

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 four-lane, divided roadway complete with curbs, medians, bike lanes, and sidewalks on both sides of the street.

Magee Road is a two-lane roadway with 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 Thornydale Road is 30,618 VPD. The pavement condition Thornydale Road is in excellent condition along the project frontage. The Magee Road capacity is 13,122 VPD west of Thornydale Road. The Magee Road pavement is average in quality along the project frontage.

f. Average Daily Trips (ADT)

The proposed project will generate more than 500 ADT, but less than 2,500 ADT. As such, the appropriate ADT volumes are provided in Table 2 for those streets within two (2) miles 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 TWO (2) MILES	
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)
Magee Road	5,488 (west of Thornydale Road) 6,257 (Thornydale Road to Shannon) 16,444 (Shannon Road to N. La Cholla Blvd.)
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)
Linda Vista Boulevard	10,675 (west of Thornydale Road) No data available for east of Thornydale (street dead ends ½ mile east of Thornydale)
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

Thornydale Road has existing sidewalks and bike lanes on both sides of the roadway along the project frontage. Magee Road has no curbs, bike lanes, or sidewalks in place along the project frontage.

h. Planned Roadway Improvement Schedules

Thornydale Road's full cross-section is already in place along the project frontage. North of Cortaro Farms Road, Thornydale Road is an approved Regional Transit Authority (RTA) bond project that will extend its full four-lane cross-section (with sidewalks, bike lanes, medians, etc.) northward to Lambert Lane. Construction of this RTA project is scheduled to commence in 2018.

Improvements to expand Cortaro Farms Road to four (4) lanes between Thornydale Road and Camino de Oeste (approximately one-half mile north of the rezoning site) are currently in the design stage and at 60% completion.

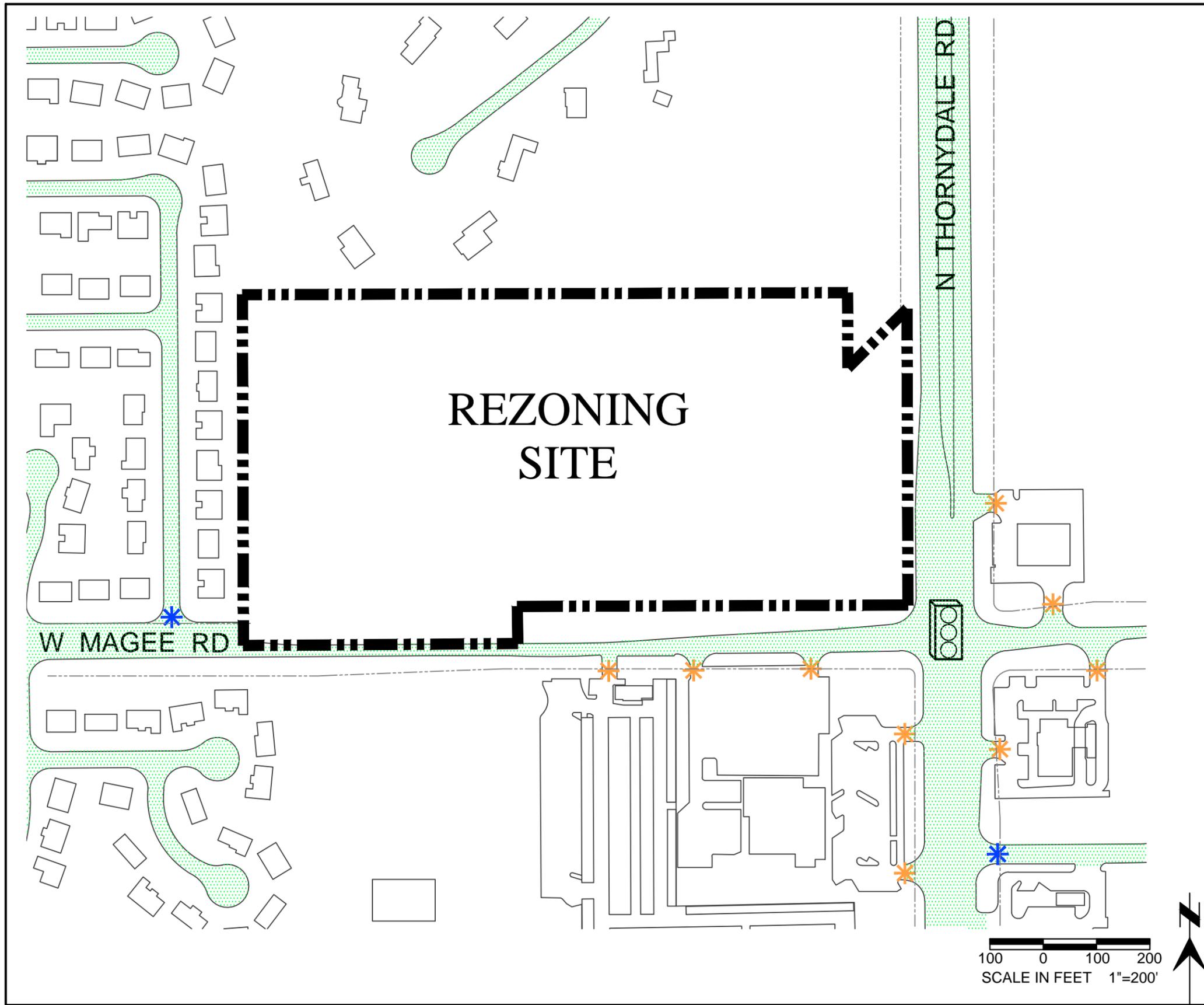
2. Distances from Site to Existing Nearby Driveways & Intersections

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).

