



PHOTO LOCATION 7: View from southwest corner of the project, looking northeast at the property.



PHOTO LOCATION 8: View from southeast corner of the project, looking northwest at the property.

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PHOTO LOCATION 9: View from south midpoint of the project, looking north.



PHOTO LOCATION 10: View from east midpoint of the project, looking west.

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F. TRANSPORTATION

The subject property is located at the immediate southeast corner of Thornydale Road at Linda Vista Boulevard; this is a signalized intersection. Both of these streets are paved, public roadways and both are designated “major streets” (medium volume arterials) and “scenic routes” on the *Pima County Major Streets & Scenic Routes Plan (MSSRP)* per its May 19, 2015 update. Please refer to Exhibit I-F.1a-e (Transportation-Access) for the location and disposition of these streets in relation to the subject property.

1. Existing & Proposed Off-Site Streets

a. Existing Rights-of-Way

The existing right-of-way in place for Thornydale Road best estimated as one hundred feet (100') based on available records. This right-of-way is off-set from the physical roadway, which sits in the far eastern portion of the right-of-way corridor.

The existing right-of-way in place for Linda Vista Boulevard along the subject property is seventy-five feet (75') and the existing roadway is essentially centered within it. West of Thornydale Road, the Linda Vista right-of-way is 150'; the roadway is located within its southern half.

b. Compliance with Pima County Width Standards

Neither Thornydale Road or Linda Vista Boulevard are in compliance with the planned required widths stipulated by the *Pima County Major Street & Scenic Routes Plan (MSSRP)*. Both streets require an ultimate right-of-way of one hundred fifty feet (150') per the *MSSRP*. Based upon available records, it appears that a right-of-way dedication of forty-five to fifty feet (45'-50') will be required from the subject property to achieve the ultimate required width.

With respect to Linda Vista Boulevard, it appears the existing seventy-five foot (75') right-of-way original came from the subject property and constitutes the south half of the ultimate 150' corridor. The right-of-way needed to establish the full/ultimate right-of-way width for Linda Vista will thereby need to be obtained from the private property on the north side of the existing roadway.

c. Right-of-Way Uniformity/Continuity

The existing Thornydale Road right-of-way is characterized by various jogs and disjointed segments along the roadway corridor. It is clear that the present right-of-way has been assembled incrementally over time, resulting in this present configuration. The same is basically true for Linda Vista Boulevard, which effectively dead-ends approximately ½ mile east of the Thornydale Road intersection.

d. Rights-of-Way for Proposed Off-Site Roadways

No new off-site roadways are proposed with this project.

e. Travel Lanes, Capacity, etc.

Thornydale Road is a three-lane roadway with a continuous center turn lane. It has no curbs, bike lanes, or sidewalks on either side of the road along the project frontage.

Linda Vista is essentially a two-lane roadway with numerous left-turn pockets and transitions to serve the private driveways and subdivision streets that access it; it has left-turn bays at its intersection with Thornydale Road. It has no curbs, bike lanes, or sidewalks on either side of the road along the project frontage.

Both of these streets have a posted speed limit of 35 MPH. The capacity of each is estimated at 13,200 ADT. The pavement condition of both streets is marginal, thereby potentially reducing this capacity estimate. Thornydale Road will have a capacity of 34,000 ADT once it is reconstructed to a four-lane divided arterial.

f. Average Daily Trips (ADT)

The proposed project will generate less than 500 ADT. As such, the appropriate ADT volumes are provided in Table 2 for those streets within one (1) mile of the subject property. The ADT figures presented therein are the most recent available from the Pima County Department of Transportation (Traffic Engineering Division) website (see Bibliography for citations and website addresses).

