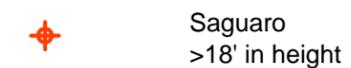
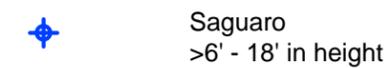
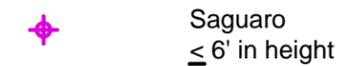
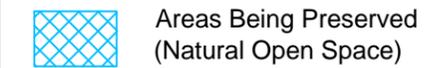


LEGEND



Jim Portner, Agent for Owner
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 520 850-0917

F. LANDSCAPE & BUFFER PLAN

1. Bufferyards in Accordance with Chapter 18.73

Exhibit II F.1-3 depicts the location of required landscape bufferyards in compliance with Chapter 18.73 (Landscape & Screening) of the Pima County Zoning Code. The determination of each particular bufferyard option (with the attendant width and plant-density requirements) will be made at the time of future subdivision platting. All bufferyard plants, densities and screening elements will be in accordance with Chapter 18.73 for the particular bufferyard type and width option ultimately selected.

Chapter 18.73 requires no bufferyard along the western boundary of the property (because of the comparable adjacent zoning) and a Bufferyard “C” along the eastern boundary. A one hundred foot (100’) wide natural buffer will be provided along the project’s western and eastern boundaries to provide a visual buffer and setback for the adjacent residential subdivisions. These set-aside buffers are consistent with approved comprehensive plan amendment for this property.

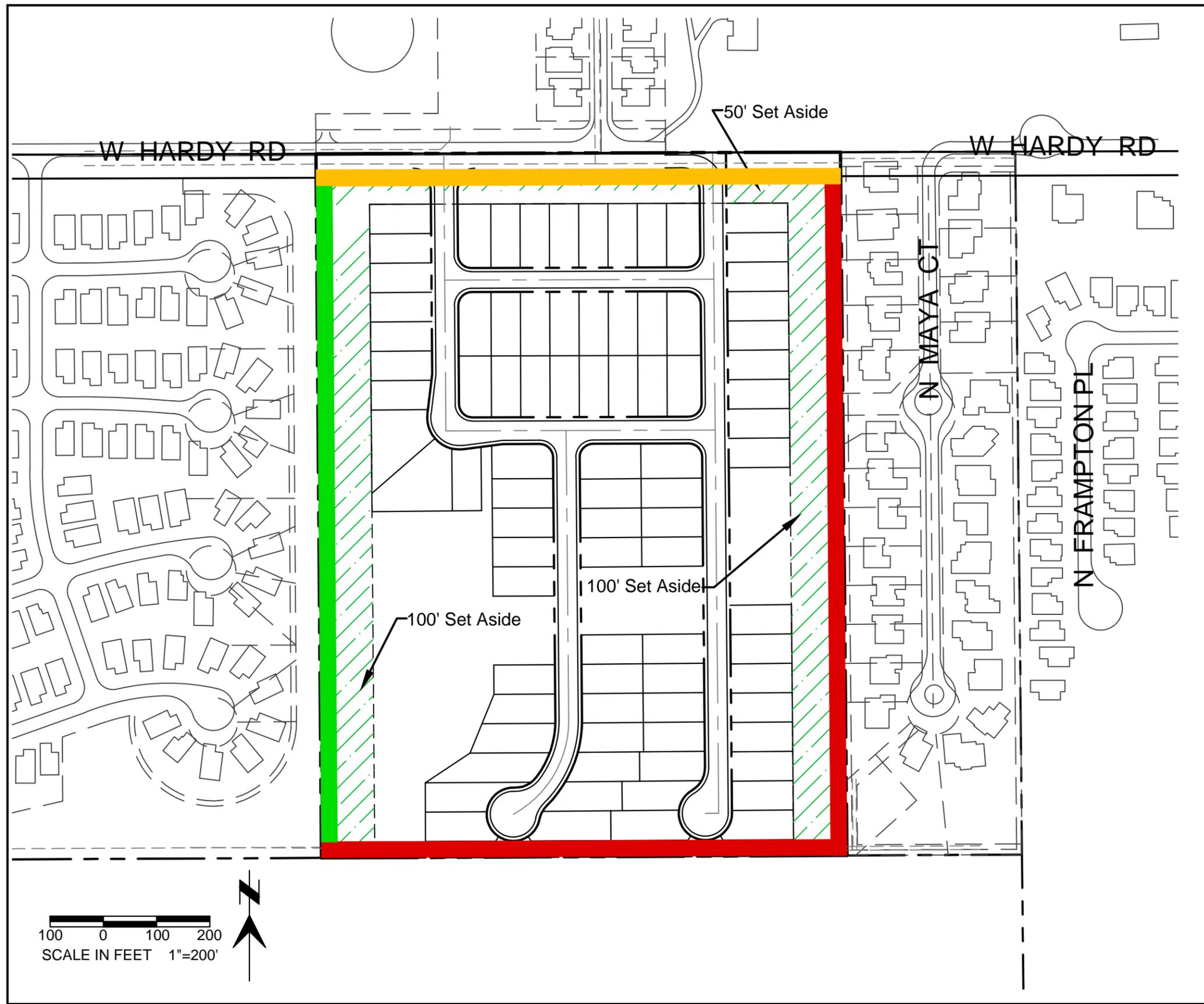
2. Conflicts with Bufferyards Due to Easements, Rights-of-Way, etc.