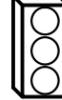
3. Existing & Planned Transit Routes

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



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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PROJECTS INTERNATIONAL, Inc.
 STRATEGIC GUIDANCE
 ENTITLEMENT PROCESSES
 LOCAL ADVICE & COUNSEL

GRS
 LANDSCAPE ARCHITECTS, LLC

Red Point Development, Inc.
 NWC MAGEE & THORNYDALE ROADS
 (Ownership Entity: Mandarin Associates)
 REZONING: SR to CR-5

EXHIBIT I-F.1a-e
 TRANSPORTATION - ACCESS
 PAGE 34

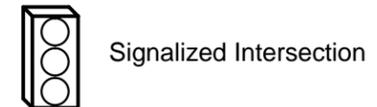


LEGEND



Existing Private Driveway Intersection

Existing Public Street Intersection



325' Dimension between Driveways or Streets, Typ.

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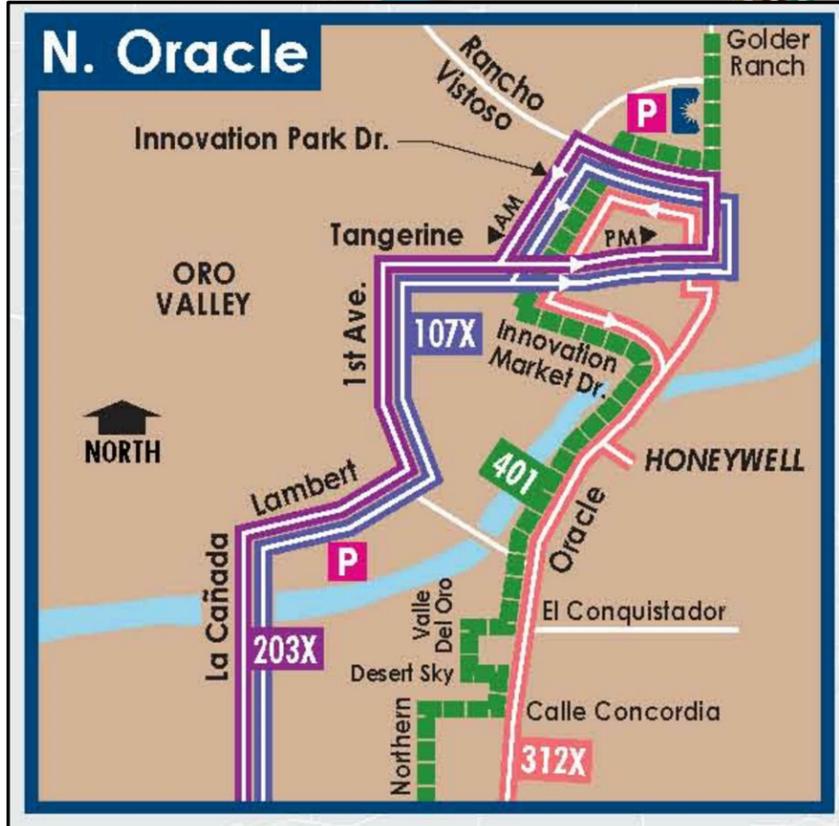
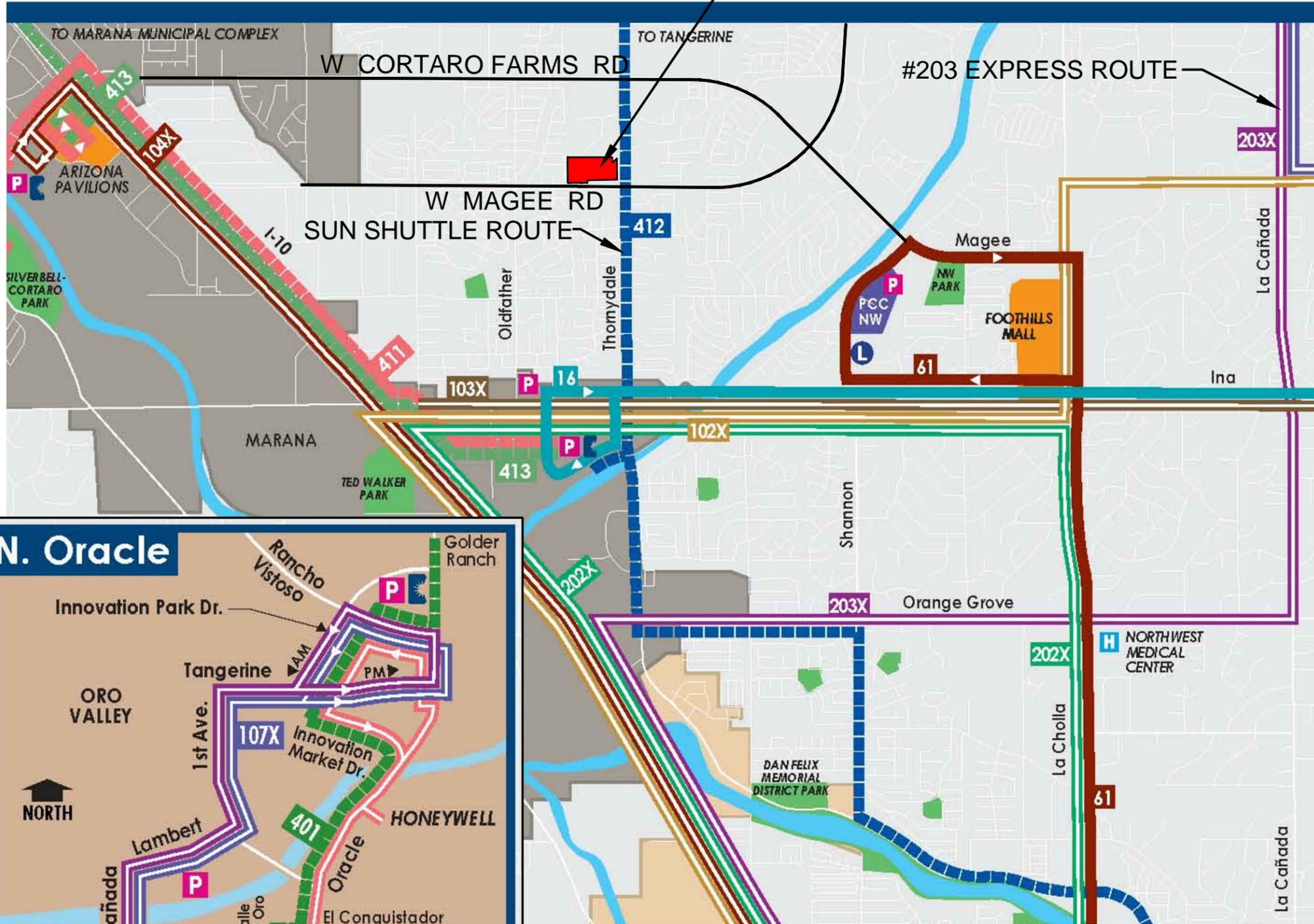