Table 2 to Follow Next Page

TABLE 2: ADT VOLUMES FOR STREETS WITHIN ONE (1) MILE	
Street Name	Average Daily Trip (ADT) Volume
Thornydale Road	23,093 (south of Cortaro Farms Road) 19,959 (Cortaro Farms to Overton Road) 18,193 (Overton to Linda Vista) 7,985 (Linda Vista to Lambert Lane) 7,495 (north of Lambert Lane)
Linda Vista Boulevard	10,675 (west of Thornydale Road) No data available for east of Thornydale (street dead ends ½ mile east of Thornydale)
Lambert Lane	934 (west of Thornydale Road) 5,610 (east of Thornydale Road)
W. Overton Road	6,701 (Thornydale Road to Shannon Road) 8,653 (Shannon Road to N. La Cholla Blvd.)
Cortaro Farms Road	18,749 (west of Thornydale Road) 13,181 (Thornydale to Shannon Road)
Magee Road	5,488 (west of Thornydale Road) 6,257 (Thornydale Road to Shannon) 16,444 (Shannon Road to N. La Cholla Blvd.)
Camino de Oeste	4,441 (Cortaro Farms Rd. to Linda Vista Blvd.) 1,069 (north of Linda Vista)
N. Shannon Road	10,220 (Magee Road to W. Overton Road) 7,896 (north of Overton Road)
La Cholla Boulevard	11,905 (south of Overton Road) 14,240 (north of Overton Road)

g. Existing Bicycle & Pedestrian Ways

There are no existing bicycle or pedestrian ways in place along either Thornydale Road or Linda Vista Boulevard.

h. Planned Roadway Improvement Schedules

Thornydale Road (together with appropriate transitions to the east and west on Linda Vista Boulevard) is an approved Regional Transit Authority (RTA) bond project that is scheduled to begin construction in 2018. Under this approved bond project, Thornydale Road will be fully reconstructed into a four-lane divided urban arterial, complete with curbs, sidewalks, landscaped medians, and dual bike lanes.

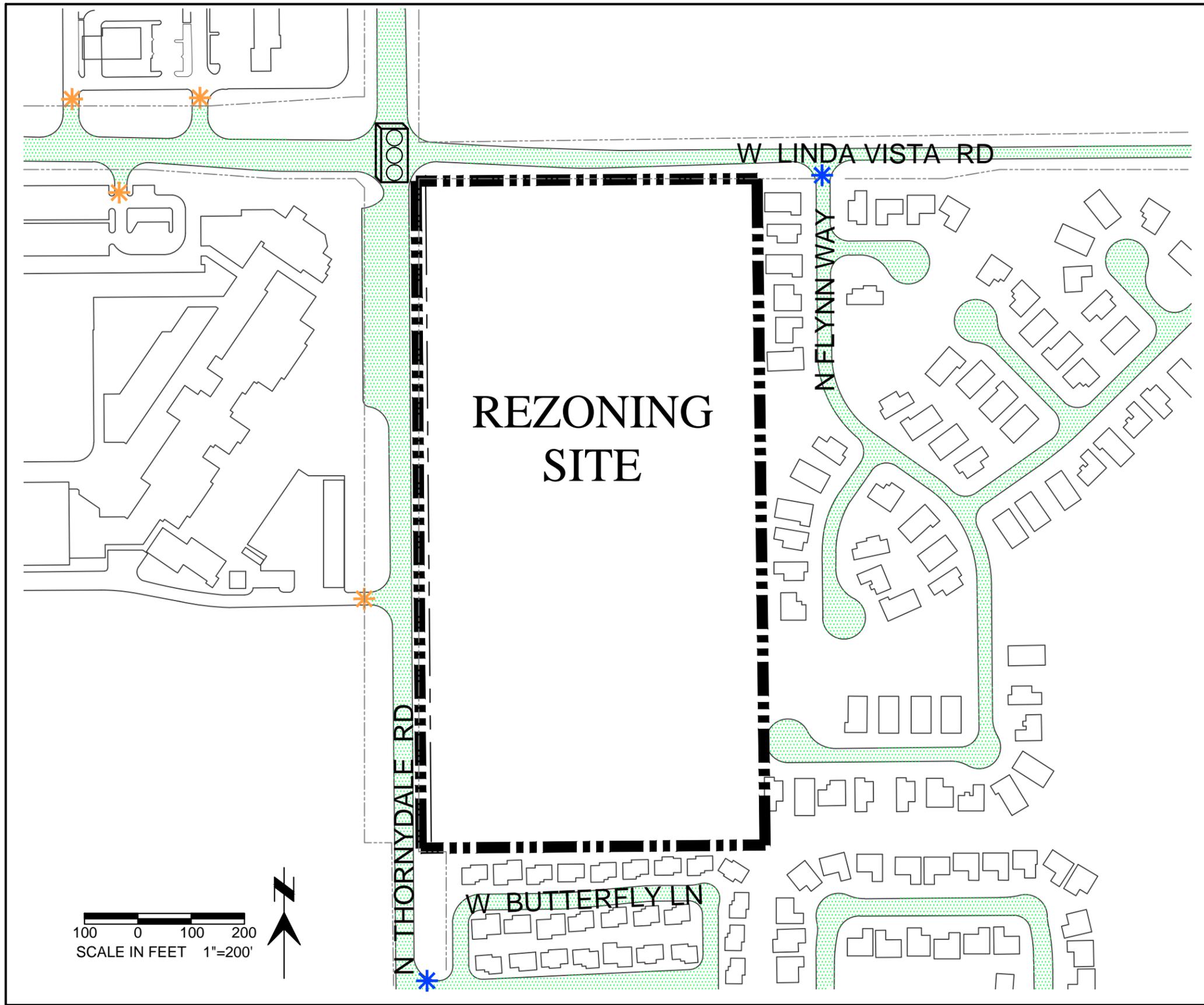
2. Distances from Site to Existing Nearby Driveways & Intersections