There are no conflicts with required bufferyards due to easements or rights-of-way.

3. Use & Viability of Transplanted/Salvaged Vegetation in Bufferyards

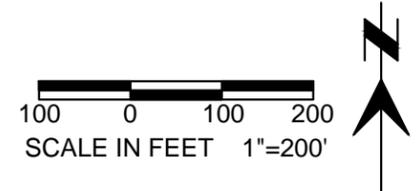
Salvaged vegetation from on-site will be incorporated, as feasible, into bufferyards, within the proposed natural buffers, or within residential lots or streetscapes in the subdivision.

Exhibits to Follow



LEGEND

-  Bufferyard 'A'
-  Bufferyard 'C'
-  No Bufferyard Required.
-  Additional Set Aside Provided along three sides of Property, as shown.



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 STRATEGIC GUIDANCE
 ENTITLEMENT PROCESSES
 LOCAL ADVICE & COUNSEL



GRS
 LANDSCAPE ARCHITECTS, LLC

Red Point Development, Inc.
 SOUTH SIDE HARDY RD, EAST OF THORNYDALE RD
 (Ownership Entities: Hardy-Thornydale I Associates, Fidelity National Title Trust #10760)
 REZONING: SR to CR-5

EXHIBIT II-F.1-3
 LANDSCAPE & BUFFERYARD
 PLAN
 PAGE 64

G. VIEWSHEDS

1. Off-Site Views Onto & Across Site

In reading the following discussion of anticipated view impacts, it is helpful to refer back to Exhibit I-E.2a (from the Site Inventory Section of this Site Analysis) to see the locations of the respective view locations discussed herein.

Views from the North

- Foreground views will not be largely impacted due to the presence of a fifty foot (50') wide buffer of preserved vegetation along the northern boundary of the site.
- Mid-ground views will be marginally impacted by the removal of vegetation beyond the 50' buffer area.
- Background views are largely non-existent due to the existing vegetation.

Views from the East

- Foreground views will not be largely impacted due to the presence of a one hundred foot (100') wide buffer of preserved vegetation along the eastern boundary of the site.
- Mid-ground views will be marginally impacted by the removal of vegetation beyond the 100' buffer area.

Views from the South

- Foreground and mid-ground views will be impacted by the removal of vegetation for construction. A Bufferyard "C" will help mitigate this impact.

Views from the West

- Foreground views will not be largely impacted due to the presence of a one hundred foot (100') wide buffer of preserved vegetation along the eastern boundary of the site.
- Mid-ground views will be marginally impacted by the removal of vegetation beyond the 100' buffer area.
- Background views are largely non-existent due to existing vegetation

2. Proposed Mitigation Measures for View Impacts

Again, it is helpful to refer back to Exhibit I-E.2c (from the Site Inventory Section of this Site Analysis) for the appropriate view locations. Also, see Exhibit II-G.1a-b (Viewshed Mitigation) provided further below.

a. Affected Views as Identified in Above Section II-G.1

Views from the North

- Views are mitigated by the preservation of a fifty foot (50') buffer along the Northern property line.