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 (Ownership Entity: Mandarin Associates)
 REZONING: SR to CR-5

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

REZONING SITE

See N. Oracle Inset,
Lower Left



LEGEND

- 34 Sun Tran Route Indicator, Typ.
- P Park & Ride Lot
- #203 Express Route
- Sun Shuttle Route #412
(Designated stops located on Thornydale Road at Cortaro Farms Road and Linda Vista Boulevard.)

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EXHIBIT I-F.3
 PUBLIC TRANSIT
 PAGE 36

G. SEWERS

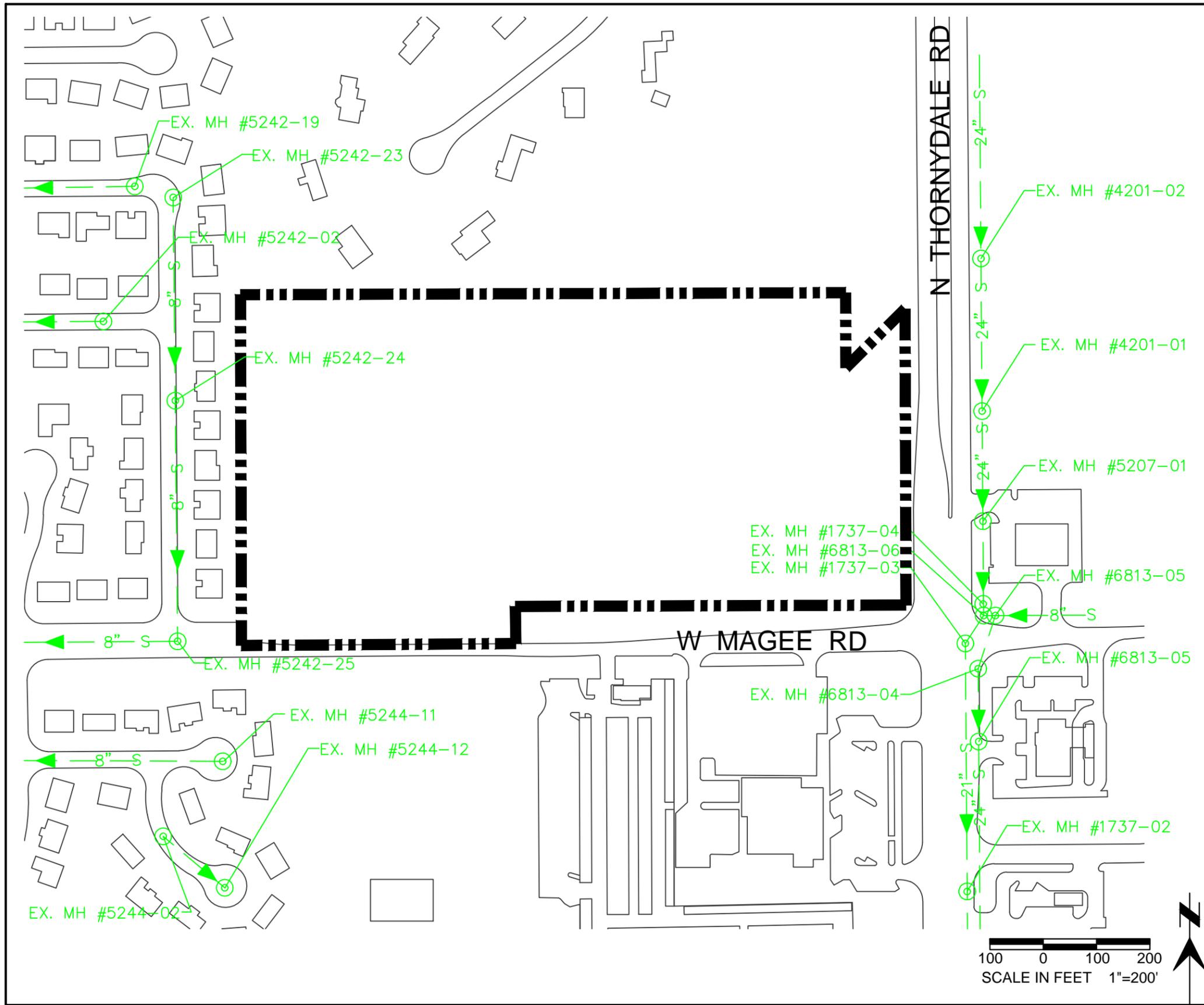
1. Size & Location of Existing Sewers

An existing 24" and 21" public sewer parallels the site's east boundary lies on the east side of existing Thornydale Road. An existing 8" public sewer lies within Firethorn Avenue (within the adjacent residential subdivision to the immediate west) and within the Magee Road right-of-way just to the west of subject property. Given the southwestward slope of the property, this second line is the likely candidate for providing sewer service to the project. Please refer to Exhibit I-G.1,2 (Sewer) for the location of these existing sewers and their associated manhole numbers.

