



DATE: February 05, 2016  
TO: Chair & Members, Pima County Planning and Zoning Commission  
FROM: Yves Khawam, Chief Building Official   
SUBJECT: 2016 Subdivision and Development Street Standards

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### **Recommendation**

Staff recommends approval of the attached draft *2016 Subdivision and Development Street Standards* (SDSS) and amending related sections of Pima County Code Chapters 10.44 (Construction in county rights-of-way), 10.69 (Subdivision standards) and 18.71 (Development plan standards) to clarify applicability and to conform to the SDSS chapters.

### **Background**

The SDSS applies to roadways and areas impacting roadways related to residential or commercial subdivisions or developments within unincorporated Pima County. The process to update the currently adopted 2005 SDSS was initiated in August of 2014 with overarching goals of simplifying the structure, providing additional flexibility, incorporating complete streets principles, reducing long-term maintenance costs and introducing a performance path to evaluating safety.

### **Notable Changes**

#### Formatting

The standards have been completely restructured to minimize redundancies among sections and between text and tabular/graphic data. This has resulted in a reduction of approximately 40 pages from the 155 page 2005 SDSS.

#### Flexibility

Flexibility has been introduced in multiple areas in the new draft: allowing alternative performance-based design to supersede prescriptive standards requirements; empowering staff to approve minor modifications; and allowing for deferment of master planned community spine infrastructure improvements under certain conditions.

#### Complete Streets

The concept of complete streets is introduced with connectivity elements to encourage multi-modal transportation opportunities within the local street network.

#### Thresholds for TIS and TM

Thresholds for Traffic Impact Studies and Traffic Memoranda have been more clearly defined.

### Street/Intersection Lighting

Street/intersection lighting is introduced from a traffic safety perspective in limited circumstances in order to reduce the potential for crashes.

### Pavement Design

Following in-depth analysis regarding options for pavement longevity and maintenance cost reduction, it was determined that increasing pavement thickness made sense only for cul-de-sacs where thickness is proposed to be increased from 2.5" AC to 3" in order to offset issues associated with raveling. Otherwise, it is proposed that pavement compaction be increased from 95 to 96%, that effective air voids on local roads be reduced from 4 to 3.5%, that voids in mineral aggregate (VMA) be increased from 15 to 16% minimum, and that recycled asphalt pavement (RAP) be prohibited for local and collector streets due to the impact on longevity.

### Curbs

As one of the greatest reasons for deterioration of pavement edges has been lack of edge control, the update proposes to require ribbon/header curb under the following situations in rural residential local and collector roads: when roadway width reductions are used, at intersection returns and at cul-de sacs.

### Return Radii

Return Radii have been reduced from 40 to 30 feet for collectors and arterials (25 feet for acceleration/deceleration lanes) to better accommodate multi-modal traffic (may be modified as necessary for special conditions).

### Throat length

We have clarified that throat length applies only to inbound traffic in order to provide greater onsite use of parking areas.

### Box Culverts

We have clarified that box culverts in ROW may be 4 feet in height.

### Administration of the Standards

Administration responsibility has been split between ROW, private streets and elements having direct impact thereon to the County Engineer, with other elements relegated to the Building Official. Review staff is empowered to approve minor modifications and criteria for modification approval has been expanded to include items making a clear and definable contribution to the County's economic development priorities. Finally, the modification committee membership has been expanded to six individuals, three of which shall be employed in the private sector.

### **Stakeholder Process**

The stakeholder process was initiated in August of 2014 by reaching out to Metropolitan Pima Alliance (MPA), Southern Arizona Home Builders Association (SAHBA) and other known public and private partners with an interest in street standards. In addition, updates and meeting schedules and outcomes were provided on the County website throughout the process. A total of fourteen stakeholder meetings were held where concerns, clarifications or suggestions were vetted.

During the review process, large components of a proposed connectivity approach were eliminated due to concerns regarding cost and subdivision marketability. Likewise, a simplified predictive analysis methodology (SOAR) as well as a requirement for roundabouts in certain situations were eliminated. It was also decided that County landscape requirements would be consolidated under a forthcoming landscape standard and that streets-related water harvesting requirements were best relegated to the

Chair & Members, Pima County Planning and Zoning Commission

**2016 Subdivision and Development Street Standards**

February 5, 2016

County's Design Standards for Stormwater Detention and Retention. Both SAHBA and MPA have relayed their appreciation to the County for having addressed their principal concerns.