Nearby private driveways and street intersections in the vicinity of the subject property have been illustrated on Exhibit I-F.2 (Adjacent Driveways & Street Intersections).

3. Existing & Planned Transit Routes

There is one (1) current transit route on Thornydale Road, this being Sun Shuttle Route No. 412, which connects Tangerine Road, on its north end, with downtown Tucson. This Sun Shuttle route makes designated stops on Thornydale Road at Lambert Lane, Linda Vista Boulevard, and Cortaro Farms Road respectively. Please refer to Exhibit I-F.3: Public Transit.

Exhibits to Follow



100 0 100 200
SCALE IN FEET 1"=200'



LEGEND

-  Rezoning Site
-  Public Street R.O.W. Line
-  Existing Curb or Edge of Pavement
-  Existing Public Street Paving Improvements
-  Existing Private Driveway Location
-  Existing Public Street Intersection
-  Signalized Intersection

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ENTITLEMENT PROCESSES
LOCAL ADVICE & COUNSEL

GRS
LANDSCAPE ARCHITECTS, LLC

Red Point Development, Inc.
SEC LINDA VISTA BLVD & THORNYDALE ROAD
(Ownership Entity: Lawrence C. Leung, Inc.)
REZONING: SR to CR-5

EXHIBIT I-F.1a-e
TRANSPORTATION - ACCESS
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LEGEND

 Rezoning Site

 Existing Private Driveway Intersection

 Existing Public Street Intersection

 Signalized Intersection

325' Dimension between Driveways or Streets, Typ.