Views from the East

- Views are mitigated by the preservation of a one hundred foot (100') buffer along the Eastern property line.

Views from the South

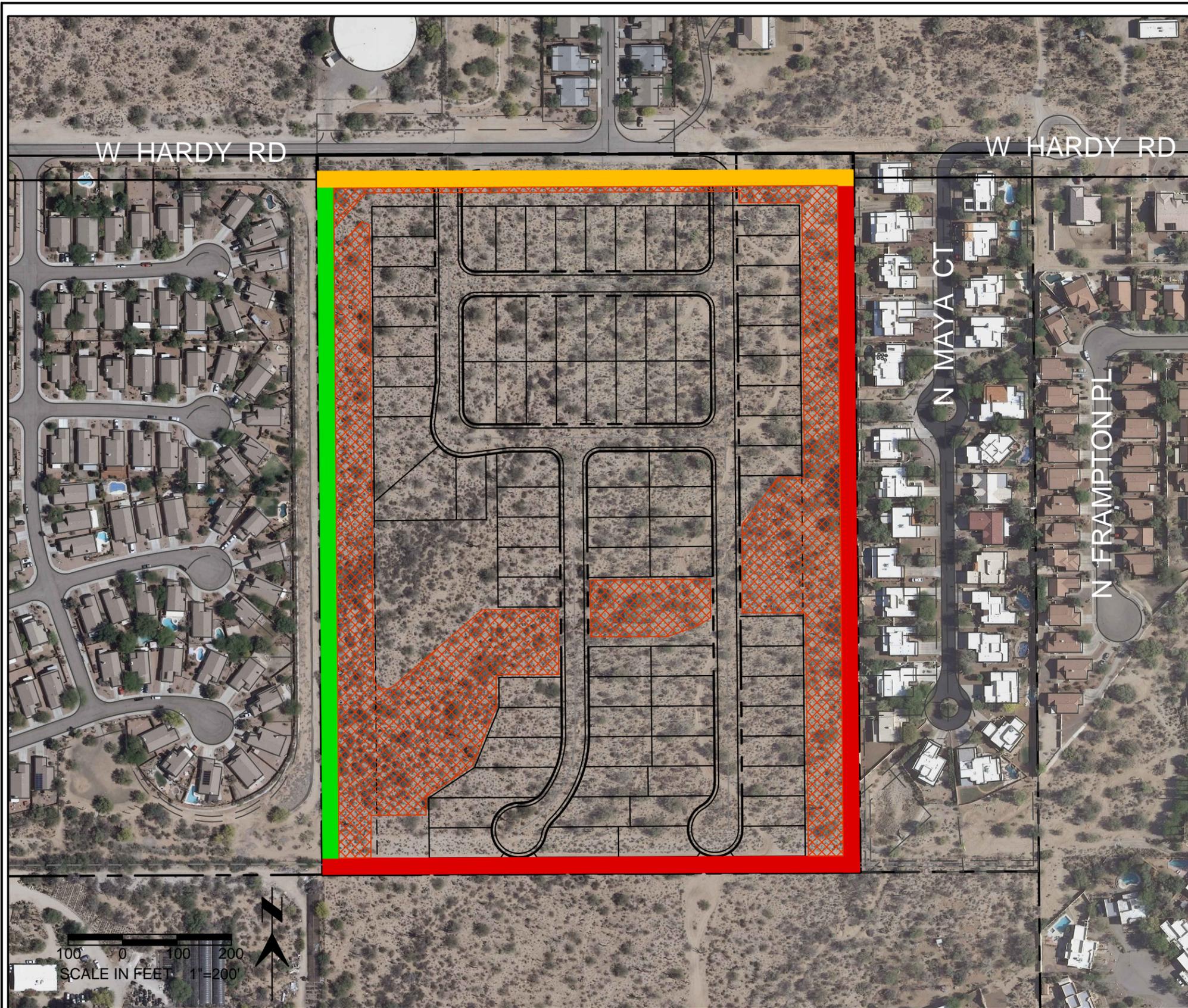
- Views will be mitigated by the installation of a Bufferyard "C" in accordance with Chapter 18.73 of the Zoning Code.

