcycle, bicycle, or other	148	1.1%	Taxi, motorcycle, bicycle, or other	51	0.6%
Worked at Home	280	1.8%	Worked at Home	317	2.3%	Worked at Home	77	0.9%
Total	1,199	7.5%	Total	780	5.7%	Total	436	4.9%
	15,888	100.0%		13,758	100.0%		8,916	100.0%

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

Tenure	Pima County		Tucson		Oro Valley		Marana		Sahuarita		South Tucson	
	#	%	#	%	#	%	#	%	#	%	#	%
Owners	253,849	64.1%	108,167	52.0%	14,248	78.3%	11,656	81.9%	8,022	81.2%	646	36.5%
Renters	142,262	35.9%	100,000	48.0%	3,953	21.7%	2,576	18.1%	1,861	18.8%	1,126	63.5%
Total Households	396,111	100.0%	208,167	100.0%	18,201	100.0%	14,232	100.0%	9,883	100.0%	1,772	100.0%

Sources: Nielsen, 2014; BAE, 2014.

Table A-6: Housing Units by Type of Structure, 2014

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

Pima County														
Building Type (#)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Single-Family	6,816	6,298	6,114	7,598	9,604	11,166	8,132	4,698	2,743	1,934	1,726	1,388	2,175	2,329
Multi-Family	963	1,174	1,033	312	917	478	390	539	478	195	212	854	666	690
Two to Four Family	337	165	179	195	197	321	212	142	55	28	6	26	38	32
Five or More Family	626	1,009	854	117	720	157	178	397	423	167	206	828	628	658
Total	7,779	7,472	7,147	7,910	10,521	11,644	8,522	5,237	3,221	2,129	1,938	2,242	2,841	3,019
Building Type (%)														
Single-Family	87.6%	84.3%	85.5%	96.1%	91.3%	95.9%	95.4%	89.7%	85.2%	90.8%	89.1%	61.9%	76.6%	77.1%
Multi-Family	12.4%	15.7%	14.5%	3.9%	8.7%	4.1%	4.6%	10.3%	14.8%	9.2%	10.9%	38.1%	23.4%	22.9%
Two to Four Family	4.3%	2.2%	2.5%	2.5%	1.9%	2.8%	2.5%	2.7%	1.7%	1.3%	0.3%	1.2%	1.3%	1.1%
Five or More Family	8.0%	13.5%	11.9%	1.5%	6.8%	1.3%	2.1%	7.6%	13.1%	7.8%	10.6%	36.9%	22.1%	21.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% Change, 2000-11														
Single-Family		-7.6%	-2.9%	24.3%	26.4%	16.3%	-27.2%	-42.2%	-41.6%	-29.5%	-10.8%	-19.6%	56.7%	7.1%
Multi-Family		21.9%	-12.0%	-69.8%	193.9%	N/A	-18.4%	38.2%	-11.3%	-59.2%	8.7%	302.8%	-22.0%	3.6%
Two to Four Family		-51.0%	8.5%	8.9%	1.0%	62.9%	-34.0%	-33.0%	-61.3%	-49.1%	-78.6%	333.3%	46.2%	-15.8%
Five or More Family		61.2%	-15.4%	-86.3%	515.4%	-78.2%	13.4%	123.0%	6.5%	-60.5%	23.4%	301.9%	-24.2%	4.8%
Total		-3.9%	-4.3%	10.7%	33.0%	10.7%	-26.8%	-38.5%	-38.5%	-33.9%	-9.0%	15.7%	26.7%	6.3%

Table A-7: Building Permits Issued, Pima County, 2000 – 2013, Continued

Tucson	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<u>Building Type (#) (a)</u>														
Single-Family	2,764	2,564	2,407	2,425	2,243	2,421	2,297	1,131	565	362	344	302	426	447
Multi-Family	785	692	791	312	908	370	284	238	69	180	44	572	666	690
Two to Four Family	305	165	175	195	194	267	163	102	55	28	6	26	38	32
Five or More Family	480	527	616	117	714	103	121	136	14	152	38	546	628	658
Total	3,549	3,256	3,198	2,737	3,151	2,791	2,581	1,369	634	542	388	874	1,092	1,137
<u>Building Type (%)</u>														
Single-Family	77.9%	78.7%	75.3%	88.6%	71.2%	86.7%	89.0%	82.6%	89.1%	66.8%	88.7%	34.6%	39.0%	39.3%
Multi-Family	22.1%	21.3%	24.7%	11.4%	28.8%	13.3%	11.0%	17.4%	10.9%	33.2%	11.3%	65.4%	61.0%	60.7%
Two to Four Family	8.6%	5.1%	5.5%	7.1%	6.2%	9.6%	6.3%	7.5%	8.7%	5.2%	1.5%	3.0%	3.5%	2.8%
Five or More Family	13.5%	16.2%	19.3%	4.3%	22.7%	3.7%	4.7%	9.9%	2.2%	28.0%	9.8%	62.5%	57.5%	57.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<u>% Change, 2000-11</u>														
Single-Family	-7.2%	-6.1%	0.7%	0.7%	-7.5%	7.9%	-5.1%	-50.8%	-50.0%	-35.9%	-5.0%	-12.2%	41.1%	4.9%
Multi-Family	-11.8%	14.3%	-60.6%	191.0%	N/A	-23.2%	-16.2%	-71.0%	-71.0%	160.9%	-75.6%	1200.0%	16.4%	3.6%
Two to Four Family	-45.9%	6.1%	11.4%	-0.5%	37.6%	-39.0%	-39.0%	-37.4%	-46.1%	-49.1%	-78.6%	333.3%	46.2%	-15.8%
Five or More Family	9.8%	16.9%	-81.0%	510.3%	-85.6%	17.5%	12.4%	-89.7%	985.7%	-75.0%	1336.8%	15.0%	15.0%	4.8%
Total	-8.3%	-1.8%	-14.4%	15.1%	-11.4%	-7.5%	-7.5%	-47.0%	-53.7%	-14.5%	-28.4%	125.3%	24.9%	4.1%

Table A-7: Building Permits Issued, Pima County, 2000 – 2013, Continued

Oro Valley														
<u>Building Type (#) (a)</u>														
Single-Family	994	738	429	496	490	356	354	334	228	60	57	59	167	134
Multi-Family	0	0	0	0	0	54	0	0	0	0	0	0	0	0
Total	994	738	429	496	490	410	354	334	228	60	57	59	167	134
<u>Building Type (%)</u>														
Single-Family	100.0%	100.0%	100.0%	100.0%	100.0%	86.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Multi-Family	0.0%	0.0%	0.0%	0.0%	0.0%	13.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<u>% Change, 2000-11</u>														
Single-Family	-25.8%	-41.9%	15.6%	15.6%	-1.2%	-27.3%	-0.6%	-5.6%	-31.7%	-73.7%	-5.0%	3.5%	183.1%	-19.8%
Multi-Family	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	-25.8%	-41.9%	15.6%	15.6%	-1.2%	-16.3%	-13.7%	-5.6%	-31.7%	-73.7%	-5.0%	3.5%	183.1%	-19.8%
Marana														
<u>Building Type (#) (a)</u>														
Single-Family	689	772	960	1,206	1,398	1,771	806	579	256	199	343	337	706	632
Multi-Family	0	290	80	0	0	0	0	0	0	0	168	0	0	0
Total	689	1,062	1,040	1,206	1,398	1,771	806	579	256	199	511	337	706	632
<u>Building Type (%)</u>														
Single-Family	100.0%	72.7%	92.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	67.1%	100.0%	100.0%	100.0%
Multi-Family	0.0%	27.3%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.9%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<u>% Change, 2000-11</u>														
Single-Family	12.0%	24.4%	25.6%	15.9%	15.9%	26.7%	-54.5%	-28.2%	-55.8%	-22.3%	72.4%	-1.7%	109.5%	-10.5%
Multi-Family	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	54.1%	-2.1%	16.0%	15.9%	15.9%	26.7%	-54.5%	-28.2%	-55.8%	-22.3%	156.8%	34.1%	109.5%	-10.5%