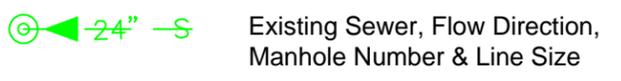
2. Any Constraints to Gravity Service

It does not appear that there are any constraints to providing gravity sewer service for the project in connecting its new sewers to the aforementioned 8" public line west of the site. There is an existing manhole within the Magee Road right-of-way to the immediate west of the property, providing a logical point of connection.

Exhibit to Follow



LEGEND



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 REZONING: SR to CR-5

EXHIBIT I-G.1,2
 SEWERS
 PAGE 38

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.

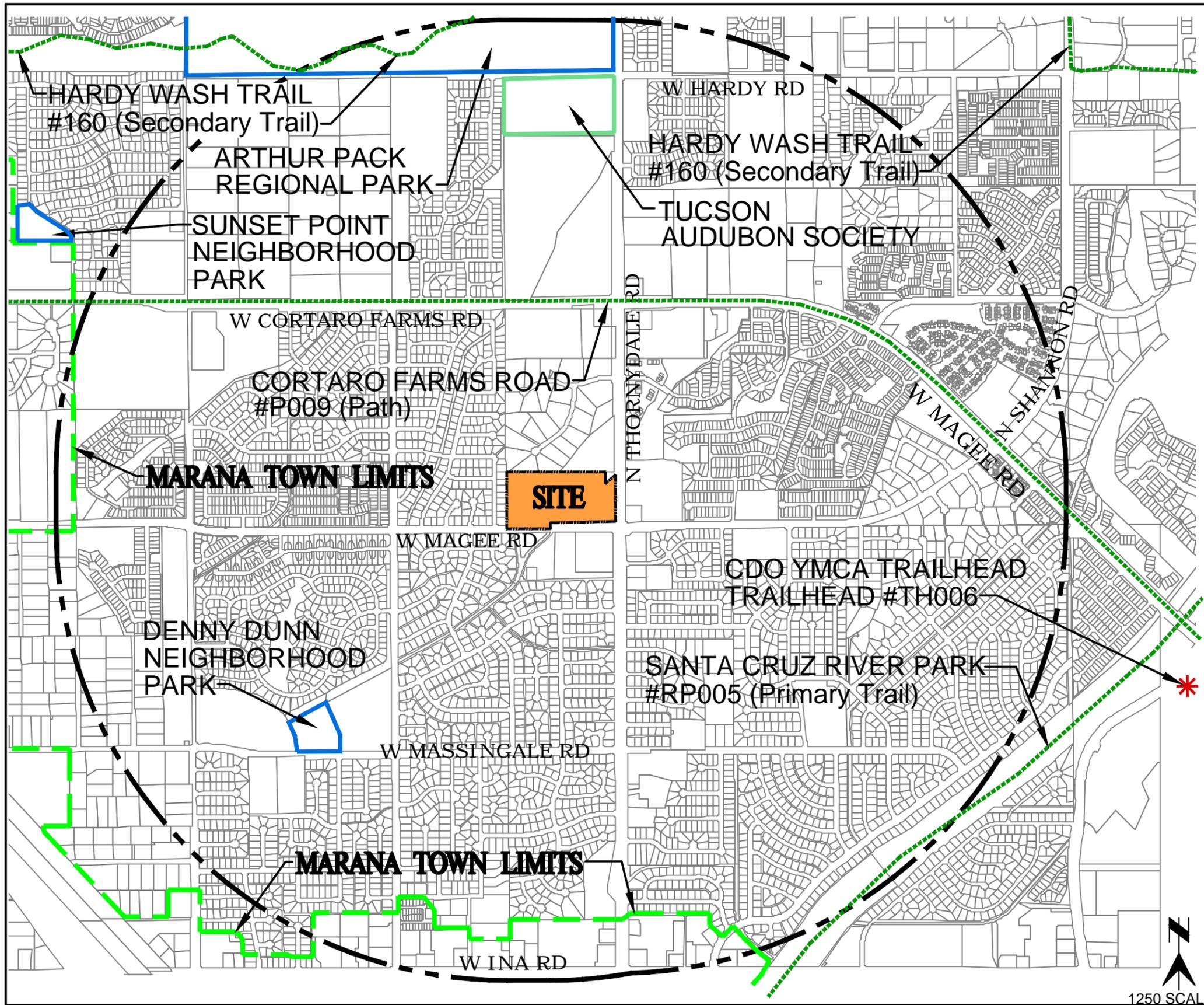
Southwest of the site, approximately 1.5 miles away, is Denny Dunn Neighborhood Park, a Pima County facility managed and maintained by the Department of Natural Resources, Parks & Recreation (DNRPR). Approximately two miles to the north is Arthur Pack Regional Park, a major regional park facility also maintained by 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 County Regional Trails System Master Plan (PCRTSMP)