Views from the West

- Views are mitigated by the preservation of a one hundred foot (100') buffer along the Western property line.

b. Cluster Development Visibility

Not applicable; this project is not being developed as a residential cluster project.



LEGEND

- Bufferyard 'A'
Provides screening as required by code
- Bufferyard 'C'
Provides screening as required by code
- No Bufferyard Required.
- Preserved Open Space.
Provides natural screening in excess of
bufferyard requirements.

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H. TRANSPORTATION

1. Configuration of Proposed Ingress/Egress and Its Rationale

The vehicular ingress/egress points for the proposed subdivision were located in accordance with the conceptual framework plan associated with Comprehensive Plan amendment Case No. Co7-13-06 for this site. Two (2) access points are proposed on Hardy Road. Final design of these street intersections will be located at the time of future subdivision platting in coordination with PCDOT.

2. Associated Off-Site Roadway Improvements and Completion Schedule

Thornydale Road (together with appropriate transitions to the east and west on Hardy Road) is an approved Regional Transit Authority (RTA) bond project, the construction timetable for which has not yet been jointly determined by the RTA and Pima County DOT. 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.

3. Change in ADT and Level of Service (LOS) for Public Streets

The trip-generation calculations for this Site Analysis were made using the accepted Institute of Transportation Engineers (ITE) trip generation rates for single family detached residences:

- Single Family Detached Housing (Code 210): 10 Trips per Unit

Based upon the above, and in consideration of the Preliminary Development Plan (PDP) indicating a 84-lot subdivision, trip generation for the project is as follows:

84 residences @ 10 trips/residence =	840 Trips
--------------------------------------	-----------

TOTAL TRIPS GENERATED BY PROJECT:	840 Trips
--	------------------

Based upon the project layout and its two access points on Hardy Road, together with Hardy Road's dead-end just east of the subject property, it is obvious that one hundred percent (100%) of these trips will be loaded onto Hardy Road and, subsequently, onto Thornydale Road.

With the expected small increases in ADT from this project as described above, it is anticipated that there will not be significant impacts upon the intersection Level of Service (LOS) at the Hardy/Thornydale Road intersection. That being said, it is the hope of the developer that the proposed subdivision will be brought to market after the planned RTA improvements to Thornydale Road have been constructed.

4. Mitigation of Impacts on Local Streets

All of the project's generated trips will be directed onto collector or major streets. There will be no impacts upon nearby local streets.

5. Proposed Bicycle & Pedestrian Pathways

There are no existing sidewalks or bicycle lanes on Hardy Road or nearby Thornydale Road. Sidewalks and bike lanes are included in the full arterial cross-section proposed for Thornydale Road in the aforementioned RTA bond project.

New on-site subdivision streets within the proposed project will have concrete sidewalks on both sides.

6. Proposed On-Site Rights-of-Way

A fifty-foot (50') street right-of-way is proposed for the onsite subdivision streets; this cross-section will contain 36' of pavement, 2' wedge curbs, 5' sidewalks on each side of the street, and allow for on-street parallel parking.