Table A-7: Building Permits Issued, Pima County, 2000 – 2013, Continued

Sahuarita														
Building Type (#) (a)														
Single-Family	0	0	0	411	1,697	1,634	1,263	848	749	517	306	187	283	254
Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	411	1,697	1,634	1,263	848	749	517	306	187	283	254
Building Type (%)														
Single-Family	n/a	n/a	n/a	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Multi-Family	n/a	n/a	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% Change, 2000-11														
Single-Family	n/a	n/a	n/a	312.9%	-3.7%	-22.7%	-32.9%	-11.7%	-31.0%	-40.8%	-38.9%	51.3%	-10.2%	-10.2%
Multi-Family	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	#DIV/0!	#DIV/0!	#DIV/0!	312.9%	-3.7%	-22.7%	-32.9%	-11.7%	-31.0%	-40.8%	-38.9%	51.3%	-10.2%	-10.2%
South Tucson														
Building Type (#) (a)														
Single-Family	11	11	8	18	15	16	8	11	5	1	2	4	5	5
Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	8	18	15	16	8	11	5	1	2	4	5	5
Building Type (%)														
Single-Family	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Multi-Family	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% Change, 2000-11														
Single-Family	0.0%	0.0%	-27.3%	125.0%	-16.7%	6.7%	-50.0%	37.5%	-54.5%	-80.0%	100.0%	25.0%	0.0%	0.0%
Multi-Family	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	0.0%	0.0%	-27.3%	125.0%	-16.7%	6.7%	-50.0%	37.5%	-54.5%	-80.0%	100.0%	25.0%	0.0%	0.0%

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**

	Avg. Rental Rate	Avg. Unit Size (sq. ft.)	Number of Units	% Total Units
Studio	\$437	397	2,087	4.9%
1-Bedroom	\$555	600	21,836	50.8%
2-Bedroom	\$739	917	16,049	37.4%
3-Bedroom	\$918	1,122	2,592	6.0%
4-Bedroom	\$1,310	1,328	394	0.9%
Total	\$647	873	42,958	100.0%

Table A-9: Rental Rates, Vacancy, and Absorption Trends, Eastern Pima Co., 2005 - 2013

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Avg. rent	\$620	\$639	\$660	\$662	\$639	\$626	\$629	\$641	\$647
% change		3.1%	3.3%	0.3%	-3.5%	-2.0%	0.5%	1.9%	0.9%
Vacancy rate	7.0%	5.0%	6.4%	8.4%	10.9%	10.1%	9.0%	9.7%	9.2%
% change		-28.6%	28.0%	31.3%	29.8%	-7.3%	-10.9%	7.8%	-5.2%
Net absorption (units)	338	844	-591	-844	-1,055	295	741	167	215
% change		149.7%	-170.0%	42.8%	25.0%	-128.0%	151.2%	-77.5%	28.7%

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**

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

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)

	Single-Family Residence	Condominium/ Townhouse	Total Units	% Total Units
Less than \$99,999	1,445	784	2,229	18%
\$100,000-\$199,999	5,002	726	5,728	45%
\$200,000-\$299,999	2,482	205	2,687	21%
\$300,000-\$399,999	981	53	1,034	8%
\$400,000-\$499,999	442	25	467	4%
\$500,000-\$749,999	370	6	376	3%
\$750,000 or more	173	0	173	1%
Total	10,895	1,799	12,694	100%
Average Sale Price	\$218,715	\$157,485	\$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: Tucson Association of Realtors, MLS, 2013; BAE, 2014.

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

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

	Households paying over 30 % of income on housing costs					
	Pima County	Tucson	Oro Valley	Marana	Sahuarita	S. Tucson
Owner households w/ cost burden	72,359	32,663	3,436	2,967	1,585	207
Renter households w/ cost burden	69,284	52,216	1,521	1,023	503	728
Total cost-burdened households	141,643	84,879	4,957	3,990	2,088	935
Total owner households (a)	243,444	104,132	12,638	9,804	7,252	535
Total renter households (a)	129,394	91,862	3,960	2,806	1,522	1,142
Total households (a)	372,838	195,994	16,598	12,610	8,774	1,677
% Total owner households w/ cost burden	29.7%	31.4%	27.2%	30.3%	21.9%	38.7%
% Total renter households w/ cost-burden	53.5%	56.8%	38.4%	36.5%	33.0%	63.7%
% Total households cost-burdened	38.0%	43.3%	29.9%	31.6%	23.8%	55.8%

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

Sources: Table DP04, ACS 2008-2012; BAE, 2014.

APPENDIX B: LIST OF HOUSING DEVELOPER INTERVIEWEES

Table B-1: Regional Housing Developers Interview Summary

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

Source: BAE, 2014.

APPENDIX C: TOD HOUSING DEMAND TABLES

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

	Renter					Owner					Grand Total
	Elderly	Small Related	Large Related	All Other	Total	Elderly	Small Related	Large Related	All Other	Total	
2015 (a)	7,827	14,880	3,144	18,035	43,886	4,661	10,927	2,331	2,631	20,549	64,435
2020 (b)	1,644	780	165	946	3,535	979	573	122	138	1,812	5,347
2025	1,748	790	167	958	3,662	1,041	580	124	140	1,884	5,547
2030	1,400	830	175	1,005	3,410	833	609	130	147	1,719	5,129
2035	749	1,095	231	1,327	3,402	446	804	171	194	1,615	5,017
2040	580	1,175	248	1,425	3,428	345	863	184	208	1,600	5,028
2045	427	1,263	267	1,531	3,488	254	927	198	223	1,603	5,090
Total	14,375	20,812	4,398	25,225	64,811	8,560	15,283	3,260	3,680	30,783	95,594

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

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

Table C-2: TOD Housing Demand by AMI level, Eastern Pima Co., 2015 – 2045

	Income Level (All Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income			
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%	above 120%	
	AMI	AMI	AMI	AMI	AMI	AMI	
2015 (a)	19,534	11,746	12,004	5,285	4,092	11,775	64,435
2020 (b)	1,671	1,148	978	422	308	821	5,347
2025	1,736	1,198	1,014	437	318	845	5,547
2030	1,594	1,070	941	408	301	815	5,129
2035	1,528	939	932	409	314	895	5,017
2040	1,523	911	937	413	320	924	5,028
2045	1,534	895	952	421	329	960	5,090
Total	29,119	17,906	17,757	7,794	5,983	17,034	95,594
<i>% total</i>	30.5%	18.7%	18.6%	8.2%	6.3%	17.8%	

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 additions TOD housing demand from new households for each five-year increment based on State population forecast

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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