The nearest designated PCRTSMP trail is the Cortaro Farms Road Path (# P009). This is designated path follows Cortaro Farms Road, which is approximately one mile north of the subject property, and the designated path extends for several miles in each direction.

Exhibit to Follow



LEGEND

-  Rezoning Site
-  Designated Pima County Trail from Pima County Regional Trail System Master Plan
-  Public Park
-  Designated Pima County Trailhead from Pima County Regional Trail System Master Plan
-  Tucson Audubon Society
-  Marana Town Limits

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EXHIBIT I-H.1
 RECREATION AND TRAILS
 PAGE 40

I. CULTURAL RESOURCES, ARCHAEOLOGICAL & HISTORIC SITES

1. Records Check and Letter Report

A cultural resources records review was completed for subject property by SWCA Environmental Consultants in October, 2014. The search reviewed the existing records in the AZSITE database, as well as the National Register of Historic Properties (NRHP). These sources indicate that no archaeological sites had been previously documented on the subject property. The summary findings from the SWCA records review is included here as Exhibit I-I.1.

a. Prior Field Surveys

Per the above, no prior archaeological or cultural resource surveys have been completed for the property.

b. Previously Recorded Archaeological or Historic Resources

No archaeological or historic sites of significance were found in the aforementioned records review.

c. Probability of Buried Resources

There is a low probability of buried resources based upon the aforementioned records review.

d. Recommendation as to Future Surveys

The SWCA records review recommends that a cultural resources survey be completed for the property prior to development due to the fact that no prior survey has ever been conducted. It is the developer's intent to complete this survey at the time of subdivision platting.

2. On-Site Archaeological or Historic Resources

Not applicable per the above findings.

Exhibit to Follow

Section I - Site Inventory



Larry Kreis
Red Point Development
8710 North Thornydale Road, Suite 120
Tucson, Arizona 85742

Re: Cultural Resources Records Review for the Mandarin Property, Unincorporated Pima County, Arizona

Dear Larry:

On behalf of Red Point Development, Inc., SWCA Environmental Consultants (SWCA) has completed a cultural resources records review of the Mandarin property (Parcel 225-33-066A) located on West Magee Road, west of North Thornydale Road, in unincorporated Pima County, Arizona. The purpose of the study is to provide information on whether the property has been previously surveyed for cultural resources, to identify any known archaeological or historical resources on the property, to assess whether the property may contain buried archaeological resources not visible from the surface, and to make an informed recommendation as to whether an archaeological survey of the properties is warranted. We understand that this study is a required component of the Site Analysis report that is to be provided to Pima County as part of an application to rezone the property.

The 18-acre Mandarin property is a privately held parcel in Section 30, Township 12 South, Range 13 East, Gila and Salt River Baseline and Meridian, Pima County, Arizona, and can be found on the Jaynes, AZ 7.5-minute U.S. Geological Survey topographic quadrangle (Figure 1).

SWCA consulted the AZSITE database for previously conducted surveys and previously recorded sites within the subject property. The National Park Service National Register Information Systems Database was also consulted for National Register of Historic Properties (NRHP)-listed properties or districts. The records search showed that no archaeological surveys have been conducted within the project area, and no archaeological sites have been previously documented in the project area.

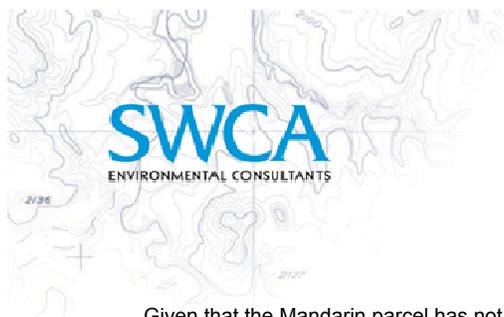
Based on Arizona Geological Survey maps, the Mandarin property lies upon middle to late Pleistocene Piedmont alluvium.^{1,2} The potential for intact buried archaeological resources not visible on the surface is low.