7. Conformance with Pima County Concurrency Requirements

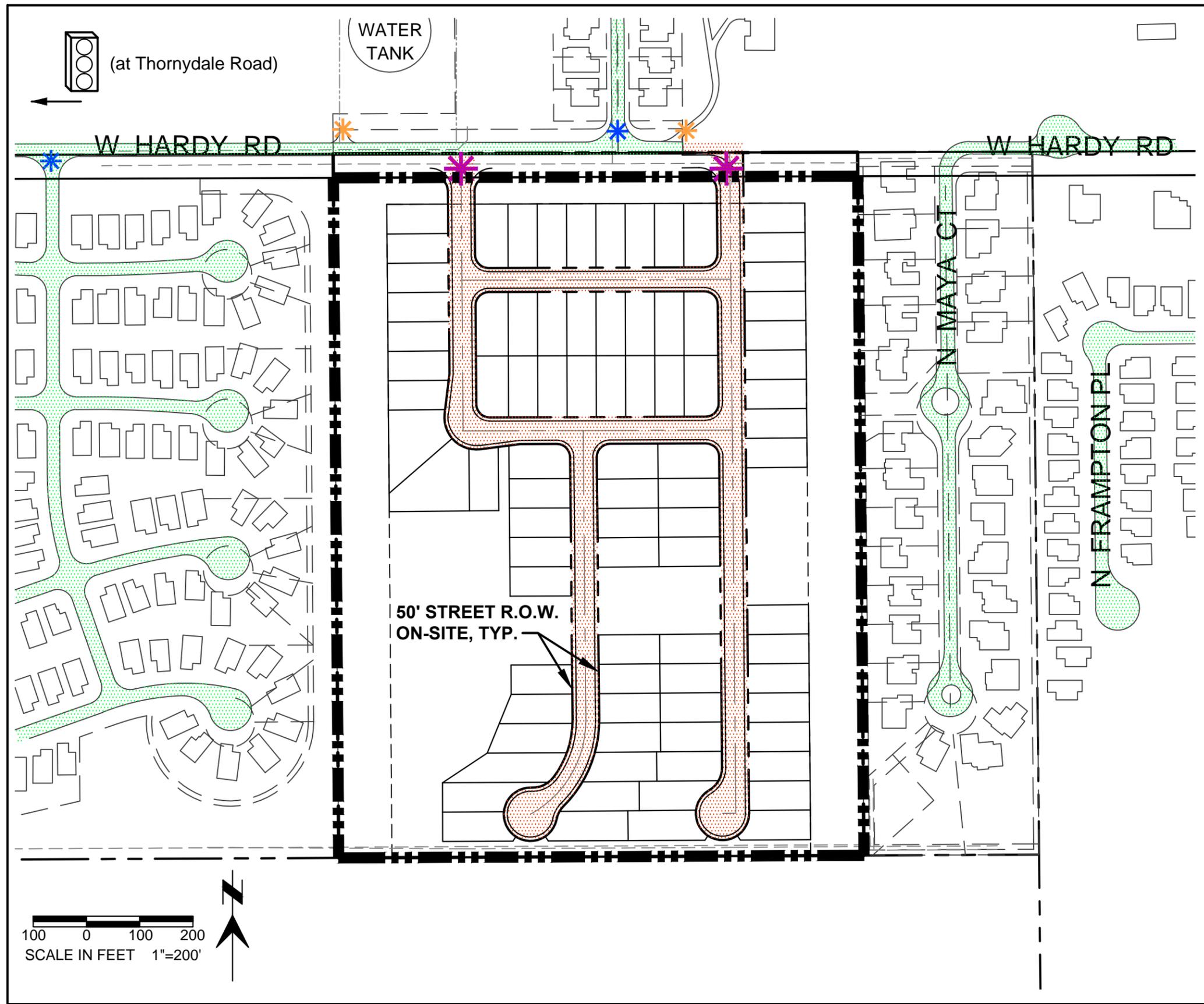
Given the relatively small amount of new vehicle trips (840) generated by this project, it is anticipated that the adjacent and nearby public streets will absorb the anticipated traffic increase resulting from the subject project with little significant impact. Pima County Department of Transportation considers this project as a secondary concurrency concern due to the fact that Thornydale Road is already over capacity, but the aforementioned RTA four-lane improvements, when completed, will increase its capacity to 34,000 ADT and allow it to absorb the relatively low increase in traffic resulting from this subdivision.

8. Applicability & Timing of Traffic Impact Study (TIS)

Due to small amount of trips being generated by this project, it does not meet the PDCOT threshold for a TIS.