Total County Households									
Household by Type and Income	Renter			Owner			Total Households		
	Elderly	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other
Household Income <=30% MFI	5,327	11,256	3,020	17,828	37,431	7,072	4,485	1,212	4,766
Household Income >30 to <=50% MFI	4,675	9,120	2,138	9,936	25,870	12,158	6,183	2,313	3,752
Household Income >50 to <=80% MFI	4,165	11,680	2,258	13,132	31,235	17,327	12,047	3,267	6,643
Household Income >80% MFI to <=100% MFI	1,776	5,938	1,043	5,870	14,627	9,650	9,587	2,097	4,405
Household Income >100% MFI to <=120% MFI	1,507	4,457	786	4,184	10,935	8,343	10,165	2,196	4,301
Household Income >120% MFI	3,266	10,501	1,391	10,478	25,636	33,801	66,466	8,261	17,408
Total Households	20,716	52,953	10,636	61,428	145,734	88,350	108,933	19,346	41,275
									257,904
									403,638

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All Households in Market Area	Household by Type and Income					Total Households
	Total Renters	Elderly	Small Related	Owner Large Related	All Other	
Household Income <=30% MFI	38,188	6,359	3,698	947	4,226	53,418
Household Income >30 to <=50% MFI	26,594	10,432	5,272	1,938	3,153	47,388
Household Income >50 to <=80% MFI	31,822	14,966	10,322	2,736	6,289	66,134
Household Income >80% MFI to <=100% MFI	14,800	8,279	8,406	1,485	4,114	37,083
Household Income >100% MFI to <=120% MFI	11,000	6,881	9,243	1,743	3,940	32,807
Household Income >120% MFI	25,494	30,362	61,869	7,226	15,827	140,778
Total Households	147,897	77,279	98,809	16,075	37,548	377,607

Transit Demand Households in Market Area									
Household by Type and Income	Renter			Owner			Total Households		
	Elderly	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other
Household Income <=30% MFI	3,055	4,500	962	8,526	17,044	1,048	633	182	628
Household Income >30 to <=50% MFI	2,050	2,686	706	3,358	8,801	1,324	1,013	295	313
Household Income >50 to <=80% MFI	1,279	3,286	673	3,201	8,439	932	1,557	638	438
Household Income >80% MFI to <=100% MFI	506	1,502	202	796	3,006	412	1,296	292	279
Household Income >100% MFI to <=120% MFI	451	849	301	772	2,373	140	1,145	226	208
Household Income >120% MFI	486	2,057	300	1,381	4,224	805	5,281	699	765
Total Households	7,827	14,880	3,144	18,035	43,886	4,661	10,927	2,331	2,631
									20,549
									64,435

Transit Demand Households in Market Area Housing Cost Burden > 30%									
Household by Type and Income	Renter			Owner			Total Households		
	Elderly	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other
Household Income <=30% MFI	2,100	3,813	818	6,892	13,623	769	490	118	491
Household Income >30 to <=50% MFI	1,829	2,204	527	7,386	7,386	709	508	227	174
Household Income >50 to <=80% MFI	693	1,084	207	1,089	3,072	219	802	260	175
Household Income >80% MFI to <=100% MFI	272	230	13	117	632	84	528	89	41
Household Income >100% MFI to <=120% MFI	260	-	34	-	295	-	200	60	41
Household Income >120% MFI	166	-	-	-	166	96	418	45	54
Total Households	5,319	7,331	1,599	10,924	25,173	1,877	2,945	798	976
									6,596
									31,770

Table C-4: Pima County and Market Area Households by Household Type and Income

Total County Households									
Household by Type and Income					Renter				
Elderly	Small Related	Large Related	All		Total Renters	Elderly	Small Related	Large Related	Total Owners
			Other	Other					
6,429	11,804	3,167	18,697	18,697	40,097	8,535	4,703	1,271	19,508
5,643	9,565	2,242	10,420	10,420	27,869	14,674	6,484	2,426	27,519
5,027	12,249	2,368	13,771	13,771	33,415	20,912	12,633	3,426	43,938
2,143	6,228	1,094	6,156	6,156	15,620	11,646	10,054	2,199	28,519
1,819	4,674	824	4,388	4,388	11,706	10,070	10,660	2,303	27,544
3,942	11,012	1,459	10,988	10,988	27,401	40,795	69,702	8,663	137,415
25,003	55,532	11,154	64,419	64,419	156,108	106,633	114,237	20,288	284,443
Total Households									440,551

Level, 2020

All Households in Market Area									
Household by Type and Income					Renter				
Elderly	Small Related	Large Related	All		Total Renters	Elderly	Small Related	Large Related	Total Owners
			Other	Other					
6,622	11,967	2,852	19,612	19,612	41,052	7,695	3,892	997	17,031
5,716	9,745	2,131	11,140	11,140	28,733	12,622	5,548	2,039	23,528
5,018	12,035	2,207	14,883	14,883	34,144	18,109	10,863	2,879	38,470
2,271	6,223	902	6,475	6,475	15,872	10,017	8,846	1,563	24,756
1,785	4,713	836	4,475	4,475	11,809	8,326	9,728	1,834	24,035
4,156	10,596	1,171	11,450	11,450	27,372	36,738	65,113	7,605	126,113
25,568	55,280	10,099	68,036	68,036	158,982	93,507	103,991	16,918	253,932
Total Households									412,914

Transit Demand Households in Market Area

Household by Type and Income									
Household by Type and Income					Renter				
Elderly	Small Related	Large Related	All		Total Renters	Elderly	Small Related	Large Related	Total Owners
			Other	Other					
3,697	4,736	1,013	8,973	8,973	18,419	1,268	666	191	2,786
2,481	2,827	743	3,534	3,534	9,585	1,602	1,066	311	3,308
1,547	3,458	708	3,369	3,369	9,083	1,127	1,639	671	3,899
612	1,581	212	838	838	3,243	499	1,364	307	2,464
546	893	317	813	813	2,569	170	1,205	237	1,831
588	2,165	316	1,454	1,454	4,522	974	5,558	736	8,073
9,471	15,660	3,309	18,980	18,980	47,421	5,640	11,500	2,453	22,361
Total Households									69,782

Transit Demand Households in Market Area

Household by Type and Income									
Household by Type and Income					Renter				
Elderly	Small Related	Large Related	All		Total Renters	Elderly	Small Related	Large Related	Total Owners
			Other	Other					
2,541	4,013	861	7,253	7,253	14,668	930	516	124	2,087
2,213	2,320	554	2,975	2,975	8,062	858	534	239	1,813
838	1,141	217	1,146	1,146	3,342	265	844	273	1,566
329	242	14	123	123	709	102	555	93	794
315	-	36	-	-	351	-	210	63	43
200	-	-	-	-	200	116	440	47	661
6,436	7,716	1,683	11,497	11,497	27,332	2,271	3,099	840	7,238
Total Households									34,569