¹ McKittrick, M.A. 1988. Surficial Geologic Maps of the Tucson Metropolitan Area. Open-File Report No. 88-18. Tucson: Arizona Geological Survey.

² Pearthree, P.A., and T.H. Biggs. 1999. Surficial Geology and Geologic Hazards of the Tucson Mountains, Pima County, Arizona. Open-File Report No. 99-22. Tucson: Arizona Geological Survey.

Exhibit I-I.1 (Page 1 of 2)
SWCA Records Review Summary Letter of Findings

Section I - Site Inventory



Given that the Mandarin parcel has not been previously surveyed for cultural resources, we recommend that an archaeological survey be conducted of the property.

Thank you for providing us with the opportunity to work with you again. Please contact me at (520) 325-9194 if you have any questions at all regarding this work.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jerome Hesse', is written over a light blue background.

Jerome Hesse
Cultural Resources Lead, Tucson

Attachment A: Figure 1.

J. AIR QUALITY

1. Proposed Industrial Facilities

Not applicable; there are no Industrial facilities planned or proposed for this development.

K. COMPOSITE MAP

1. Description of Major Characteristics

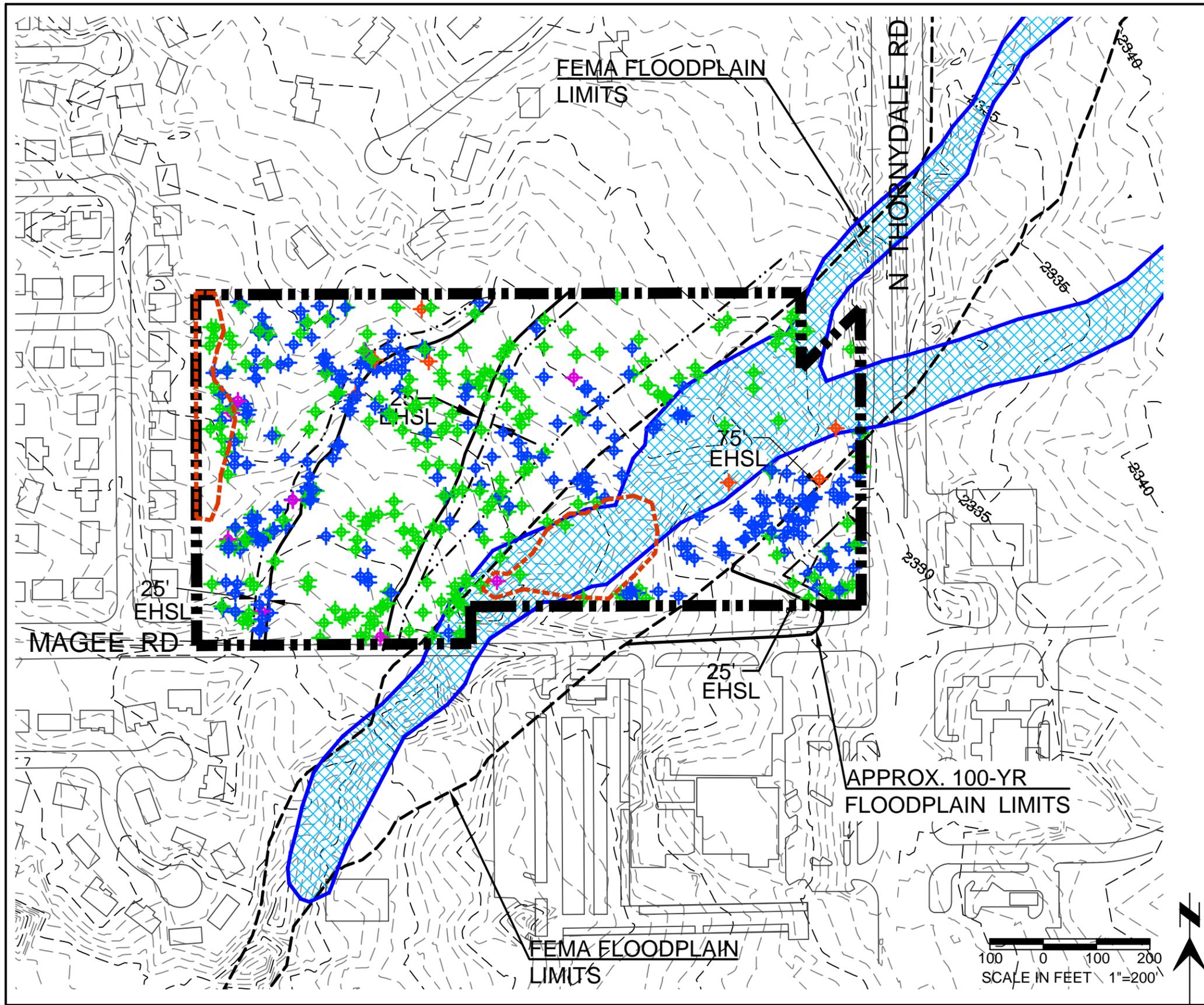
The site is generally unremarkable in terms of landform or significant features, except for the fact that it possesses a rich stand of natural desert vegetation and designated habitat and important riparian areas. The specific characteristics cited in the Site Analysis Guidelines are respectively addressed on Exhibit I-K.1-3 (Composite Map) as follows:

1. **Topography.** There are no restricted peaks and ridges, rock outcrops, talus slopes, or slopes of 15% or greater. As such, none of these topographic features are depicted on the Composite Map exhibit. The Exhibit will contain only the 1' contour interval mapping of the site.
2. **Hydrology.** The Composite Map exhibit will contain the following identified items from the checklist: (a) the 100-year regulatory floodplains traversing the site in the existing condition; and (d) the regulated riparian habitat areas.