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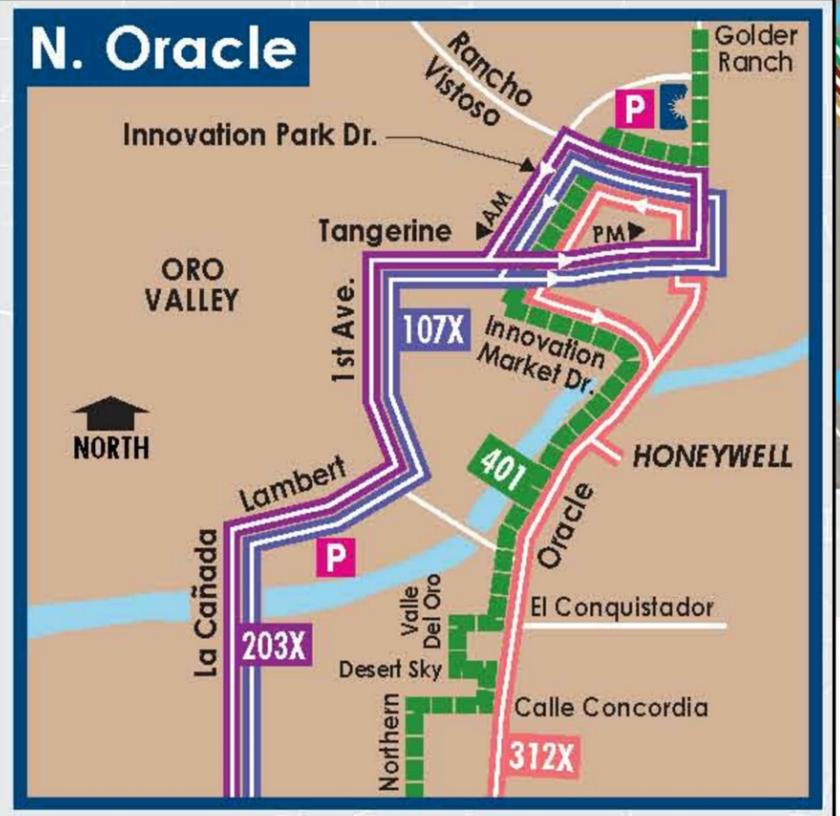
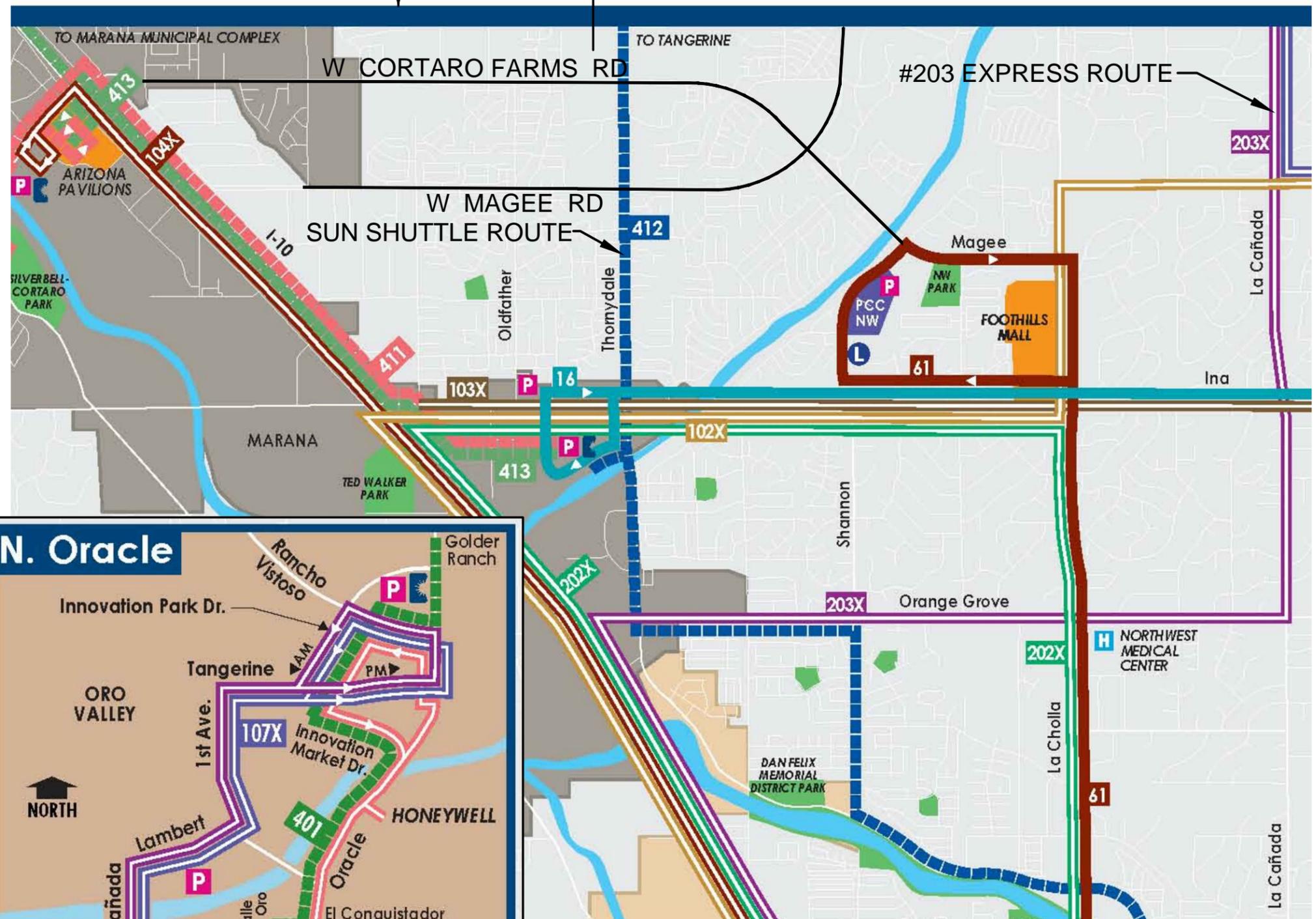