Table C-5: Pima County and Market Area Households by Household Type and Income

Total County Households											
Household by Type and Income											
	Renter				Owner				Total		
	Elderly	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners	Total Households
Household Income <=30% MFI	7,546	12,273	3,293	19,440	42,552	10,017	4,890	1,321	5,197	21,426	63,977
Household Income >30 to <=50% MFI	6,622	9,945	2,331	10,834	29,732	17,222	6,742	2,522	4,091	30,578	60,310
Household Income >50 to <=80% MFI	5,900	12,736	2,462	14,318	35,416	24,544	13,135	3,562	7,243	48,485	83,901
Household Income >80% MFI to <=100% MFI	2,515	6,475	1,137	6,400	16,528	13,669	10,454	2,287	4,803	31,212	47,740
Household Income >100% MFI to <=120% MFI	2,135	4,860	857	4,562	12,415	11,818	11,084	2,395	4,689	29,987	42,402
Household Income >120% MFI	4,626	11,450	1,517	11,424	29,017	47,880	72,472	9,007	18,981	148,340	177,357
Total Households	29,346	57,738	11,597	66,979	165,660	125,151	118,777	21,095	45,005	310,027	475,687

All Households in Market Area											
Household by Type and Income	Renter				Total Renters	Owner				Total Owners	Total Households
	Elderly	Small Related	Large Related	All Other		Elderly	Small Related	Large Related	All Other		
Household Income <=30% MFI	7,844	12,570	2,996	20,601	44,011	9,115	4,088	1,047	4,672	18,922	62,933
Household Income >30 to <=50% MFI	6,771	10,237	2,239	11,702	30,948	14,952	5,828	2,142	3,485	26,407	57,356
Household Income >50 to <=80% MFI	5,944	12,642	2,318	15,634	36,539	21,451	11,411	3,024	6,952	42,839	79,378
Household Income >80% MFI to <=100% MFI	2,690	6,537	948	6,802	16,977	11,866	9,293	1,642	4,548	27,348	44,325
Household Income >100% MFI to <=120% MFI	2,114	4,951	878	4,701	12,644	9,863	10,218	1,927	4,356	26,363	39,008
Household Income >120% MFI	4,923	11,131	1,230	12,027	29,310	43,518	68,398	7,989	17,497	137,401	166,712
Total Households	30,286	58,068	10,609	71,468	170,431	110,763	109,237	17,771	41,510	279,281	449,712

2025

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Transit Demand Households in Market Area									
Housing Cost Burden > 30%									
Household by Type and Income									
Renter						Owner			
Elderly	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners
3,009	4,215	905	7,619	15,748	1,102	542	131	543	2,317
2,621	2,437	582	3,125	8,765	1,016	561	251	192	2,020
993	1,198	228	1,204	3,623	314	886	287	193	1,680
390	255	14	129	788	121	583	98	46	848
373	-	38	-	411	-	221	67	46	333
237	-	-	-	237	138	462	50	60	709
7,624	8,105	1,767	12,077	29,574	2,690	3,256	882	1,080	7,907
Total Households									
					2,690	3,256	882	1,080	7,907
									37,481

Table C-6: Pima County and Market Area Households by Household Type and Income

Total County Households											
Household by Type and Income			Renter			Owner			Total Households		
			Small	Large	All	Small	Large	All			
Elderly	Related	Unrelated	Related	Unrelated	Total	Related	Unrelated	Total	Elderly	Related	Unrelated
8,442	12,815	3,439	20,298	11,312	31,539	11,207	5,106	16,313	68,112	23,119	44,993
7,409	10,384	2,434	11,312	14,950	26,262	19,268	7,039	26,307	33,212	4,272	37,484
6,601	13,298	2,571	14,950	6,683	21,633	27,459	13,715	41,174	33,610	7,563	41,174
2,814	6,761	1,187	6,683	895	7,578	15,292	10,915	26,207	51,055	5,015	56,072
2,389	5,075	895	4,764	13,122	17,886	13,222	11,574	24,796	45,315	32,192	77,507
5,175	11,956	1,584	11,929	30,644	42,573	53,565	75,672	129,237	189,105	158,461	347,566
Total Households			60,288	12,110	69,936	175,164	140,011	315,175	328,830	46,992	375,822

Total Households 328,830 60,288 12,110 69,936 175,164 140,011 315,175 328,830

Level, 2030

All Households in Market Area											
Household by Type and Income			Renter			Owner			Total Households		
			Small	Large	All	Small	Large	All			
Elderly	Related	Unrelated	Related	Unrelated	Total	Related	Unrelated	Total	Elderly	Related	Unrelated
8,823	13,204	3,147	21,640	12,293	33,933	10,252	4,295	14,547	67,367	20,553	44,390
7,615	10,753	2,352	12,293	16,423	28,716	16,817	6,122	22,939	61,863	3,661	65,524
6,686	13,280	2,435	16,423	7,145	23,568	24,127	11,987	36,114	85,417	7,303	92,720
3,026	6,867	995	7,145	18,033	25,178	13,346	9,761	23,107	47,642	4,777	52,424
2,378	5,201	923	4,938	13,439	18,377	11,093	10,734	21,827	41,865	2,024	43,891
5,537	11,692	1,292	12,634	31,154	43,788	48,947	71,847	120,794	178,718	147,564	326,282
Total Households			60,997	11,144	75,072	181,276	114,745	296,021	340,064	43,603	383,627

Total Households 340,064 60,997 11,144 75,072 181,276 114,745 296,021 340,064

Transit Demand Households in Market Area

Household by Type and Income											
Household by Type and Income			Renter			Owner			Total Households		
			Small	Large	All	Small	Large	All			
Elderly	Related	Unrelated	Related	Unrelated	Total	Related	Unrelated	Total	Elderly	Related	Unrelated
4,926	5,226	1,118	9,901	21,170	31,071	1,689	735	2,424	24,535	3,365	5,789
3,305	3,119	820	3,900	11,144	15,044	2,135	1,176	3,311	15,162	4,017	19,179
2,061	3,816	782	3,717	10,376	14,093	1,502	1,809	3,311	14,936	4,560	19,496
816	1,744	234	924	3,718	4,642	665	1,506	2,171	6,551	2,833	9,384
727	986	350	897	2,960	3,857	226	1,330	1,556	5,019	2,059	7,078
783	2,389	348	1,604	5,124	6,728	1,298	6,133	7,431	14,256	9,131	23,387
Total Households			17,280	3,651	20,943	54,493	12,689	67,182	80,458	25,965	106,417

Total Households 12,619 17,280 3,651 20,943 54,493 7,514 12,689 27,707 80,458

Transit Demand Households in Market Area

Household by Type and Income											
Household by Type and Income			Renter			Owner			Total Households		
			Small	Large	All	Small	Large	All			
Elderly	Related	Unrelated	Related	Unrelated	Total	Related	Unrelated	Total	Elderly	Related	Unrelated
3,385	4,428	950	8,004	16,766	24,770	1,239	569	1,808	19,282	2,516	4,324
2,948	2,560	612	3,283	9,402	12,685	1,143	263	1,406	11,599	2,197	13,796
1,117	1,259	240	1,264	3,880	5,144	353	931	1,284	5,668	1,789	7,457
439	267	15	136	857	992	136	613	749	1,757	899	2,656
420	-	40	-	459	479	-	232	232	70	350	420
267	-	-	-	267	267	155	485	640	1,022	756	1,778
Total Households			8,514	1,857	12,686	31,632	3,026	34,658	40,138	8,506	48,644