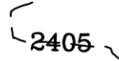
The following items from the checklist do not exist on the property and so will not be depicted on the Composite Map: (b) sheet flow areas; (c) the federally-mapped FEMA floodways, and (e) lakes, ponds, springs, wetlands, etc.

3. **Biological Resources.** The Composite Map exhibit will contain only the following three (3) identified items from the checklist: (a) all saguaros, mapped and categorized based on their height being lesser or greater than 18' tall; (b) ironwood trees; and (e) areas of significant or important vegetation.

The following items from the checklist do not exist on the property and so will not be depicted on the Composite Map: (c) pima pineapple cactus; and (d) needle-spined pineapple cactus.



LEGEND

-  Rezoning Site
-  Existing Condition Topographic Contour (1' Interval)
-  Erosion Hazard Setback Limit
-  Approximate 100-Year Floodplain Limit
-  FEMA Floodplain Limit
-  Mapped Riparian Habitat -- Xeroriparian "C" Riparian Habitat
-  Saguaro ≤ 6' in height
-  Saguaro > 6' - 18' in height
-  Saguaro > 18' in height
-  Ironwood Tree
-  Vegetation of Special Note for Scenic Value or Buffering

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SECTION II:
Land Use Proposal

A. PROJECT OVERVIEW

The proposed rezoning can rightly be viewed as an infill development that will fit well within its surrounding, urbanizing context and will make efficient use of the existing network of public and utility infrastructure that is already in-place.

1. Requested Zoning Designation

Because the Project is not proposed to include multiple zoning districts, the Site Analysis requirements of Section II-A.1. do not apply. The requested zoning designation for the entire rezoning site is CR-5.

2. Characteristics of Proposed Development

The site will be developed with two (2) separate uses. The portion located west of the primary wash that bisects the property will be developed as a single-family residential subdivision, the intent of which is to be generally consistent in density and character with the existing subdivisions already in place to the west, northwest, and southwest. The existing subdivision to the north is a lower-density Suburban Homestead (SH) subdivision. During the comprehensive plan stage, negotiations with these affected neighbors resulted in us establishing a 150' wide buffer and setback area to protect this lower-density subdivision. This buffering commitment has been honored with the proposed Preliminary Development Plan (PDP).

There is also a notable distinction between the present proposed subdivision and the aforementioned similar subdivisions to the west, northwest, and southwest. The latter were subdivided and constructed in the 1980's and 1990's, when far less restrictive regulations were in place to protect natural drainage features and wildlife habitat areas. As a result, many of these prior subdivisions were entirely mass graded and their natural drainages either narrowed and channelized or realigned altogether. The residential subdivision proposed under this rezoning will essentially preserve the on-site defined natural drainageways in their natural state, except for necessary street crossings, as well as fully honor the Conservation Lands System (CLS) thresholds for the site through a combination of on-site and off-site set-asides.

The second proposed use on the site is located in the area lying east of the primary wash that bisects the property. This portion is approximately 2.2 acres in size and will be developed as a small multi-family/apartment complex. This multi-family use is appropriate given: 1) its location at the immediate intersection of Thornydale and Magee Roads; and 2) the generally greater intensity of uses that are already immediately concentrated around this intersection, including a self-storage facility and post office to the south, a convenience store to the east, and a credit union and fast-food restaurant to the southeast.

a. Project Design & Response to Site Constraints

The site's major constraints are natural and environmental ones, most notably pertaining to habitat conservation and the presence of the natural drainage that traverses the property.

The majority of the site is designated as *Multiple Use Management Area (MUMA)* under the Maeveen Marie Behan Conservation Lands System (CLS), with portions of it classified as underlying *Xeroriparian "C" Riparian Habitat*. The property is further subject to the CLS Special-Species Management overlay, thereby requiring that an 80% preservation threshold be met for those portions of the site within the CLS.

Beyond these habitat considerations, the site contains numerous saguaros and ironwood trees, thereby necessitating special care in applying and executing the Native Plant Preservation Ordinance (NPPO).

Lastly, the site is traversed by a defined and channelized natural drainage which is regulatory in nature (i.e. possessing a flow greater than 100 cfs in the 100-year event) and is a FEMA Special Flood Hazard Zone "A", effectively bisecting the property into two separate developable areas.

The Preliminary Development Plan (PDP) presented below in Section II.B responds to these natural constraints by employing significant set-asides for both the CLS and regulatory-floodplain constraints identified above. The residential lots and proposed multi-family complex are clustered in a way that respects the 100-year regulatory floodplains while also employing supplemental on-site set-asides that buffer the adjacent residents and which accrue towards overall CLS compliance.