9. Alternative Modes & Reduction in Auto Dependency

Due to a general lack of demand, the Thornydale Road corridor is currently served only by a single Sun Tran Route (No. 412), this being a Sun *Shuttle* service and not a full-size Sun Tran bus. This Shuttle has a designated stop at Hardy Road. Continued urbanization, densification, and residential development within the corridor like that proposed with this rezoning will have a positive effect toward generating the kind of sustainable ridership demand that will foster and support expanded transit services.



LEGEND

- PDP Boundary
- 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
- New Entry Point for Proposed Subdivision (New Terminus of Hardy Road Pavement)
- New 36' Wide Pavement with Wedge Curbs and Sidewalks Both Sides

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PROJECTS INTERNATIONAL, Inc.
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 ENTITLEMENT PROCESSES
 LOCAL ADVICE & COUNSEL

GRS
 LANDSCAPE ARCHITECTS, LLC

Red Point Development, Inc.
 SOUTH SIDE HARDY RD, EAST OF THORNYDALE RD
 (Ownership Entities: Hardy-Thornydale I Associates, Fidelity National Title Trust #10760)
 REZONING: SR to CR-5

EXHIBIT II-H.1,5
 TRANSPORTATION
 PAGE 70

I. ON-SITE WASTEWATER TREATMENT & DISPOSAL

1. Soil Evaluations

Not applicable; no on-site wastewater treatment is proposed with this project.

2. Rationale for Non-Connection to Public System

Not applicable; no on-site wastewater treatment is proposed with this project.

3. Reserve Disposal Areas

Not applicable; no on-site wastewater treatment is proposed with this project.

J. SEWERS

1. Capacity Response Letter

Capacity Response Letter No. 2015-130 (Type I), from the Pima County Regional Wastewater Reclamation Department (PCRWRD) is attached as Exhibit II-I.1

2. Method of Sewer Service and Point of Connection to Public System

The development will most likely connect to the existing 8" public sewer located parallel to the site's entire south boundary. See Exhibit II-I.2

3. Sewers Located in Non-Paved Areas

All proposed onsite sewers will be public and all will be located beneath pavement or beneath surfaces stabilized per RWRD standards. In the case of drainage crossings, the public gravity sewer will be either protected from, or located below, calculated scour areas as required by both Pima County Building Codes and ADEQ.

4. Constraints to Providing Gravity Service

There are no constraints to providing gravity service on this project.



REGIONAL WASTEWATER RECLAMATION DEPARTMENT
201 NORTH STONE AVENUE
TUCSON, ARIZONA 85701-1207

JACKSON JENKINS
DIRECTOR

PH: (520) 724-6500
FAX: (520) 724-9635

June 22, 2015

Ben Zismann
EPS Group, Inc.
8710 N Thornydale Road, Suite 140
Tucson, Arizona 85742

Sewerage Capacity Investigation No. 2015-130 Type I

RE: **Hardy Road Rezoning, Parcels 22529009D, 22529009F**
Estimated Flow 18,144 gpd (ADWF).

Greetings:

The above referenced project is tributary to the Tres Rios Water Reclamation Facility via the Canada Del Oro Interceptor.