Total Households 8,575 8,514 1,857 12,686 31,632 3,026 3,420 927 40,138

Table C-7: Pima County and Market Area Households by Household Type and Income

Total County Households									
Household by Type and Income					Owner				
Elderly	Renter			Total Renters	Elderly	Small Related			Total Households
	Small Related	Large Related	All Other			Small Related	Large Related	All Other	
8,885	13,537	3,633	21,443	47,498	11,794	5,394	1,458	5,733	71,877
7,797	10,969	2,572	11,951	33,289	20,278	7,437	2,782	4,513	68,298
6,947	14,048	2,716	15,794	39,505	28,899	14,489	3,929	7,989	94,811
2,962	7,142	1,254	7,060	18,418	16,094	11,531	2,522	5,298	53,863
2,514	5,361	945	5,032	13,853	13,915	12,226	2,642	5,173	47,809
5,447	12,630	1,673	12,602	32,362	56,374	79,940	9,935	20,937	199,539
Total Households					147,354	131,017	23,268	49,643	536,197

Level,

All Households in Market Area									
Household by Type and Income					Owner				
Elderly	Renter			Total Renters	Elderly	Small Related			Total Households
	Small Related	Large Related	All Other			Small Related	Large Related	All Other	
9,347	14,041	3,346	23,011	49,744	10,860	4,567	1,169	5,218	71,559
8,068	11,434	2,501	13,071	35,073	17,816	6,510	2,393	3,893	65,685
7,083	14,121	2,589	17,463	41,256	25,560	12,746	3,378	7,765	90,706
3,205	7,302	1,059	7,598	19,163	14,139	10,380	1,834	5,080	50,596
2,519	5,530	981	5,250	14,281	11,752	11,413	2,152	4,865	44,464
5,866	12,433	1,373	13,434	33,106	51,854	76,398	8,923	19,543	189,824
Total Households					131,980	122,014	19,850	46,365	512,834

2035

Transit Demand Households in Market Area									
Household by Type and Income					Owner				
Elderly	Renter			Total Renters	Elderly	Small Related			Total Households
	Small Related	Large Related	All Other			Small Related	Large Related	All Other	
5,218	5,557	1,188	10,528	22,492	1,790	782	225	776	26,063
3,502	3,317	872	4,147	11,837	2,261	1,251	365	386	16,100
2,184	4,058	831	3,953	11,025	1,591	1,923	787	541	15,868
864	1,855	249	983	3,951	704	1,601	360	344	6,960
771	1,048	372	954	3,144	239	1,414	278	257	5,333
830	2,540	370	1,706	5,446	1,375	6,522	863	945	15,150
Total Households					7,961	13,493	2,878	3,248	85,475

Transit Demand Households in Market Area <i>Housing Cost Burden > 30%</i>									
Household by Type and Income					Owner				
Elderly	Renter			Total Renters	Elderly	Small Related			Total Households
	Small Related	Large Related	All Other			Small Related	Large Related	All Other	
3,586	4,708	1,010	8,511	17,815	1,313	605	146	607	20,485
3,123	2,722	650	3,491	9,986	1,211	627	280	214	12,318
1,183	1,338	255	1,344	4,121	374	990	321	1,900	6,022
465	284	16	144	910	144	652	109	51	1,865
445	-	42	-	487	-	246	74	51	859
283	-	-	-	283	164	516	55	67	1,085
Total Households					3,205	3,636	986	1,206	42,634

Table C-8: Pima County and Market Area Households by Household Type and Income Level, 2040

Total County Households									
Elderly	Renter			Owner			Total		
	Small Related	Large Related	All Other	Small Related	Large Related	All Other	Small Related	Large Related	Total Households
9,200	14,297	3,837	22,646	49,980	12,213	5,697	25,504	75,484	75,484
8,074	11,585	2,716	12,621	34,997	20,998	7,854	2,938	36,556	71,553
7,194	14,837	2,868	16,680	41,579	29,925	15,302	4,150	57,814	99,393
3,067	7,543	1,325	7,456	19,391	16,665	2,664	12,178	37,103	56,494
2,604	5,662	998	5,315	14,579	14,409	12,913	2,790	35,575	50,154
5,640	13,339	1,767	13,309	34,055	58,376	84,427	22,112	175,408	209,463
35,779	67,263	13,511	78,028	194,580	152,586	138,371	24,574	52,429	562,541

Total Households

All Households in Market Area

Household by Type and Income

Household Income <=30% MFI	9,752
Household Income >30 to <=50% MFI	8,418
Household Income >50 to <=80% MFI	7,390
Household Income >80% MFI to <=100% MFI	3,344
Household Income >100% MFI to <=120% MFI	2,628
Household Income >120% MFI	6,120

Total Households

Transit Demand Households in Market Area

Household by Type and Income

Household Income <=30% MFI	5,445
Household Income >30 to <=50% MFI	3,654
Household Income >50 to <=80% MFI	2,279
Household Income >80% MFI to <=100% MFI	901
Household Income >100% MFI to <=120% MFI	804
Household Income >120% MFI	866

Total Households

Transit Demand Households in Market Area
Housing Cost Burden > 30%

Household by Type and Income

Household Income <=30% MFI	3,742
Household Income >30 to <=50% MFI	3,259
Household Income >50 to <=80% MFI	1,234
Household Income >80% MFI to <=100% MFI	485
Household Income >100% MFI to <=120% MFI	464
Household Income >120% MFI	295

Total Households

Elderly	Renter			Owner			Total		
	Small Related	Large Related	All Other	Small Related	Large Related	All Other	Small Related	Large Related	Total Households
9,752	14,939	3,560	24,483	52,734	11,332	4,859	22,986	75,720	75,720
8,418	12,165	2,660	13,907	37,151	18,589	6,927	2,546	32,203	69,354
7,390	15,024	2,755	18,580	43,750	26,669	13,561	8,262	52,087	95,836
3,344	7,769	1,126	8,084	20,323	14,752	11,044	1,952	5,405	53,475
2,628	5,884	1,044	5,586	15,143	12,262	12,144	2,290	31,872	47,014
6,120	13,228	1,461	14,294	35,103	54,103	81,285	20,794	165,676	200,779
37,653	69,009	12,607	84,933	204,203	137,706	129,819	21,119	49,331	542,178

Total Households

Elderly	Renter			Owner			Total		
	Small Related	Large Related	All Other	Small Related	Large Related	All Other	Small Related	Large Related	Total Households
5,445	5,912	1,264	11,202	23,823	1,867	831	3,763	27,586	27,586
3,654	3,529	928	4,412	12,522	2,360	1,331	4,489	17,012	17,012
2,279	4,317	884	4,206	11,686	1,660	2,046	5,120	16,805	16,805
901	1,973	265	1,046	4,186	735	1,703	366	7,373	7,373
804	1,115	396	1,015	3,329	250	1,505	2324	5,653	5,653
866	2,702	394	1,815	5,777	1,434	6,939	1,005	10,297	16,074
13,948	19,549	4,131	23,694	61,323	8,306	14,356	3,062	29,180	90,503

Total Households

Elderly	Renter			Owner			Total		
	Small Related	Large Related	All Other	Small Related	Large Related	All Other	Small Related	Large Related	Total Households
3,742	5,009	1,075	9,055	18,881	1,370	644	2,814	21,695	21,695
3,259	2,896	692	3,714	10,561	1,263	667	2,456	13,017	13,017
1,234	1,424	271	1,430	4,360	390	1,053	2,014	6,375	6,375
485	303	17	154	958	150	693	1,014	1,972	1,972
464	-	45	-	509	-	262	79	396	904
295	-	-	-	295	171	549	71	851	1,146
9,479	9,632	2,100	14,353	35,564	3,344	3,869	1,049	9,545	45,109