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EXHIBIT I-F.2
 ADJACENT DRIVEWAYS AND
 STREET INTERSECTIONS
 PAGE 35

North Extent of Sun Tran Map

Subject Site approximately 1.5 Miles North



LEGEND

- 34 Sun Tran Route Indicator, Typ.
- P Park & Ride Lot
- #203 Express Route
- Sun Shuttle Route #412 (See Note Below)

NOTE:

Available Sun Tran mapping does not capture the Subject Site; it terminates north of Cortaro Farms Road as shown hereon. Route # 412 continues northward to Tangerine Road, with stops available at the intersections of Thornydale Road with Cortaro Farms Road, Linda Vista Boulevard, and Lambert Lane.

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EXHIBIT I-F.3
 PUBLIC TRANSIT
 PAGE 36

G. SEWERS

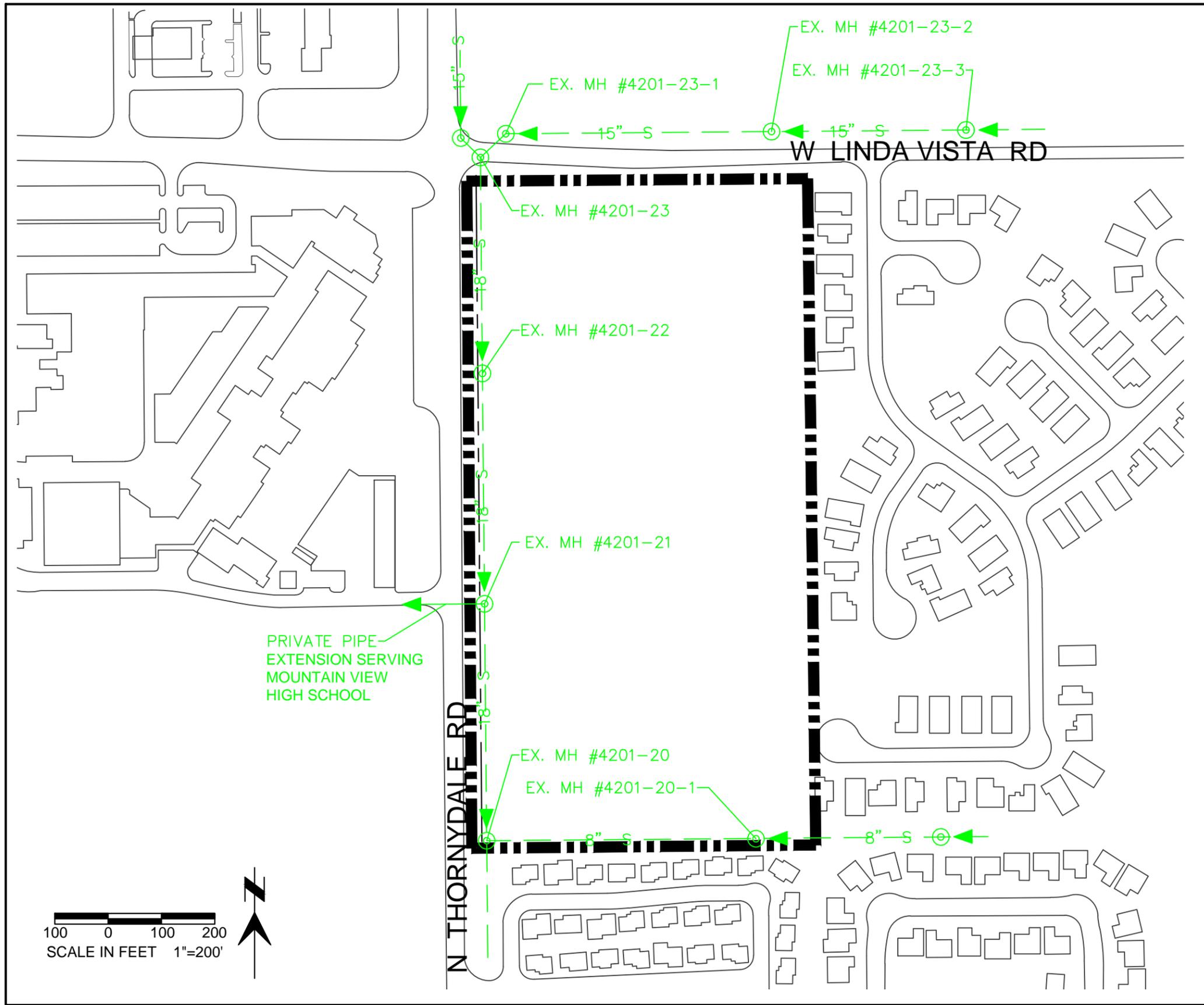
1. Size & Location of Existing Sewers

The rezoning site is served by: 1) an existing 15" public sewer which parallels the site's north boundary and which lies north of the existing Linda Vista Boulevard pavement; and 2) an existing 18" public sewer that is actually located within the subject property and parallels the its west boundary (the line lies east of the existing Thornydale Road pavement). This second line will ultimately be within public right-of-way, due to the fact that a formal dedication will be required from the developer to establish the full/ultimate MS&R right-of-way width of 150' for Thornydale Road. Please refer to Exhibit I-G.1,2 (Sewer) for the location of these existing sewers and their associated manhole numbers.

2. Any Constraints to Gravity Service

It does not appear that there are any constraints to providing gravity sewer service for the project and connecting its new sewers to the aforementioned 18" public line that parallels Thornydale Road. There are three (3) existing manholes along the site's western boundary that can facilitate direct connection to this existing sewer.