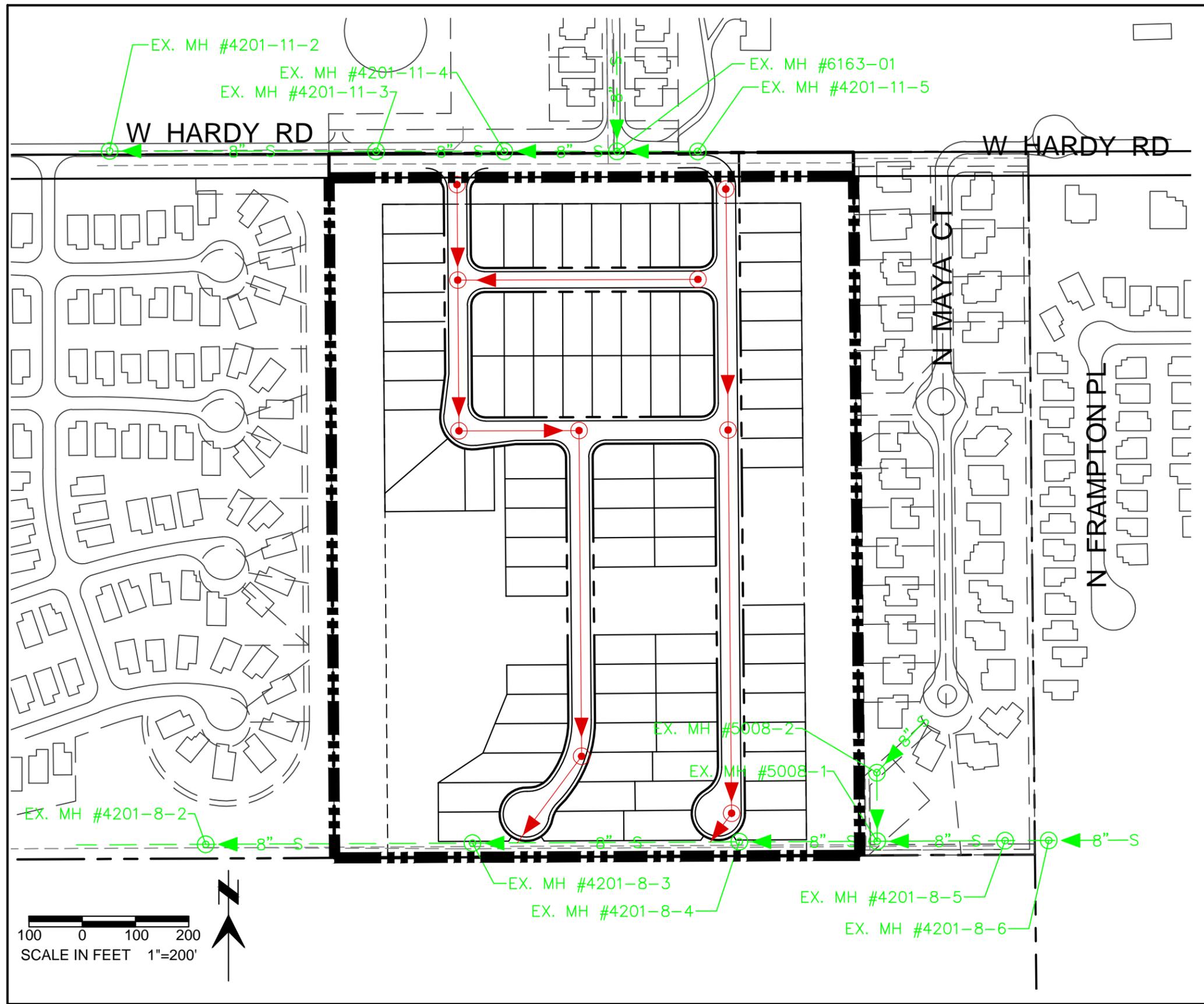
Capacity is currently available for this project in the public sewer G-84-024, downstream from manhole 4201-11-4.

This letter is not a reservation or commitment of treatment or conveyance capacity for this project. It is an analysis of the system as of this date and valid for one year. Allocation of capacity is made by the Type III Capacity Response.

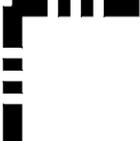
If further information is needed, please feel free to contact us at (520) 724-6642.

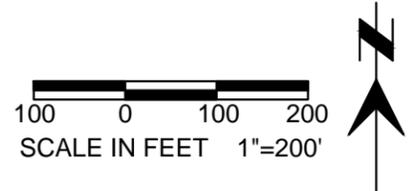
Reviewed by: Kurt Stemm, CEA

Exhibit II-I.1
Type I Capacity Response Letter



LEGEND

-  PDP Boundary
-  Existing Sewer, Flow Direction, Manhole & Size
-  New 8" Sewer & Manhole
(Conceptual Depiction; to be finalized at time of Subdivision Platting in Coordination with PC RWRD)



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EXHIBIT II-J.2
 SEWERS
 PAGE 73