Total Households

Table C-9: Pima County and Market Area Households by Household Type and Income Level, 2045

Total County Households									
Household by Type and Income									
Elderly	Renter			Owner			Total Households		
	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners
Household Income <=30% MFI	9,409	15,108	4,054	23,931	52,502	12,490	1,627	6,398	26,535
Household Income >30 to <=50% MFI	8,257	12,242	2,870	13,337	36,707	21,474	8,299	5,036	37,915
Household Income >50 to <=80% MFI	7,357	15,678	3,031	17,626	43,692	30,603	16,170	4,385	60,075
Household Income >80% MFI to <=100% MFI	3,136	7,971	1,400	7,879	20,386	17,043	12,869	5,913	38,640
Household Income >100% MFI to <=120% MFI	2,663	5,983	1,055	5,616	15,317	14,736	13,645	5,773	37,102
Household Income >120% MFI	5,768	14,096	1,867	14,064	35,795	59,699	89,216	23,366	183,370
Total Households	36,590	71,078	14,277	82,454	204,399	156,046	146,219	55,403	383,636

All Households in Market Area									
Household by Type and Income									
Elderly	Renter			Owner			Total Households		
	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners
Household Income <=30% MFI	10,051	15,904	3,790	26,064	55,809	11,678	1,325	5,911	24,086
Household Income >30 to <=50% MFI	8,676	12,951	2,832	14,806	39,265	19,158	2,710	4,410	33,651
Household Income >50 to <=80% MFI	7,617	15,995	2,933	19,780	46,325	27,485	3,827	8,796	54,545
Household Income >80% MFI to <=100% MFI	3,447	8,271	1,199	8,606	21,523	15,204	11,757	5,754	34,792
Household Income >100% MFI to <=120% MFI	2,709	6,264	1,111	5,947	16,032	12,637	2,438	5,511	33,514
Household Income >120% MFI	6,307	14,082	1,556	15,217	37,163	55,760	10,107	22,137	174,540
Total Households	38,806	73,468	13,422	90,420	216,116	141,922	22,484	52,518	355,129

Transit Demand Households in Market Area									
Household by Type and Income									
Elderly	Renter			Owner			Total Households		
	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners
Household Income <=30% MFI	5,611	6,294	1,346	11,926	25,177	1,924	254	879	3,943
Household Income >30 to <=50% MFI	3,765	3,757	988	4,697	13,207	2,432	413	438	4,699
Household Income >50 to <=80% MFI	2,348	4,596	941	4,477	12,363	1,711	892	613	5,394
Household Income >80% MFI to <=100% MFI	929	2,101	282	1,113	4,425	757	408	390	3,369
Household Income >100% MFI to <=120% MFI	829	1,187	421	1,080	3,517	257	315	291	2,465
Household Income >120% MFI	892	2,877	419	1,932	6,121	1,478	978	1,070	10,913
Total Households	14,375	20,812	4,398	25,225	64,811	8,560	15,283	3,680	30,783

Transit Demand Households in Market Area									
Household by Type and Income									
Elderly	Renter			Owner			Total Households		
	Small Related	Large Related	All Other	Total Renters	Elderly	Small Related	Large Related	All Other	Total Owners
Household Income <=30% MFI	3,856	5,353	1,144	9,640	19,973	1,412	165	687	2,950
Household Income >30 to <=50% MFI	3,358	3,083	737	3,954	11,132	1,302	317	243	2,572
Household Income >50 to <=80% MFI	1,272	1,516	289	1,523	4,600	402	363	244	2,131
Household Income >80% MFI to <=100% MFI	500	322	18	163	1,004	154	124	58	1,074
Household Income >100% MFI to <=120% MFI	478	-	48	-	526	-	84	58	421
Household Income >120% MFI	304	-	-	-	304	177	63	76	900
Total Households	9,769	10,254	2,236	15,280	37,539	3,447	4,119	1,366	10,048

Table C-10: TOD Housing Demand by AMI Level, 2015 – 2045 – Renter Households

	Income Level (Renter Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income		above 120%	
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%		
	AMI	AMI	AMI	AMI	AMI		
2015 (a)	17,044	8,801	8,439	3,006	2,373	4,224	43,886
2020 (b)	1,375	785	644	237	196	298	3,535
2025	1,425	816	666	246	203	307	3,662
2030	1,326	743	628	230	188	295	3,410
2035	1,322	693	649	232	185	322	3,402
2040	1,331	685	660	235	185	331	3,428
2045	1,354	685	677	240	188	344	3,488
Total	25,177	13,207	12,363	4,425	3,517	6,121	64,811
<i>% total</i>	<i>38.8%</i>	<i>20.4%</i>	<i>19.1%</i>	<i>6.8%</i>	<i>5.4%</i>	<i>9.4%</i>	

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

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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

	Income Level (Owner Households)						Total TOD Demand
	Extremely Low, Very Low, and Low Income			Moderate Income			
	below 30%	30 to 50%	50 to 80%	80 to 100%	100 to 120%	above 120%	
	AMI	AMI	AMI	AMI	AMI	AMI	
2015 (a)	2,491	2,945	3,565	2,279	1,719	7,550	20,549
2020 (b)	296	363	334	185	112	523	1,812
2025	311	382	348	191	115	538	1,884
2030	268	327	313	178	113	520	1,719
2035	206	246	283	177	130	573	1,615
2040	192	226	277	178	135	592	1,600
2045	180	210	274	181	142	616	1,603
Total	3,943	4,699	5,394	3,369	2,465	10,913	30,783
<i>% total</i>	<i>12.8%</i>	<i>15.3%</i>	<i>17.5%</i>	<i>10.9%</i>	<i>8.0%</i>	<i>35.5%</i>	

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 additionsl TOD housing demand from new households for each five-year increment based on State population forecast

Sources: 2008-2012 American Community Survey (ACS) Public Use Microdata Sample (PUMS); Arizona Department of Administration, Office of Employment and Population Statistics, 2013; BAE, 2014.

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

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

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.

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

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

Monthly Rent by Income Level (a)					
	Studio	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm
50 to 80% AMI	\$498 - \$796	\$534 - \$853	\$641 - \$1,024	\$741 - \$1,184	\$827 - \$1,320
30 to 50% AMI	\$299 - \$498	\$320 - \$534	\$384 - \$641	\$444 - \$741	\$496 - \$827
below 30% AMI	< \$299	< \$320	< \$384	< \$444	< \$496

Market Data (b)					
	Studio	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm
Market rental rates	\$437	\$555	\$739	\$918	\$1,310
Share Mkt. Area units	4.9%	50.8%	37.4%	6.0%	0.9%

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**

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

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.