ORDINANCE 2016-

AN ORDINANCE OF PIMA COUNTY, ARIZONA; RELATING TO TRANSPORTATION AND ZONING; ADOPTING A NEW SUBDIVISION AND DEVELOPMENT STREET STANDARDS MANUAL; AND AMENDING PIMA COUNTY CODE CHAPTER 10.44 (CONSTRUCTION IN COUNTY RIGHTS-OF-WAY), SECTION 10.44.020, TO ADD A NEW SUBSECTION D RELATING TO APPLICABILITY OF THE SDSS TO PERMITS, AMENDING 18.69 (SUBDIVISION STANDARDS), SECTION 18.69.060(E), (F), RELATED TO INTERPRETATIONS AND MODIFICATIONS OF THE SDSS BY THE COUNTY ENGINEER AND CHIEF BUILDING OFFICIAL, AND CHAPTER 18.71 (DEVELOPMENT PLAN STANDARDS), SECTION 18.71.030 (DEVELOPMENT PLAN STANDARDS), TO CLARIFY APPLICABILITY OF THE SDSS; AND TO CONFORM THE CHAPTERS TO THE SDSS.

THE PIMA COUNTY BOARD OF SUPERVISORS FINDS:

1. The amendment to Pima County Code Chapter 18.71 is a restatement of the existing requirement that development plans comply with the Subdivision and Development Street Standards Manual and not a new regulation.
2. This ordinance does not create new restrictions on the use of property, and this ordinance is not intended to, nor should it be construed to reduce any existing rights to use, divide, sell or possess private real property.
3. This ordinance is adopted using the Board's authority to adopt zoning and subdivision regulation under A.R.S. Title 11, Chapter 6, the Board's authority to adopt ordinances under A.R.S. § 11-251.05, and the Board's authority to lay out, maintain, control, and manage public roads under A.R.S. § 11-251(4).

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

**SECTION 1.** Pima County adopts the 2016 Subdivision and Development Street Standards, attached as Exhibit A and incorporated by this reference.

**SECTION 2.** Title 10, Section 10.44.020 of the Pima County Code is amended to read as follows:

**10.44.020 – Permit.**

...

D. In order to mitigate impacts to Pima County rights-of-way and to protect the safety of the travelling public, access connections to Pima County rights-of-way shall conform to this Chapter and to those provisions of the Subdivision and Development Street Standards governing connections to Pima County

rights-of-way and those additional provisions of the Subdivision and Development Street Standards that the county engineer reasonably determines must be complied with to mitigate the direct impact of adjacent development to the Pima County right-of-way. The county engineer may issue a permit for a connection to a Pima County right-of-way only after finding that the proposed connection complies with this subsection.

**SECTION 3.** Pima County Code Sections 18.69.060 and 18.71.030 are amended to read as follows:

**18.69.060 Review procedures.**

...

E. Appeals to and Modifications by the Planning and Zoning Commission. . . .

1. Appeals to the Commission. Any written order, requirement, decision, grant or refusal of the SDRC made in the course of administrating or interpreting this chapter, or the development standards and specifications adopted pursuant to this chapter may be appealed to the commission as provided in Section 18.69.060.C4 except those interpretations and modifications described in Section 18.69.060.F that are delegated to the County Engineer ~~and his appointed Subdivision and Development Street Standards Committee~~ or the Chief Building Official.

...

F. Interpretations and Modifications by the County Engineer or the Chief Building Official. The county engineer shall decide ~~all requests for interpretations or of and modifications to the provisions and standards of the manual's elements within the present or future street right-of-way, whether public or private, including areas outside the right-of-way that have a direct safety, capacity, or maintenance impact on the right-of-way.~~ The chief building official shall decide interpretations or modifications of the manual's elements associated with development areas outside street right-of-way. In rendering interpretations and considering requests for modifications, the county engineer and chief building official may seek the assistance and recommendation of a subdivision and development street standards committee which shall be composed of ~~five~~ six members, at least three of which shall be Pima County Department of Transportation employees and at least ~~three~~ four of which shall be registered civil engineers. The criteria and the procedures for granting interpretations and approving requests for modifications shall be as provided in ~~Sections 9.1, 9.1.1, and 9.1.2.~~ Chapter 6 of the manual.

...

**18.71.030 Development plan submittal requirements.**

A. All development plans shall contain sufficient information to evidence compliance with all applicable county ordinances, regulations and policies including but not limited to the Subdivision and Development Street Standards. See checklist requirements in development services.

...

**SECTION 4.** This ordinance is effective for subdivision and development instrument applications and rezoning applications initiated on or after May 1, 2016.

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PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona,  
this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

PIMA COUNTY BOARD OF SUPERVISORS

\_\_\_\_\_  
Chair, Pima County Board of Supervisors

ATTEST:

\_\_\_\_\_  
Clerk of the Board of Supervisors

REVIEWED BY:

  
\_\_\_\_\_  
County Engineer

  
\_\_\_\_\_  
Chief Building Official

APPROVED AS TO FORM:

 1/29/16  
\_\_\_\_\_  
Deputy County Attorney  
Lesley M. Lukach