In the end, the proposed project design, with its substantial set-asides, natural buffers, and preserved central wash, serves as a relative contrast to the those existing subdivisions to the west, northwest, and southwest that were developed under older, less restrictive preservation and protection regulations.

b. Conformance with Comprehensive Plan (Pima Prospers), etc.

This Project, as proposed, will comply with Pima Prospers (the Pima County Comprehensive Plan) and all applicable Rezoning Policies.

This Project complies with its Designated Land Use Intensity Category.

The Property is designated as Medium Intensity Urban (MIU) per approved Case No. Co7-13-05 and adopted Resolution No. 2-14-116. The complete rezoning policies attendant to this Case are provided in Section I.A.2.c on page 2 of this Site Analysis. The Project will provide a single family residential subdivision of the same basic character and intensity of those

already adjacent to it to the west, northwest, and southwest, while providing a substantially expanded natural buffer to protect the lower-density subdivision to the immediate north.

The proposed multi-family/apartment complex at the immediate intersection of Thornydale and Magee Roads is carefully sited away from (and well buffered from) the existing nearby residential subdivisions. The greater intensity and density of the multi-family use is appropriate in the context of the other intensive and non-residential uses already established at this arterial intersection. The proposed CR-5 zoning request accommodates both of these uses and is permitted under the MIU comprehensive plan category.

This Project complies with the County's Pima Prospers Use of Land (Chapter 3) and Physical Infrastructure Connectivity (Chapter 4) policies. The pertinent policies are as follows: Land Use Element (Section 3.1), Environmental Element (Section 3.4), Housing & Community Design Element (Section 3.5), and Transportation Element (Section 4.1).

Land Use Element (Section 3.1)

The proposed project works substantially toward the established Goal 1 objective (p.3.2) of integrating land use with physical infrastructure and resource conservation to insure long-range viability of the region. The requested rezoning integrates with the existing, established, or already-planned transportation, wastewater, potable water, and recreational infrastructure resources present adjacent to the property and within the larger Thornydale Road corridor. It represents a quintessential infill development that, by definition, works off of this existing infrastructure rather than requiring the further expansion of it. The continued residential densification of the Thornydale Road corridor through infill projects such as this one takes advantage of these available efficiencies and enhances the opportunity for expanded multi-modal transportation and transit options.

Environmental Element (Section 3.4)

The proposed project is in full compliance with the Conservation Lands System (CLS), its stated Goal 1 (p.3.23) objective of conserving and protecting natural resources, together with its enumerated Policies (pp. 3.23 thru 3.31). The subject property was part of an extensive exercise, during the comprehensive plan amendment phase, to establish site-specific thresholds for on-site and off-site CLS mitigation so as to insure full compliance with all established thresholds associated the Special Species Management overlay of the System. Four (4) separate properties (including the subject site) were evaluated in holistic fashion to integrate both CLS parameters and neighborhood concerns into a global solution that recognized and addressed both. The proposed rezoning is the next step in effectuating this holistic solution and bringing it to fruition.

Housing and Community Design Element (Section 3.5)

The proposed project furthers the Goal 8 (p. 3.45) objective of providing new development that is generally compatible and scale-appropriate, as well as the Goal 10 (p. 3.46) objective of ensuring development that reflects the character and sense of place of its given area. This infill project has, from the onset, pursued a very simple goal: provide a single-family residential use that, as best as possible, general fits within, respects, and essentially mirrors the type, character, and density of the newer existing residential development that already abut it to the west, northwest, and southwest. With respect to the older, lower-density subdivision to the immediate north, the intent was to provide enhanced and expanded natural buffers to protect it. With respect to the multi-family component, the logical reasoning was to site it at the intersection of the two arterial streets, where it would be well separated and buffered from the single-family subdivisions and where its more intensive use would integrate well with the established land use context already in place around the intersection.

The overall development of the site will represent a significant contrast and enhancement compared to the more recent residential subdivisions in the area. While the adjacent subdivisions to the west, northwest, and southwest were often entirely mass-graded and employed channelized drainages, today's more restrictive preservation and regulatory policies yield subdivisions with significant natural features, open space elements, and significant perimeter buffering, thereby creating a more respectful and sensitive siting of the new project's uses within the established urbanizing context.

Transportation Element (Section 4.1)

The proposed project furthers the Goal 1 (p. 3.45) objective of furthering a comprehensive and multi-modal transportation system. The Thornydale Road corridor is clearly one of the most significant north-south transportation arteries within the overall County transportation system. Multi-modal objectives can only be met by fostering the growth, intensification, and residential densification of such corridors. At present, this important corridor is, somewhat remarkably, served by one and only one public transit route. And this route is only a Sun *Shuttle* service, i.e. not a full-size Sun Tran bus. One's personal views on growth and development notwithstanding, it is simple fact that achieving truly multi-modal, transit-rich corridors can only be achieved by significant densification and intensification of use. The proposed rezoning, with its single-family and multi-family components, is one small step in that direction, with the need for many more in the future.

This Project complies with the County's applicable Rezoning Policies. As mentioned in Section I.A.2.c (pp. 1-2) of this Site Analysis, the subject property was approved for Medium Intensity Urban (MIU) under Case No.