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

Table C-15: Affordable Housing Sale Price Calculator, Pima County, 2014

	<u>Household Income (a)</u>	<u>Sale Price</u>	<u>Down Payment (b)</u>	<u>Total Mortgage (b)</u>	<u>Monthly Payment (b)</u>	<u>Monthly Property Tax (c)</u>	<u>Homeowner's Insurance (d)</u>	<u>Total Monthly PITI (e)</u>
30% AMI								
1 Person HH	\$11,970	\$50,112	\$10,022	\$40,090	\$222.37	\$59.34	\$17.54	\$299.25
2 Person HH	\$13,680	\$57,271	\$11,454	\$45,817	\$254.14	\$67.82	\$20.04	\$342.00
3 Person HH	\$15,390	\$64,430	\$12,886	\$51,544	\$285.90	\$76.30	\$22.55	\$384.75
4 Person HH	\$17,100	\$71,588	\$14,318	\$57,271	\$317.67	\$84.77	\$25.06	\$427.50
50% AMI								
1 Person HH	\$19,950	\$83,520	\$16,704	\$66,816	\$370.62	\$98.90	\$29.23	\$498.75
2 Person HH	\$22,800	\$95,451	\$19,090	\$76,361	\$423.56	\$113.03	\$33.41	\$570.00
3 Person HH	\$25,650	\$107,383	\$21,477	\$85,906	\$476.51	\$127.16	\$37.58	\$641.25
4 Person HH	\$28,500	\$119,314	\$23,863	\$95,451	\$529.45	\$141.29	\$41.76	\$712.50
80% AMI (f)								
1 Person HH	\$31,870	\$133,423	\$26,685	\$106,738	\$592.06	\$157.99	\$46.70	\$796.75
2 Person HH	\$36,447	\$152,583	\$30,517	\$122,066	\$677.08	\$180.68	\$53.40	\$911.17
3 Person HH	\$41,023	\$171,742	\$34,348	\$137,394	\$762.10	\$203.37	\$60.11	\$1,025.58
4 Person HH	\$45,600	\$190,902	\$38,180	\$152,722	\$847.12	\$226.06	\$66.82	\$1,140.00

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%

(c) Initial property tax (annual): 14.2% Annual rate applied to 1% of assessed value.

(d) 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.

(e) 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.

Sources: ADOH, 2013; HUD, 2013; Freddie Mac, 2014; Pima County Board of Supervisors, 2014; AZ Dept. of Insurance, 2013; BAE, 2014.

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

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

Affordable Home Sale Price (b)				
	1 Person HH	2 Person HH	3 Person HH	4 Person HH
50 to 80% AMI	\$83,520 - \$133,423	\$95,451 - \$152,583	\$107,383 - \$171,742	\$119,314 - \$190,902
30 to 50% AMI	\$50,112 - \$83,520	\$57,271 - \$95,451	\$64,430 - \$107,383	\$71,588 - \$119,314
below 30% AMI	< \$50,112	< \$57,271	< \$64,430	< \$71,588

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

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.

Sources: ADOH, 2013; HUD, 2014; Arizona Department of Insurance, 2013; Pima County Board of Supervisors, 2014; Tucson Realtors Association MLS, 2014; BAE, 2014.

Table C-17: New Housing Unit Production Trend, Eastern Pima County, For-Sale Units, 2004 - 2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
New Units Sold (a)	1,950	2,603	2,576	2,383	1,950	2,090	1,697	956	807	342
% change	n/a	33.5%	-1.0%	-7.5%	-18.2%	7.2%	-18.8%	-43.7%	-15.6%	-57.6%
10-yr Avg.	1,735	units per year								
Avg. since 2010	951	units per year								

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

10-year annual average (a):	1,735
30-year projected new unit sales:	52,062

New Unit Affordability

	Extremely/Very Low- Income HHs (< 50% AMI)	Low to Moderate Income HHs (50 - 80% AMI)	Total Below Moderate Income HHs (< 80% AMI)
Percent of Sales Affordable (b)	20.0%	37.0%	57.0%
Projected Affordable Sales, 30-yr	10,412	19,263	29,675

New Unit Affordability

	Extremely/Very Low- Income HHs (< 50% AMI)	Low to Moderate Income HHs (50 - 80% AMI)	Total Below Moderate Income HHs (< 80% AMI)
30-yr TOD Demand (Households) (c)	8,642	5,394	14,036
TOD Demand as % of Aff. Sales	83.0%	28.0%	47.3%

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 PRIORITIZATION TABLES

Table D-1: TOD Housing Development Priority for Proposed HCT Station Areas

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

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

Table D-2: Ranking by Housing Cost Burden

TOD Code	Location	City	% of HH with High Housing Cost Burden	Rank
T-6	Laos Transit Center	Tucson	50.4%	1
ST-2	39th & 6th Ave	South Tucson	49.6%	1
T-7	RR & I-10	Tucson	46.0%	1
ST-1	29th & 6th Ave	South Tucson	45.1%	1
T-5	Speedway & Campbell	Tucson	44.7%	1
T-4	Ronstadt Transit Center	Tucson	44.0%	1
T-3	Mercado Streetcar Stop	Tucson	41.9%	1
T-2	Wetmore & Stone	Tucson	40.1%	1
S-3	Pima Mine & Nogales Hwy	Sahuarita	38.4%	2
T-1	Wetmore & Oracle	Tucson	34.9%	2
M-5	Ina & I-10	Marana	33.8%	2
M-1	Marana Rd & I-10	Marana	33.1%	2
M-4	Cortaro & I-10	Marana	32.2%	2
M-2	Tangerine & I-10	Marana	30.6%	2
OV-1	La Cholla & Tangerine	Oro Valley	30.2%	2
S-2	Sahuarita Rd & Wilmot	Sahuarita	29.3%	2
S-1	Sahuarita Rd & Nogales Hwy	Sahuarita	28.3%	3
OV-5	Magee & Oracle	Oro Valley	27.2%	3
OV-4	1st & Oracle	Oro Valley	27.2%	3
M-3	Twin Peaks & I-10	Marana	26.8%	3
OV-3	Tangerine & Oracle	Oro Valley	26.3%	3
OV-2	Rancho Vistoso & Oracle	Oro Valley	26.1%	3
OV-6	Innovation & Tangerine	Oro Valley	19.7%	3
S-4	Duval Mine & I-10	Sahuarita	19.2%	3

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

TOD Code	Location	City	Rental Vacancy Rate	Rank
M-3	Twin Peaks & I-10	Marana	4.6%	1
M-4	Cortaro & I-10	Marana	4.9%	1
OV-5	Magee & Oracle	Oro Valley	5.3%	1
T-5	Speedway & Campbell	Tucson	5.7%	1
M-5	Ina & I-10	Marana	6.9%	1
T-3	Mercado Streetcar Stop	Tucson	7.7%	1
OV-1	La Cholla & Tangerine	Oro Valley	7.9%	1
S-2	Sahuarita Rd & Wilmot	Sahuarita	8.0%	1
M-2	Tangerine & I-10	Marana	8.4%	2
T-4	Ronstadt Transit Center	Tucson	9.0%	2
OV-6	Innovation & Tangerine	Oro Valley	9.6%	2
M-1	Marana Rd & I-10	Marana	9.6%	2
S-1	Sahuarita Rd & Nogales Hwy	Sahuarita	9.7%	2
ST-1	29th & 6th Ave	South Tucson	9.7%	2
S-3	Pima Mine & Nogales Hwy	Sahuarita	10.1%	2
OV-4	1st & Oracle	Oro Valley	10.2%	2
T-7	RR & I-10	Tucson	10.7%	3
S-4	Duval Mine & I-10	Sahuarita	10.8%	3
T-6	Laos Transit Center	Tucson	10.9%	3
T-2	Wetmore & Stone	Tucson	11.0%	3
T-1	Wetmore & Oracle	Tucson	11.5%	3
ST-2	39th & 6th Ave	South Tucson	11.6%	3
OV-2	Rancho Vistoso & Oracle	Oro Valley	13.8%	3
OV-3	Tangerine & Oracle	Oro Valley	14.7%	3

Sources: 2010 Decennial Census; BAE.

