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County considers boosting impact fees on SW Side

By Andrea Kelly

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Pima County is considering raising road impact fees for a portion of unincorporated land on the city's Southwest Side to pay for planned growth there.

The road impact fees would more than double if the Board of Supervisors approves the Southwest Infrastructure Plan, but the higher fees would bring necessary improvements to handle anticipated growth, said Ben Goff, deputy county director of transportation.

Road impact fees in unincorporated Pima County are \$4,695 for a house built in a medium-density development. Under this proposal, they would climb to \$10,200 for a similar house in the Southwest Side area.

The area is bounded by Tucson Mountain Park on the north, Mission Road on the east, the Tohono O'odham-San Xavier District and Pascua Yaqui Pueblo on the south, and Sandario Road on the west.

Two public meetings are scheduled this month to discuss the plan. Public feedback from those meetings will be incorporated into a proposal to send to the Board of Supervisors, Goff said.

Ideally, the board would consider the fees sometime this spring, Goff said.

Even though raising impact fees could be a growth deterrent, especially during a nationwide economic downturn, Goff said the county eventually wants to look at all impact-fee areas. The fees now do not bring in enough money to build or widen roads, he said.

"It's not a sustainable program," he said.

"We now know the cost estimates need to be corrected for the basis of the fees. We will be

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When: 9-11 a.m. Monday; 1-3 p.m. Feb. 24.

Where: City-County Public Works Building, 201 N. Stone Ave., basement conference room C.

Who: Pima County Department of Transportation and Curtis Lueck and Associates.

coming to the board on the rest" of the impact-fee areas, he said.

In considering raising the fees, the transportation department has figured out how much development the area can handle plus the necessary road widening or improvements to support increased traffic.

"Based on the Southwest Infrastructure Plan analysis, we're going to add almost 45,000 houses over almost 50 years. It's a long-term plan," Goff said. "That told us how much travel demand we're going to have, how big the roadways need to be, where we need new corridors."

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