Exhibit to Follow



LEGEND



Rezoning Site



Existing Sewer, Flow Direction, Manhole Number & Line Size

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EXHIBIT I-G.1,2
 SEWERS
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H. RECREATION & TRAILS

1. Public Parks, Recreation Areas & Trails within One (1) Mile

See Exhibit I-H.1 for mapping of the various trails and park facilities located in the vicinity of the rezoning site.

Southwest of the site, across Thornydale Road and south of Mountain View High School, is Arthur Pack Regional Park, a Pima County facility managed and maintained by the Department of Natural Resources, Parks & Recreation (DNRPR). This Park has natural desert elements together with fully-developed athletic fields, a golf course, improved trails, and various activity facilities.

Directly south of Arthur Pack Regional Park, approximately ½ mile south and west of the subject property, is the Tucson Audubon Society, a private nature preserve with on-site nature trails and an interpretive center.

2. Pima Regional Trails System Master Plan (PRTSMP)

A conceptual alignment for Trail # 160 (Hardy Wash Trail) is currently depicted on the 2010 Pima Regional Trails System Masterplan. This is a dedicated secondary trail whose conceptual alignment traverses several existing residential subdivisions lying east/southeast of the subject property. It has been physically implemented in only a few areas, the most notable of which lies within Arthur Pack Regional Park to the southwest of the subject property.

Exhibit to Follow