Table D-4: Ranking by Job Accessibility

TOD Code	Location	City	Number of Accessible Jobs	Rank
T-4	Ronstadt Transit Center	Tucson	64,309	1
ST-2	39th & 6th Ave	South Tucson	49,482	1
T-5	Speedway & Campbell	Tucson	41,706	1
ST-1	29th & 6th Ave	South Tucson	39,678	1
T-6	Laos Transit Center	Tucson	39,678	1
T-3	Mercado Streetcar Stop	Tucson	39,678	1
T-2	Wetmore & Stone	Tucson	39,678	1
T-7	RR & I-10	Tucson	38,059	1
S-3	Pima Mine & Nogales Hwy	Sahuarita	32,266	2
M-2	Tangerine & I-10	Marana	29,465	2
M-5	Ina & I-10	Marana	28,322	2
M-4	Cortaro & I-10	Marana	28,322	2
M-3	Twin Peaks & I-10	Marana	28,322	2
M-1	Marana Rd & I-10	Marana	28,322	2
OV-3	Tangerine & Oracle	Oro Valley	21,434	2
OV-4	1st & Oracle	Oro Valley	20,511	2
OV-5	Magee & Oracle	Oro Valley	20,511	2
T-1	Wetmore & Oracle	Tucson	20,511	2
OV-1	La Cholla & Tangerine	Oro Valley	1,143	3
OV-6	Innovation & Tangerine	Oro Valley	1,143	3
S-1	Sahuarita Rd & Nogales Hwy	Sahuarita	0	3
S-2	Sahuarita Rd & Wilmot	Sahuarita	0	3
S-4	Duval Mine & I-10	Sahuarita	0	3
OV-2	Rancho Vistoso & Oracle	Oro Valey	0	3

Sources: PIMA Association of Governments Travel Reduction Program; BAE.

Table D-5: Ranking by Number of High Capacity Transit Lines

TOD Code	Location	City	Number of HCT Lines	Rank
T-4	Ronstadt Transit Center	Tucson	5	1
ST-2	39th & 6th Ave	South Tucson	3	1
M-2	Tangerine & I-10	Marana	3	1
T-5	Speedway & Campbell	Tucson	2	2
ST-1	29th & 6th Ave	South Tucson	2	2
T-7	RR & I-10	Tucson	2	2
T-6	Laos Transit Center	Tucson	2	2
M-5	Ina & I-10	Marana	2	2
M-4	Cortaro & I-10	Marana	2	2
M-3	Twin Peaks & I-10	Marana	2	2
M-1	Marana Rd & I-10	Marana	2	2
OV-3	Tangerine & Oracle	Oro Valley	2	2
S-3	Pima Mine & Nogales Hwy	Sahuarita	1	3
S-1	Sahuarita Rd & Nogales Hwy	Sahuarita	1	3
T-3	Mercado Streetcar Stop	Tucson	1	3
OV-1	La Cholla & Tangerine	Oro Valley	1	3
OV-6	Innovation & Tangerine	Oro Valley	1	3
OV-4	1st & Oracle	Oro Valley	1	3
OV-5	Magee & Oracle	Oro Valley	1	3
T-1	Wetmore & Oracle	Tucson	1	3
T-2	Wetmore & Stone	Tucson	1	3
S-2	Sahuarita Rd & Wilmot	Sahuarita	0	3
S-4	Duval Mine & I-10	Sahuarita	0	3
OV-2	Rancho Vistoso & Oracle	Oro Valey	0	3

Source: BAE.

Table D-6: Ranking by Percent of Workers Commuting by Bus

TOD Code	Location	City	Percent Commuting by Bus	Rank
ST-2	39th & 6th Ave	South Tucson	13.4%	1
ST-1	29th & 6th Ave	South Tucson	11.3%	1
T-7	RR & I-10	Tucson	11.2%	1
T-3	Mercado Streetcar Stop	Tucson	8.2%	1
T-4	Ronstadt Transit Center	Tucson	8.2%	1
T-1	Wetmore & Oracle	Tucson	6.7%	1
T-5	Speedway & Campbell	Tucson	5.5%	1
T-6	Laos Transit Center	Tucson	5.5%	1
T-2	Wetmore & Stone	Tucson	5.0%	2
M-2	Tangerine & I-10	Marana	4.4%	2
M-1	Marana Rd & I-10	Marana	2.3%	2
M-5	Ina & I-10	Marana	1.6%	2
OV-5	Magee & Oracle	Oro Valley	1.2%	2
M-4	Cortaro & I-10	Marana	0.5%	2
M-3	Twin Peaks & I-10	Marana	0.5%	2
S-3	Pima Mine & Nogales Hwy	Sahuarita	0.0%	3
S-1	Sahuarita Rd & Nogales Hwy	Sahuarita	0.0%	3
S-2	Sahuarita Rd & Wilmot	Sahuarita	0.0%	3
S-4	Duval Mine & I-10	Sahuarita	0.0%	3
OV-1	La Cholla & Tangerine	Oro Valley	0.0%	3
OV-6	Innovation & Tangerine	Oro Valley	0.0%	3
OV-3	Tangerine & Oracle	Oro Valley	0.0%	3
OV-2	Rancho Vistoso & Oracle	Oro Valley	0.0%	3
OV-4	1st & Oracle	Oro Valley	0.0%	3

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
2. Additional Comments on the Bus System
3. Additional Comments on Housing/Neighborhood

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 / accessibility 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

communities. "Cookie cutter" homes six feet from each other in artificial neighborhoods hold little appeal.

- 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 Phonex 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 / Too 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 too 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 sell 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.
- CHILDRENS 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

- expensive.
- 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. Can-not 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 than 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

a mortgage.

- 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
- Can't afford a new home

2. Additional Comments on the Bus System

NOTE: All responses verbatim.

- Hordes of the unwashed use the Bus as a motor-home.
- 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 too 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 personal 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 no 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 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, germey, folks asking for \$
- Times of bus service do not go with my work schedule.
- Haven't looked into it too deeply because in the

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 har-rison
- 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 only 2-3 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 doesnt 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 strt 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-

Additional Comments on the Bus System, cont'd

- 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 transportation 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 too 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 a lot 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 rack on bus not available and no secure place to leave my bike
- Unhygienic/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
- SunTran 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 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.
- Unsanitary
- 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 neighbor hood 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 in a (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 too 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.

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 realty company before we moved in. Land lord 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 house hold.
- 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).

Additional Comments on Housing/Neighborhood, cont'd

- 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 allowcates 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 inter-sections 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 HOR-RIBLE!!! 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 out-lying areas for a reason. If someone wants public transportation, they should move where they can get it instead of expecting taxpayers to accommo-date 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 ram-pant. 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 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 nearby.
- 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-

Additional Comments on Housing/Neighborhood, cont'd

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 possibly 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.

Additional Comments on Housing/Neighborhood, cont'd

- 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 friging 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 accomodate 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

Additional Comments on Housing/Neighborhood, cont'd

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, drugaddicts, and trash, better security for kids
- need more low income hosuing 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.